



# ***Dulles Corridor Metrorail Extension to Wiehle Avenue***

## ***Staff Briefing***

**Fairfax County Board of Supervisors**

**June 4, 2007**

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Purpose of Presentation**

- Provide background and current status on the Dulles Corridor Metrorail Extension
  - History
  - Project Description
  - Design/Build Contract
  - Project Funding
  - Project Agreements
  - Next Steps

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Dulles Corridor History**

- Approximately 45 years of studies and recommendations from 1962 to 2007
  - FAA recommends preserving the median of the Dulles International Airport Access Highway for rail (1964)
  - 1972 – 1990 four major studies of rail in the Dulles Corridor
- Major Investment Study issued recommending rail in the Dulles Corridor (1997)
- VA Secretary of Transportation establishes the Dulles Corridor Task Force for phase implementation of rail service (1999)
- Board of Supervisors establishes Dulles Rail as its highest transportation priority (1999)
- FTA approves initiation of federal environmental process for a rail extension in the Dulles Corridor (2000)
- After completing the Draft EIS, Fairfax County Board of Supervisors adopts Local Preferred Alternative (LPA) including an aerial alignment in Tysons Corner (October 2002)
- Board of Supervisors approves a petition to establish the Dulles Rail Phase 1 Transportation Improvement District to provide the County's portion of the non-federal share of the project, with an aerial alignment through Tysons Corner and to Wiehle Ave (2004)
- Final EIS approved and Preliminary Engineering completed (2006)
- Decision pending on contract award to Dulles Transit Partners to construct a Metrorail extension (2007)

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **The NEPA/EIS Process**

- The NEPA/EIS process initiated in 2002 evaluated various transit options
  - Express bus,
  - BRT,
  - LRT and
  - Metrorail
- Aerial and tunnel alignments through Tysons Corner were also evaluated
  - Tunnel alignment was rejected due to cost considerations
- More than 250 public meetings and 9 public hearings were conducted during the EIS process, plus 8 additional County public hearings on various aspects of the project
- The Locally Preferred Alternative (LPA) selected by the public was the aerial Metrorail alignment through Tysons Corner
- Fairfax County Board of Supervisors adopts the LPA on October 28, 2002
- WMATA adopts LPA in November 2002, CTP approves LPA in December 2002, and MWCOG/TPB amends the region's CLRP to include LPA on January 15, 2003
- Supplemental EIS to modify alignment to the median of Route 7 and reduce length of tunnel along Route 7 approved by FTA amended Record of Decision in November 2006

