



County of Fairfax, Virginia

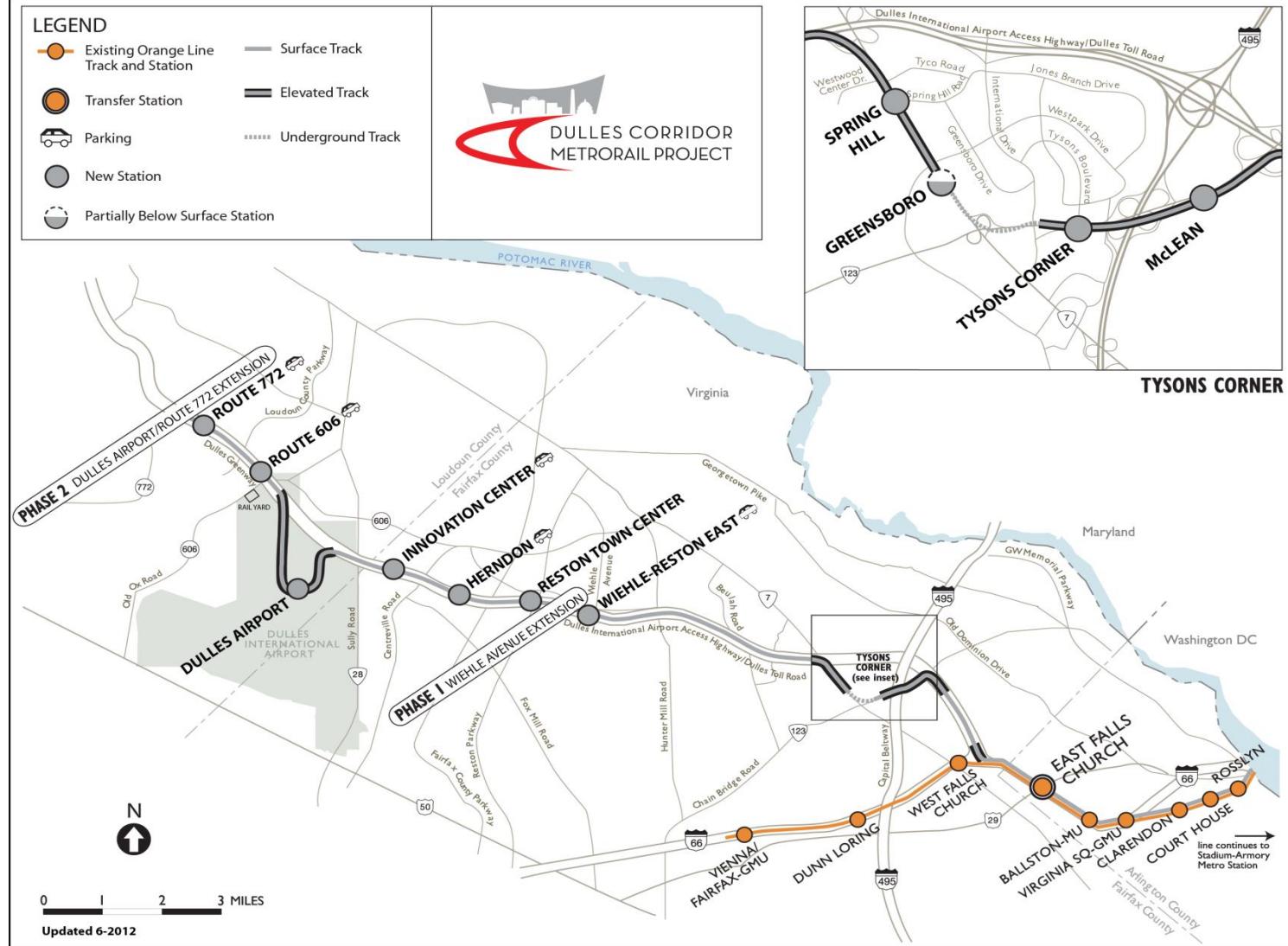
Silver Line Rail Project Update

April 2013



County of Fairfax, Virginia

Project Map





Project Overview – Silver Line

- Dulles Metrorail is a 23-mile extension of the existing Orange Line
 - Total Project Cost = \$5.6B to \$6B
 - Fairfax County Funding = over \$900M
 - 11 Stations, 6 Parking Garages
 - 8 Stations in Fairfax County – 4 in Tysons Corner and 4 Dulles Corridor
 - 3 Parking Garages in Fairfax County
 - Constructed in 2 Phases
 - Phase 1 – East Falls Church to Wiehle Avenue/Reston, (5 Stations, 1 Parking Garage)
 - Phase 2 – Wiehle Avenue/Reston to Dulles Airport and stations 2 stations in Loudoun County, (6 Stations, 5 Parking Garages)
 - Funding Partners – Federal, Virginia, Fairfax County, Loudoun County, MWAA, Dulles Toll Road users
 - Metropolitan Washington Airports Authority is managing the construction



Phase 1

McLean Station
Tysons Corner Station
Greensboro Station
Spring Hill Station
Wiehle - Reston East Station



Phase 1

Rail Project Update – April 2013

- Guideway / trackway: 100%
- Utility relocation: 100%
- Track work: 100%
- Systems: 51%
- Stations:
 - McLean: 80%
 - Tysons Corner: 75%
