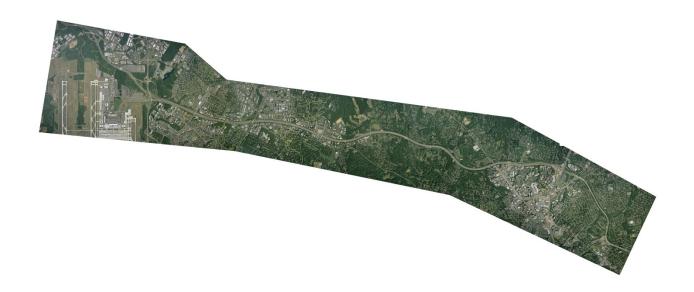
Virginia Pollutant Discharge Elimination System

General Permit for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems

Permit coverage from July 1, 2013 to June 30, 2018



MS4 Program Plan for the Dulles Toll Road Permit Number VAR040120

Prepared by:

Metropolitan Washington Airports Authority

Washington Dulles International Airport Engineering and Maintenance Division PO Box 17045 Washington, D.C. 20041

August 24, 2015

In accordance with the Small Municipal Separate Storm Sewer System (MS4) requirements, the Metropolitan Washington Airports Authority (Airports Authority) has developed, implemented, and enforced, a MS4 Program Plan designed to reduce the discharge of pollutants from the regulated small MS4 to the maximum extent practicable (MEP), to protect water quality, to ensure compliance by the operator with water quality standards, and to satisfy the appropriate water quality requirements of the Clean Water Act and regulations. The Airports Authority's MS4 Permit Program Plan is provided in the context of the six Minimum Control Measures (MCMs) outlined in the revised Virginia General Permit, effective July 1, 2013. The six MCMs are:

- Public Education and Outreach on Stormwater Impacts
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction Site Stormwater Runoff Control
- Post Construction Stormwater Management in New Development and Development on Prior Developed Lands
- Pollution Prevention/Good Housekeeping for Municipal Operations

1. Extent of the regulated small MS4 area of the Dulles Toll Road

The regulated property includes the combined rights-of-ways for the Dulles Airport Access Highway (DAAH) and the Dulles Toll Road (DTR). The DAAH and DTR are located in Fairfax and Loudoun Counties, Virginia. The property is a highway and transportation right-of-way that is adjacent to residential and commercial properties. The right-of-way for these highways and selected on- and off-ramps extends in an east-west direction from just west of the Magarity Road overpass on the east side of the corridor (inside the Washington Beltway [I-495] but before merging with I-66) to Route 28 on the west side of the corridor. The total length of the right-of-way is approximately 14 miles. The average width of the right-of-way is approximately 700 feet.

2. Identification of the Dulles Toll Road MS4 Operator and Responsibilities

The operator is the Airports Authority. Christopher U. Browne is the Airport Manager. Cyndi L. Ward is the Manager of the Toll Road, which oversees operation and maintenance of the DTR. Brian A. Leuck is the Manager of the Engineering & Maintenance Department, which oversees and ensures compliance of the MS4 permit. Jennell M. Lowry, Engineering Technician (Government Programs), is responsible for maintaining compliance.

3. Dulles Toll Road MS4 Hydrologic Unit Codes

There are four Hydrologic Unit Codes (HUC) identified in the Virginia 6th Order National Watershed Boundary Dataset (NWBD) that transect the DTR drainage area, as listed and shown below. Since the entire width of the transportation corridor encompassing the DAAH, the DTR, and future Washington Metropolitan Area Transit Authority (WMATA) rail only is 450 feet on average, very little drainage area exists in each HUC. The total estimated drainage area in acres, served by the regulated small MS4 discharging to any receiving surface waters are listed below:

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COUNTY	VAHU6	WATERSHED	STREAM CROSSINGS	Drainage Area (in acres)
Loudoun	PL18	Horsepen Run	1	97
Fairfax	PL21	Sugarland Run	3	103
Fairfax	PL22	Difficult Run	5	368
Arlington	PL23	Potomac River-Nichols Run-Scott Run	2	108

4. Total Maximum Daily Load (TMDL) Limits for MS4 area

The DTR, located within the Chesapeake Bay watershed, is subject to the Chesapeake Bay TMDL. In accordance with the MS4 regulations, the Airports Authority has developed an action plan to comply with this TMDL.

The DTR may be affected in the future by a total maximum daily load (TMDL) limits if allocated for Difficult Run and Old Courthouse Spring Branch since both have been identified as impaired receiving surface waters listed in the most recent Virginia 305(b)/303(d) Water Quality Assessment. DTR operations and maintenance will not cause an increase in fecal coliform, sediment loading, or any other pollutant to the watershed since sources for these pollutants do not exist in the DTR drainage area. The causes and locations of impairment are given below:

Cause Group Code A11R-03-BEN Difficult Run

Benthic-Macro-invertebrate Bio-assessments

City / County: Fairfax Co.