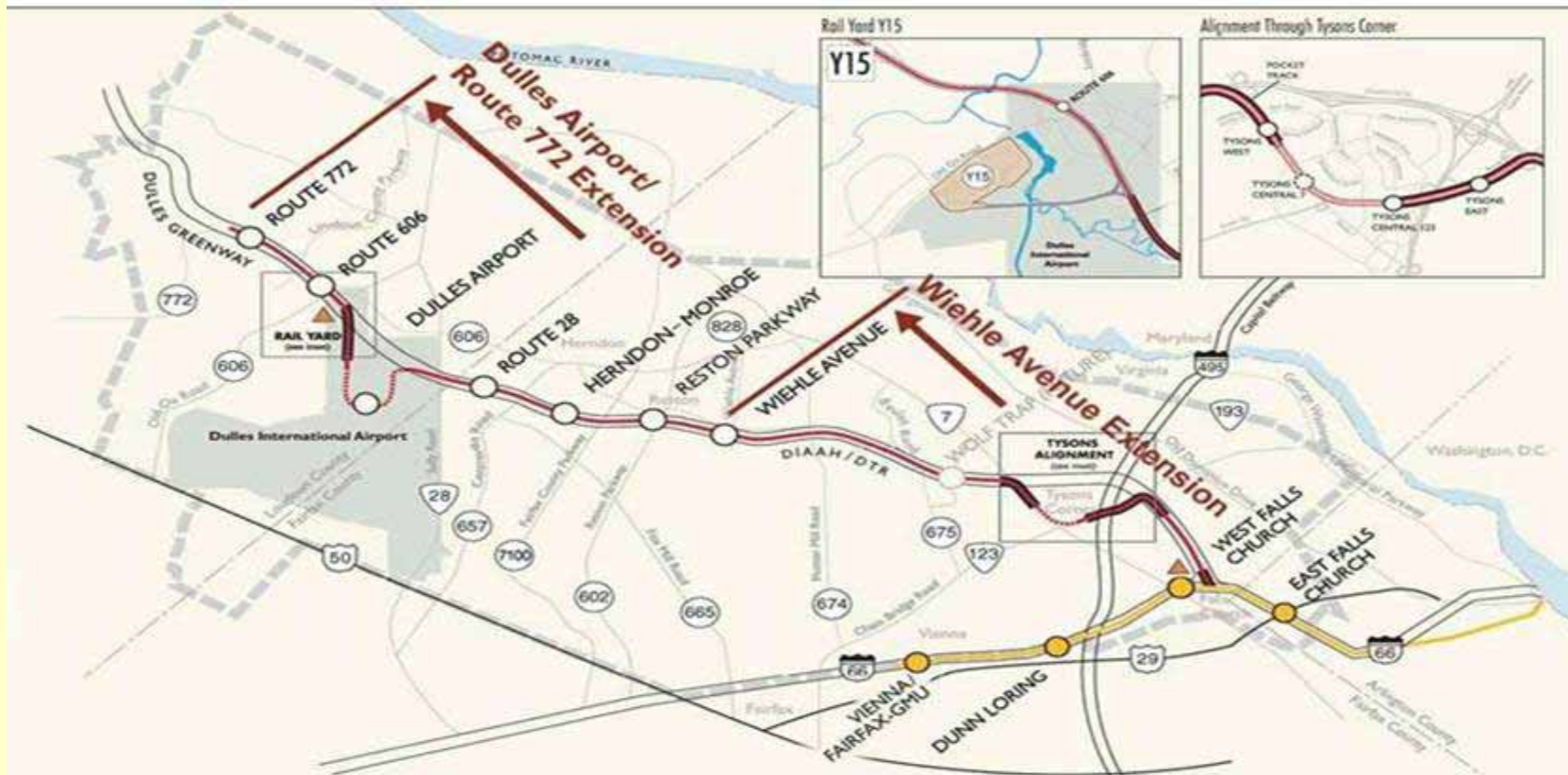
# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **The Approved Project**

- At the completion of the NEPA/EIS process, the Federal Transit Administration (FTA) issued a Record of Decision for the project LPA in 2006 by approving:
  - *A seamless 23 mile extension of Metrorail from the Orange Line, along the Dulles Connector Road to an aerial alignment through Tysons Corner, with 4 stations in Tysons Corner, and an at-grade alignment to Wiehle Avenue along the median of the Dulles International Airport Access Highway to DIA and Loudoun County (the LPA).*
  - Construction in two phases
    - **Phase 1 – extension to Wiehle Avenue**
    - **Phase 2 – extension to Dulles Airport and Loudoun County**

# Dulles Corridor Metrorail Extension to Wiehle Avenue

Dulles Corridor Approved Project and Phase I Extension to Wiehle Ave



# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Project Description**

- System

- Phase 1 – 11.6 miles; 5 stations, all in Fairfax County: 4 stations in Tysons Corner, Wiehle Ave station
    - Phase 2 – 11.5 miles; 6 stations, 3 stations in Fairfax County, Dulles Airport station, 2 stations in Loudoun County

- Ridership

- 63,000 daily person trips – Phase 1
    - 95,000 daily person trips – Phases 1 & 2
    - 10,000 parking spaces – Phases 1 & 2

- Largest percentage of riders will use the four stations in Tysons Corner

- Improves mobility options in the Dulles Corridor by increasing person travel capacity by as much as 50%