 - Greensboro: 65%
 - Spring Hill: 65%
 - Wiehle: 84%

Overall
90% complete



03/2013 - First two trains to operate under third rail power along the new N-Line in Falls Church. Photo courtesy Stephen Barna, Dulles Corridor Metrorail Project (DCMP).



McLean kiss and ride. Photo courtesy Stephen Barna, DCMP.



McLean Station looking west. Installation of the pedestrian bridge wire mesh nearing completion. Photo courtesy Stephen Barna, DCMP.



McLean Station looking north. The station curtain wall and “V” framing nearing completion. Photo courtesy Stephen Barna, DCMP.



***McLean Station looking northeast. Street level entrance/curtain wall nearing completion.
Photo courtesy Stephen Barna, DCMP.***



***McLean Station mezzanine to platform escalators and curtain wall nearing completion.
Photo courtesy Stephen Barna, DCMP.***



***McLean Station looking east. Canopy complete; ceiling panel/concrete paver work remains.
Photo courtesy Stephen Barna, DCMP.***



Outbound tunnel. Photo courtesy Stephen Barna, DCMP.



***Wiehle Station. Concrete “tile like” platform surface.
Photo courtesy Stephen Barna, DCMP.***



East-looking view of Wiehle Station (summer 2012). Photo courtesy Stephen Barna, DCMP.