Two biological monitoring events in 2007 at station 1aDIF005.06 (Route 675) and two biological monitoring events in 2007 at station 1aDIF010.48 (Route 672) resulted in VSCI scores indicating an impaired macro-invertebrate community.

Location: Begins at confluence with Rocky Branch, approximately 0.25-river mile upstream of Route 672, and continues downstream until the confluence with Wolftrap Creek.

Cause Group Code A11R-07-BEN Old Courthouse Spring Branch

Benthic-Macro-invertebrate Bio-assessments

City/County: Fairfax Co.

Two biological monitoring events is 2007 at station 1aOCS000.43, at Laurel Hill Rd, resulted in a VSCI score which indicates an impaired macro-invertebrate community.

Location: Begins at the headwaters of Old Courthouse Spring Branch and continues downstream until the confluence with Wolftrap Creek

5. MS4 Program Elements

All MS4 Program elements will be maintained in accordance with the requirements set forth in the General Permit in accordance with the required time frame for update.

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Public Education and Outreach on Stormwater Impacts (MCM 1)

Public education and outreach is difficult to implement for the DTR since the public is not allowed to stop on the DTR, except in emergencies. Thus the only feasible means of public education and outreach determined by the Airports Authority on the DTR is through the Airports Authority website due to the transient nature of the users of the DTR. The Airports Authority will maintain and keep updated the DTR Stormwater Management web page (http://www.mwaa.com/tollroad/4630.htm). The Airports Authority's Green Team also provides public education during events, such as Dulles Day. The Airports Authority will review current public education programs at Dulles Airport to determine if any of these programs can be modified to include the DTR and review working with other MS4 operators as third potential public education option by October 2017.

The Airports Authority has identified no water quality issues that contribute to the discharge of stormwater. Since the DTR is a public highway, there are no industrial activities occurring in the area, nor are there any actions performed on the DTR that would attribute to degradation of stormwater quality. There is no feasible means of determining the target audience for the DTR MS4 due to the transient nature of the users. Since the primary means of public education is through the Airports Authority website, the percentage of the target audience reached cannot be estimated since there is no method to determine if the visitors to the website use the DTR.

Public Involvement and Participation (MCM 2)

The Airports Authority will comply with any applicable federal, state, and local public notice requirements. The Airports Authority will maintain an updated MS4 Program Plan. The MS4 Program Plan updates, if needed, will be completed at a minimum of once a year and will be updated in conjunction with the annual report. A copy of the annual report will be posted on the Airports Authority's DTR Stormwater Management web page within 30 days of submittal to Virginia DEO. Copies of the annual report will be maintained for the duration of the Virginia DEQ permit. Prior to reapplying for coverage under the MS4 General Permit, as required by Section III M, the Airports Authority will notify the public and provide for receipt of comment of the proposed MS4 Program Plan that will be submitted with the registration statement.

Public participation is not achievable on the DTR, since the public is prohibited from stopping on the DTR, except in emergencies. The Airports Authority's Green Team participates in the various local activities, including Dulles Day, Adopt-A-Highway, stream clean-ups, and aiding and participating in local Earth Day events, such as those held a local schools and by the airlines that service Dulles and/or National Airport. The Airports Authority will evaluate the possibility of participating in other local activities that are aimed at increasing public participation to reduce stormwater pollutant loads, improve water quality, and support local restoration and clean-up projects, programs, groups, meetings, or other opportunities, as applicable.

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Illicit Discharge Detection and Elimination (MCM 3)

The Airports Authority will maintain an accurate storm sewer system plan as part of the DTR Stormwater Pollution Prevention Plan (SWPPP), which will be developed after completion of Phase II of the Dulles Corridor Metrorail Project. There are no monitoring outfalls associated with the Airports Authority's MS4 Permit. Stormwater drainage on the DTR is a mixture of sheet flow and drop inlets that flow to drainage ditches. Since the DTR is a limited access highway, there is no safe means of collecting stormwater samples. In order to perform this sampling were possible, lane closures would need to be set up before sampling could be performed. In addition, many of these discharge points are located outside of the Airports Authority property lines. Also, some of the drainage points along the DTR receive no runoff from the DTR and flow under the road from adjacent properties. The Airports Authority is there for limited to only performing visual observations of the water quality at the stormwater management ponds during their annual inspection. All observations made during these inspections will be included in the annual report. Section 4 of this document contains the name and information of all associated TMDLs.

The Airports Authority has developed a program to detect and eliminate illicit discharges, as defined at 9 VAC 25-750-10, into the stormwater collection system. Airport Authority employees receive annual training on the MS4 Permit, which includes procedures to follow if an employee notices an illicit discharge. The Airports Authority's Government Programs Engineers will investigate, within in reasonable time frame, any reports of illicit discharges. Any illicit discharges that occur on the DTR will be recorded in the DTR Spill Log.