# Tysons East Station



**Plan View**



**Photo Simulation**



# Tysons Central 123 Station

Rte 123



Plan View

# Tysons Central 123 Station



Tysons Corner Center Renderings



# Tysons Central 123 Station



dd di Domenico + Partners  
01.30.2007

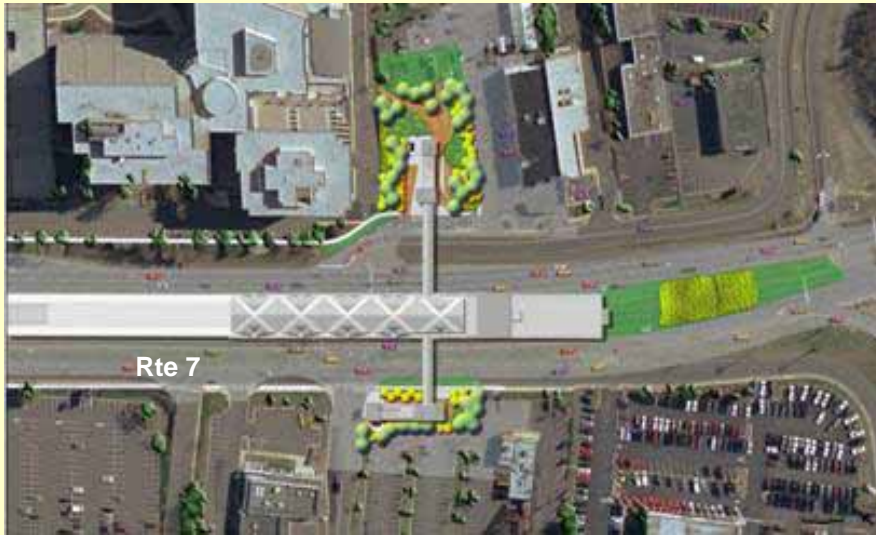
# Tysons Central 123 Station



# Tysons Central 123 Station



# Tysons Central 7 Station



**Plan View**



**Photo Simulation**

# Tysons West Station



**Plan View**



**Photo Simulation**

# Wiehle Avenue Station



**Plan View**

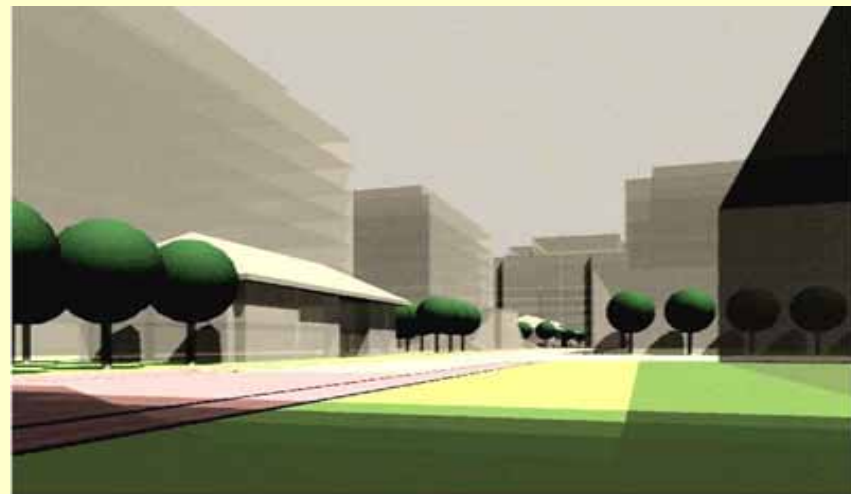


**Photo Simulation**

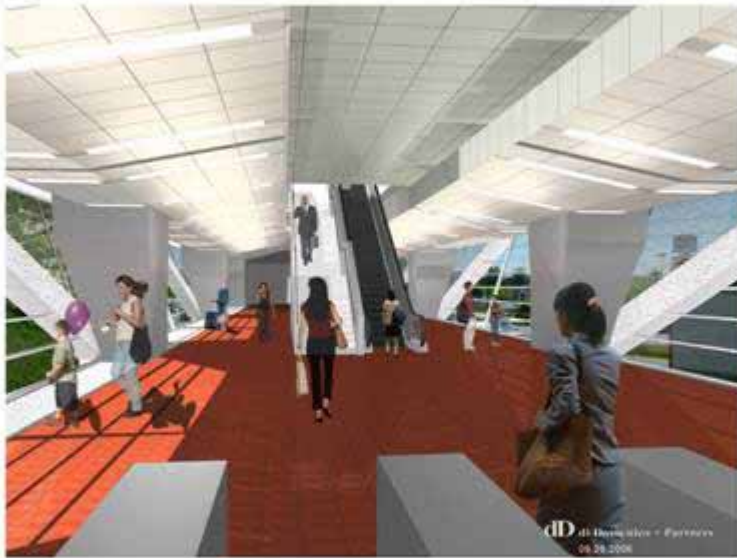


# Dulles Corridor Metrorail Extension to Wiehle Avenue

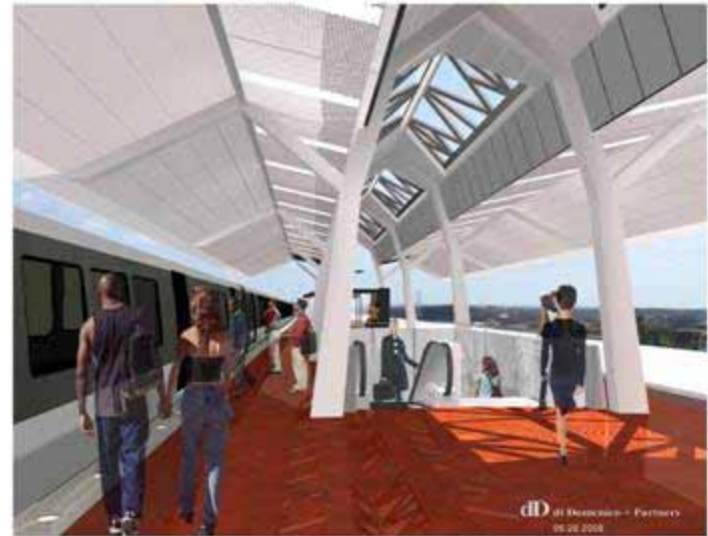
- **Wiehle Avenue Joint Development Solicitation**
  - Develop a mixed use Transit Oriented Development (TOD) at the Wiehle Avenue Station on 9 acres of County land plus adjacent parcels
  - Comp Plan allows for higher density near transit and density bonuses for housing
  - Developer to provide parking and bus facilities
  - Negotiations currently on-going between County and Comstock
  - Rezoning application 2007
  - Station facilities and development implemented by 2013