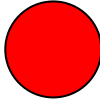

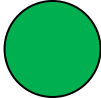

***Wiehle Station looking southwest. Bus lane and first bus bay construction.
Photo courtesy Stephen Barna, DCMP.***



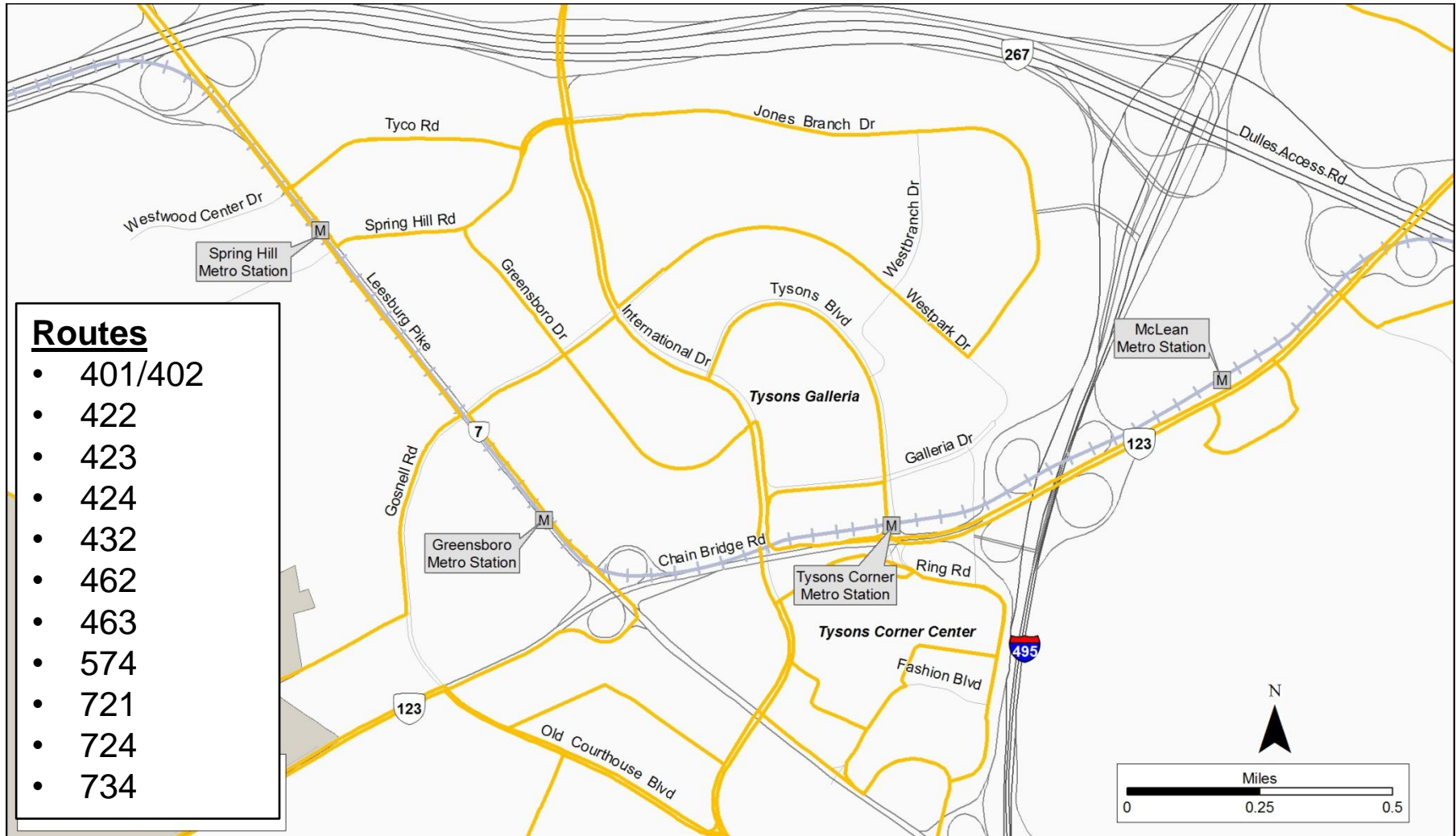
Wiehle Station looking west, north side pedestrian plaza. Steel-framed glass structure enclosing the elevators and escalators to the bus plaza below. Photo courtesy Stephen Barna, DCMP.