Construction Site Stormwater Runoff Control (MCM 4)

The Airports Authority will utilize its Virginia Stormwater Management Program (VSMP) authority to ensure that any construction-related projects on the DTR comply with the minimum control measure in Section II of the MS4 General Permit related to construction site stormwater runoff control.

Any construction project on the DTR shall comply with VSMP regulations (9VAC25-870). The Airports Authority will confirm that for any construction on the DTR that the project complies with the minimum standards identified in 9VAC25-840-40 of the Erosion and Sediment Control Regulations. The Airports Authority, as needed, will inspect land-disturbing activities on the property for compliance with an approved erosion and sediment control plan in accordance with the Airports Authority's MS4 Permit regulations. The Airports Authority will halt any construction activities on the DTR that do not comply with the required regulations. Construction activities shall not resume until all noted deficiencies are addressed to satisfactory levels. The Airports Authority's Building Codes Department or the Engineering & Maintenance Department will be responsible for ensuring compliance with all VSMP regulations, depending on the construction project.

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Post-Construction Stormwater Management for New Development and Redeveloped Lands (MCM 5)

The Airports Authority will utilize its VSMP authority to ensure that any compliance with the minimum control measure in Section II of the MS4 General Permit related to postconstruction stormwater management in new development and development on prior developed lands on the DTR.

The Airports Authority will inspect and maintain all Stormwater Management Facilities in accordance with the Virginia Stormwater Management Minimum Standards. The detailed written procedures for inspection and maintenance can be found in the DTR SWPPP. The Engineering & Maintenance Department will be responsible for performing all required inspections of the stormwater maintenance facilities. The Toll Road Department will be responsible for the management of the contractors who will perform all required maintenance of the stormwater management facilities.

Pollution Prevention and Good Housekeeping for Municipal Operations (MCM 6)

The Airports Authority's DTR Department maintains various contracts to provide maintenance and cleaning to the DTR. In addition, the DTR Department has several employees who perform minor maintenance on the toll booths and administration building at the DTR. The Airports Authority's Engineering & Maintenance Department will assist the DTR Department for various tasks and is responsible for maintenance on the DAAH. The Safety Patrol Vehicles that are operated by the Airports Authority's Public Safety Department patrol the DTR and DAAH for illicit discharges. Each of their vehicles is equipped with oil absorbent, brooms, and shovels to cleanup and remove oils and fuels that may be released to the roadways from vehicle accidents or breakdowns. All vehicle maintenance is performed by the vehicle maintenance shop located at Washington Dulles International Airport, including vehicle washing. The deicing agents used are road salt (sodium chloride) for the DTR and sodium formate for the DAAH, both of which are stored at Washington Dulles International Airport. Road salt is applied on the DTR by a contractor. On the DAAH, the sodium formate is applied by the Airports Authority's Exterior Road Snow Team. General cleaning of the DTR is performed by a contractor on an on call basis to clean and degrease toll booth lanes, booth platforms, under impact attenuators, and curbing. The general cleaning consists of using high-pressure cold water with a degreaser/cleaner that is then recaptured to prevent discharge into the stormwater system. Street sweeping on the DTR is performed by a contractor once during the Spring, Summer, and Fall.

The Airports Authority had identified no facilities on the DTR that require a SWPPP, since there are no facilities that have a high potential for chemicals or other materials to be discharged in stormwater. The Airports Authority has opted to develop a SWPPP for the DTR and DAAH. This SWPPP will be finalized upon completion of the Dulles Corridor Metrorail Project.

There are no sections of the DTR or DAAH that are subject to a turf and landscape nutrient management plan, since there are no areas where nutrients are applied to a continuous area greater than one acre. The Airports Authority uses contractors, managed through the DTR

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Department, to apply fertilizer and herbicides on the DTR. The use of fertilizer is minimal and restricted on only the flower beds located on the exit ramps and the administration building. Herbicide application is only performed by licensed contractors in an as needed basis to control vegetation grown in pavement cracks, gravel areas, and in open mulch space.

Airports Authority employees will receive training on pollution prevention based on their department. The Airports Authority employees in the DTR Department will receive this training biannually. This training covers the requirements under the MS4 General Permit, Illicit Discharges, and Pollution Prevention specific to the DTR. Airports Authority employees in the Engineering & Maintenance Department, who may be required to perform work on the DTR to assist the DTR Department, receive basic MS4 information, including reporting of illicit discharges as part of the annual Environmental Awareness Training. Sign-in sheets will be maintained by the Airports Authority's Government Programs Engineers. A copy of all training material used is available upon request through the Airports Authority's Government Programs Engineers.

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