# Dulles Corridor Metrorail Extension to Wiehle Avenue



**Typical Mezzanine (paid area)**



**Typical Elevated Platform**

# Dulles Corridor Metrorail Extension to Wiehle Avenue



**Braddock Road Station**



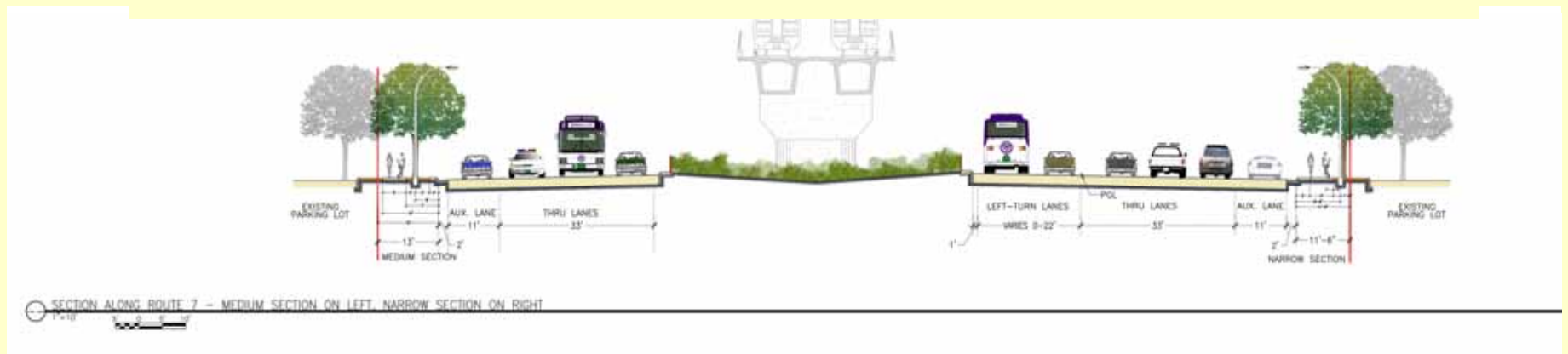
**New York Avenue Station**



**Silver Spring Metrorail Station**

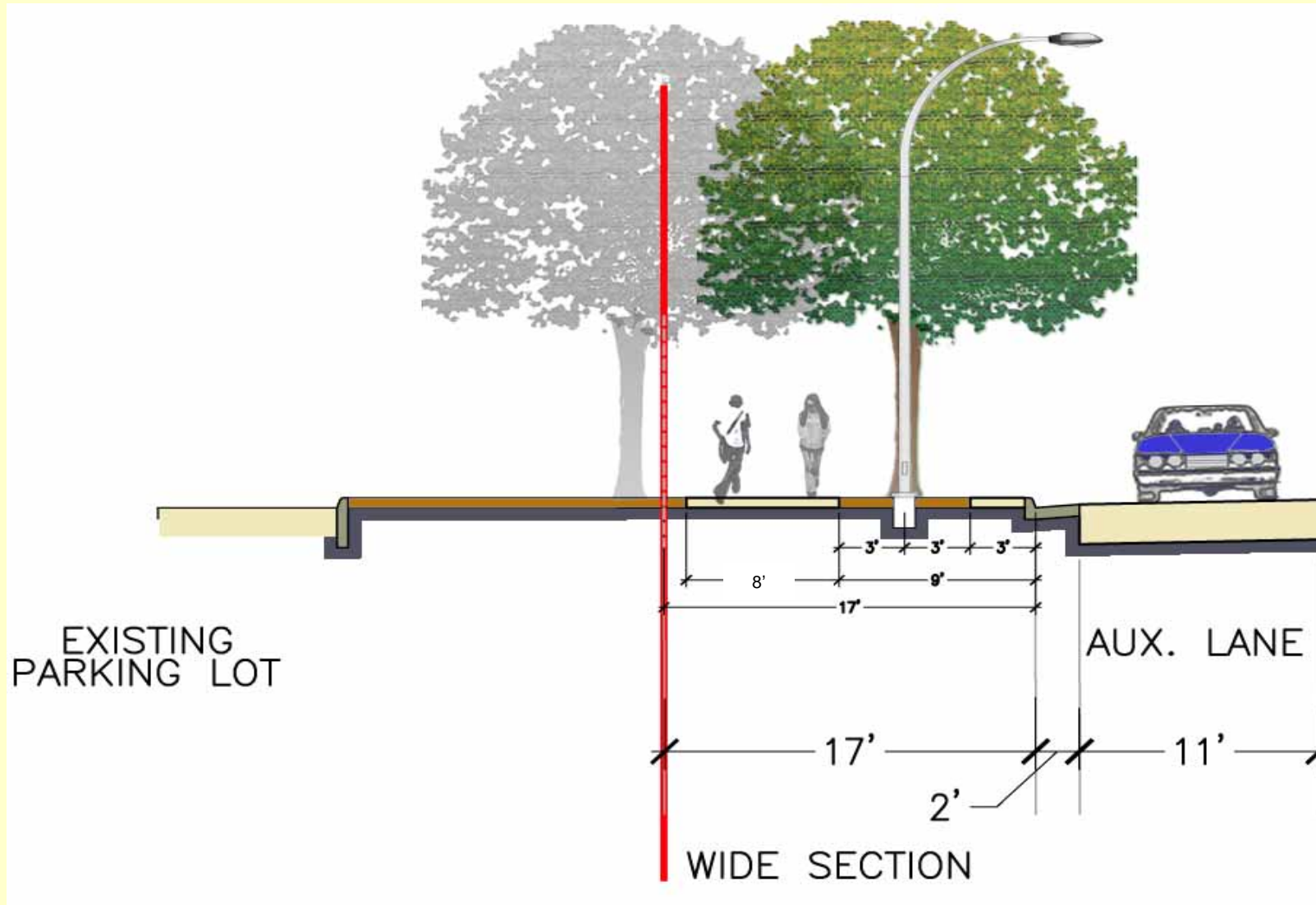


# Dulles Corridor Metrorail Extension to Wiehle Avenue



Planned Cross-Section of Rte 7