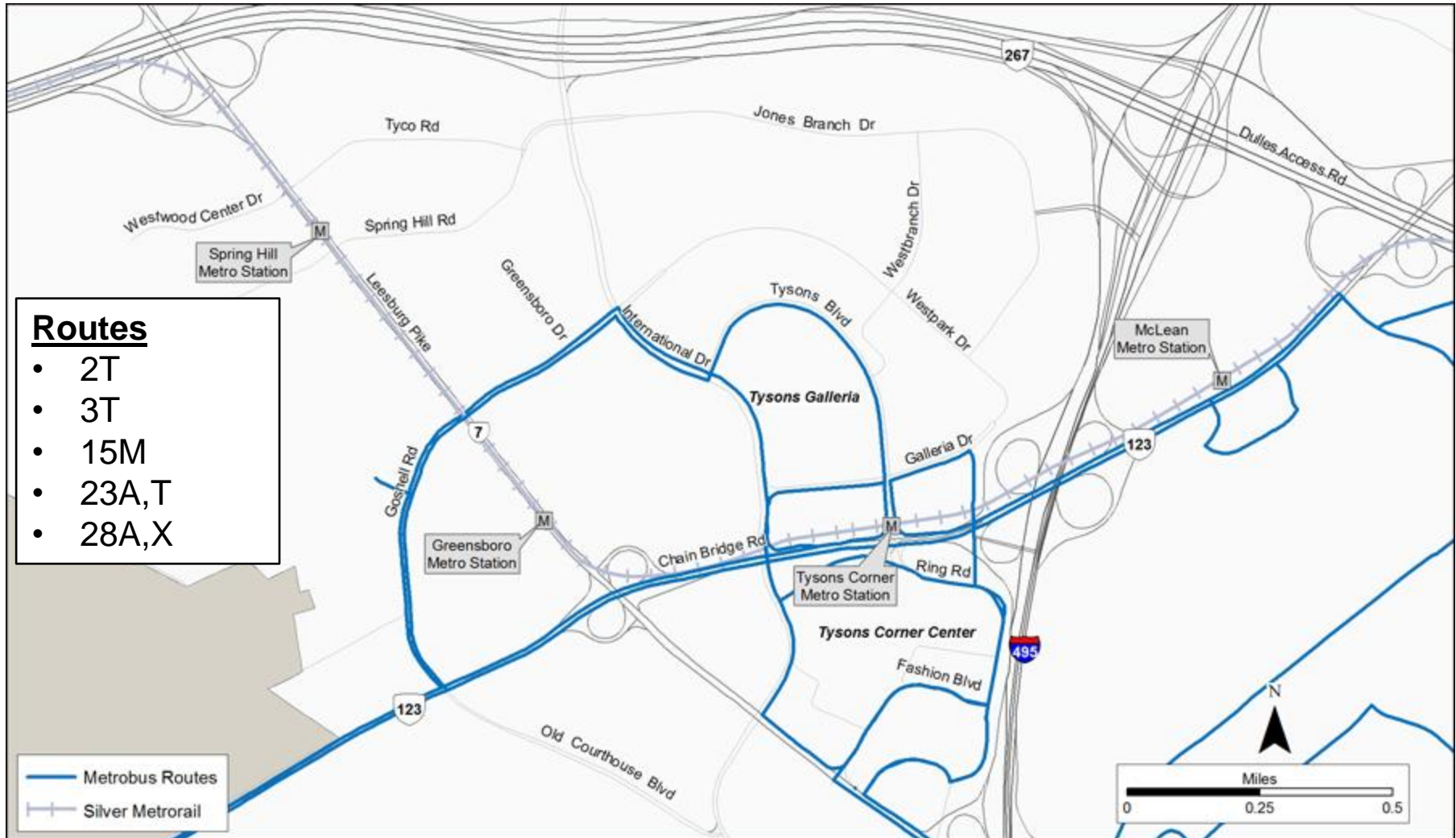


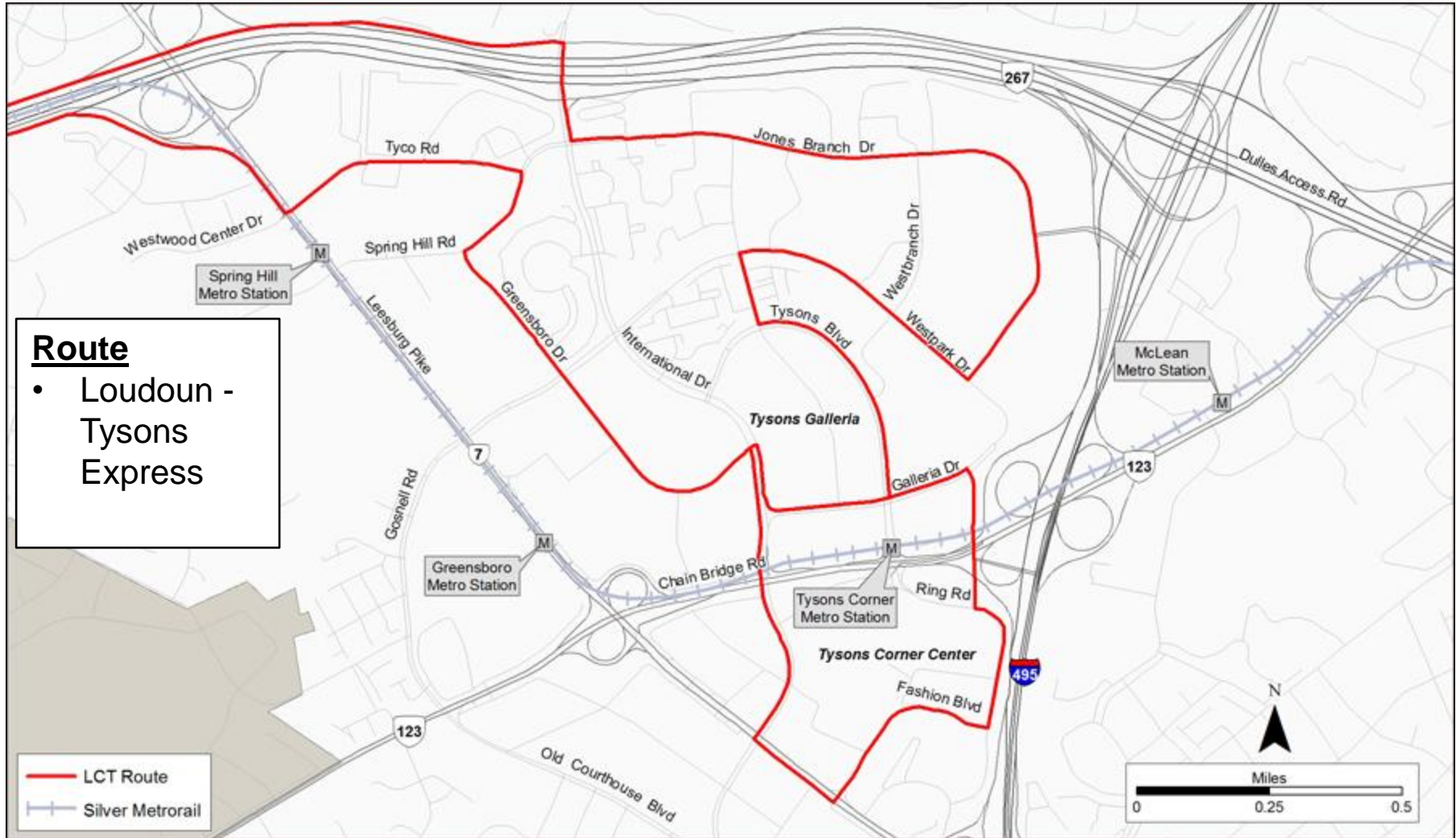
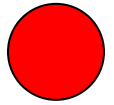
Phase 1 Bus Service