# Dulles Corridor Metrorail Extension to Wiehle Avenue



Typical Rte 7 Streetscape

# Dulles Corridor Metrorail Extension to Wiehle Avenue



**Pedestrian Crosswalks along Route 7**

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Project Schedule – Phase 1**

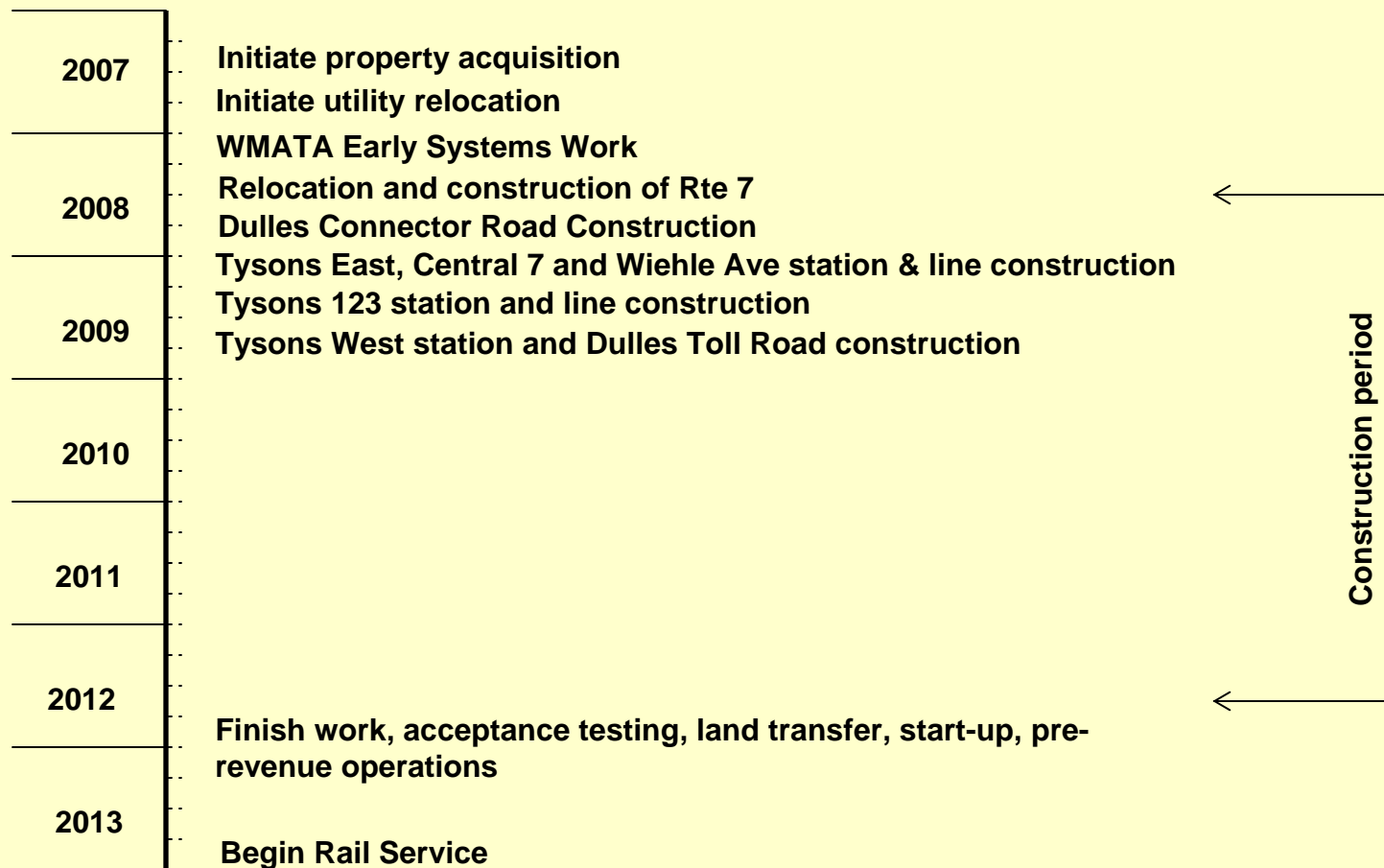
- ✓ Environmental Impact Statement
- ✓ Record of Decision by FTA and FAA
- ✓ Preliminary Engineering
- Board of Supervisors Authorize Execution of Intergovernmental Agreement and Local Funding Agreement – June 18, 2007
- Final Design Approval – August/September 2007
- MWAA Takeover of DTR – August/September 2007
- Full Funding Grant Agreement (FFGA) Application – Nov 2007
- Issue FFGA – February 2008
- Initiate Full Notice to Proceed for Construction – Feb 15, 2008
- Begin Revenue Service – mid 2013

- **Project Schedule – Phase 2**

- Phase 2 construction anticipated prior to Phase 1 operations
- Phase 2 rail operations anticipated 2015/2016

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Construction Schedule Timeline**





# Dulles Corridor Metrorail Extension to Wiehle Avenue

- Congestion Mitigation Plan

- Management of traffic composed of two elements:

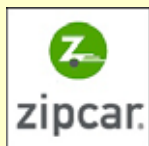


- Maintenance of Traffic (MOT) to move traffic thru the construction zone
- CMP to implement strategies and services to reduce the amount of SOV travel to the construction zone

- Dulles Rail CMP currently based on a \$25m program

- Program Incorporates:

- Ridesharing (transit, vanpool, car sharing)
- Telework/telecommute
- Public outreach and information
- Incident management (police, fire, VDOT driver assistance)
- Employer sponsored activities (AWS, commuter assistance program, preferential parking)



# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **MWAA Management of Dulles Toll Road**
  - Commonwealth and MWAA have agreed to takeover process through a 50 year Transfer Agreement
  - Transfer Agreement requires MWAA to:
    - Operate, maintain and improve Dulles Toll Road
    - Manage construction of the Metrorail extension
    - Finance all debt service
  - Transfer Agreement requires:
    - Local funding agreements for Metrorail extension
    - Intergovernmental agreement with Partners
    - Issuance of Final Design approval by FTA

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Structure of Construction Contract**

- Negotiations for construction substantially completed for the purpose of project pricing on March 27, 2007 utilizing “commercially acceptable” terms and conditions
- ‘Single point of contact’ streamlines project management and oversight by MWAA
- Approximately 55% of work to be performed directly by DTP
- Remaining 45% of project work
  - Competitively procured subcontractors
  - Competitively procured materials and equipment
- Shared risk between contractor and owner

**Contractor Risk:**

Differing Site Conditions  
Utilities  
Labor  
Design & Engineering

**Owner Risk:**

Differing Site Conditions  
Utilities  
Commodities  
HOT Lanes  
Subcontractor work  
Sales Tax  
Fuel

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Local Funding Agreement**

- Local funding agreements (LFA) required by FTA to qualify for a Full Funding Grant Agreement (FFGA)
- Funding agreement identifies commitment of local funding partners to provide for the non-federal portion of total project cost
- Dulles LFA between MWAA and each funding partner:
  - Funding Commitment (share)
  - Cost reductions and increases
  - Shared betterments
  - Individual betterments
  - Timing of contributions
  - Concurrent Non-Project Activities (CNPA)
  - Congestion Management Plan (CMP)

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Local Funding Agreement**

- **Distribution of Phase 1 Project Cost**

- FTA 'New Starts'           \$0.900 billion
    - State contribution           \$0.051 billion
    - Fairfax County           \$0.400 billion (16.1% share of project cost)
    - Dulles Toll Road        + \$1.296 billion
    - *Phase I project cost*    \$2.647 billion

# Dulles Corridor Metrorail Extension to Wiehle Avenue

## Dulles Rail Funding Requirements (derived from MWAA Board presentation)

- Phase 1 and 2 Combined cost estimated at \$5.147 Billion\*
  - Commonwealth: capped at \$75 million
  - Federal New Starts: capped at \$900 million
  - MWAA (airport revenues): \$211 million or 4.1% of final costs
  - Loudoun: \$247 million or 4.8% of final costs
  - Fairfax: \$829 million or 16.1% of final costs
  - Dulles Toll Road: \$2.885 billion ~ 56% of the total

\*May 2007 MWAA estimate.

# Dulles Corridor Metrorail Extension to Wiehle Avenue

## Dulles Toll Road Rates (derived from MWAA Board presentation)

- 2007
  - Average Toll: 60 cents
- 2010
  - Average toll: 85 cents  
(increase pre-approved by CTB  
in 2005)
- 2013
  - Average toll: \$1.10
  - PV avg. toll: 90 cents
- 2016
  - Average toll: \$1.35
  - PV avg. Toll: \$1.01
- 2025
  - Average toll: \$1.83
  - PV avg. toll: \$1.04
- 2035
  - Average toll: \$2.47
  - PV avg. toll: \$1.05

*Dulles Greenway tolls currently \$3.20, rising to \$4.00*

# Dulles Corridor Metrorail Extension to Wiehle Avenue

## Steps to Mitigate Toll Adjustments (derived from MWAA Board presentation)

- MWAA will engineer the Dulles Toll Road to improve flow, increase usage of E-ZPass and implement new generation toll collection systems.
- MWAA will improve ingress and egress to increase the usage of the road.
- Violation enforcement efforts
- Commonwealth, MWAA, Fairfax and Loudoun will work together to find other funding sources:
  - Private funding of parking garages
  - Federal Highway Grants
  - Transportation Security Administration Grants

***Tolls will only be increased to meet cash requirements!***



# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Cooperative Agreement**

- Agreement between MWAA and Fairfax County regarding execution of project activities for the design and construction of the Dulles Corridor Metrorail Extension
- Major components of the agreement include:
  - Project implementation
  - Coordination and design review
  - State responsibilities
  - Land use review
  - Property acquisition and use
  - Construction permitting
  - Traffic maintenance
  - Relocation of County facilities

# Dulles Corridor Metrorail Extension to Wiehle Avenue

- **Next Steps**
  - **At the June 18, 2007 Board of Supervisors meeting:**
    - Authorize the County Executive to execute a Local Funding Agreement and a Cooperative Agreement with MWAA for Phase 1 of the Dulles Corridor Metrorail Project, subject to the availability of funds and the execution of a Full Funding Grant Agreement (FFGA)
    - Authorize the County Executive to expend funds from the Phase 1 Dulles Corridor Special Improvement Transportation District in accordance with the terms of the petition and the cash flow requirements of the Project, and implement a 'buy-out' procedure for commercial and industrial property converted to residential property
    - Authorize Comstock to act as an agent for the County in a joint rezoning application for a Transit Oriented Development (TOD) at the Wiehle Avenue Station



# Dulles Corridor Metrorail Project- Phase 1 Financial Information

Agency Costs

Dulles Transit Partners  
Design-Build Contract