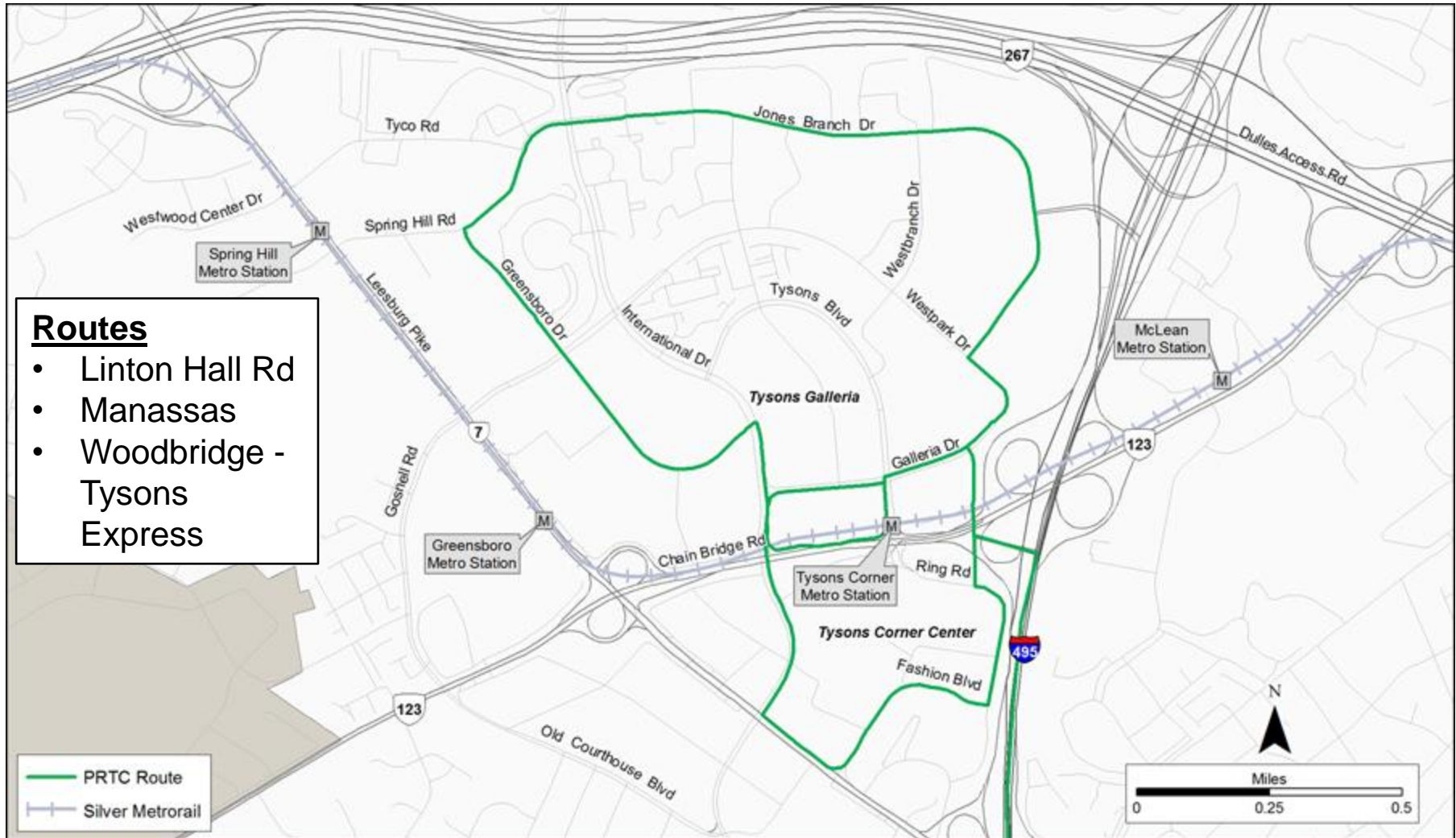
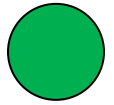
- Coordination among all service providers:
 - Fairfax Connector 
 - Loudoun County (LCT & VRT) 
 - Metrobus 
 - PRTC 
 - MWAA-Washington Flyer 

NOTE: Based on draft service plans except for Metrobus.











Phase 2

Reston Town Center Station

Herndon Station

Innovation Center Station

- - - - -

Dulles Airport Station

Route 606/Moran Road Station

Route 772/Ashburn Station



Phase 2 Status

- Procurement process continues among five selected bidders
- Packet A Final RFP issued Feb 6, 2013
- Packet A Contract Award May 2013
- Packet A Notice to Proceed June 2013
- 5 Bid Packages:
 - Packet A – Rail Line, Station, and Systems (includes Innovation Center Station)
 - Packet B – Yard and Shop
 - Packet C (may not be issued) – Parking Garages
 - Packet D – ROW
 - Packet E – Utilities
- Fairfax County working to fund & construct Herndon and Innovation Center garages outside of project



Phase 2 Status

Schedule

- Substantial completion: summer 2018
- Revenue service: late 2018

Budget (est.)

- Cost: \$3.093 billion
- Cost with value engineering and alternative funding for garages and Innovation Center Station: \$2.7 billion
- Cost to build Fairfax County parking garages: \$105 million
- Fairfax County's share range: \$433 - \$498 million
 - Phase 2 Tax District capped at \$330 million



Phase 2 Status

Past Year Milestones

- 100 PE work complete
- All funding partners committed to Phase 2
- Commonwealth commits \$150M to help toll rates
- FTA oversight of Phase 2 under discussion
- TIFIA Letter of Interest submitted; process is ongoing
- WMATA's "Art in Transit" program - public submissions were due to WMATA February 15, 2013
 - 3,000 submissions received



Cost Reductions

- Value Engineering and Memorandum of Agreement
 - Aerial Station at Dulles Airport
 - Shorten tail tracks at end of line
 - Reduced Rail Yard Capacity
 - Canopy Reductions
 - Best efforts to fund garages outside of project (Fairfax and Loudoun)
 - Best effort to fund Route 28 Station outside of project (Fairfax)



Cost Allocation

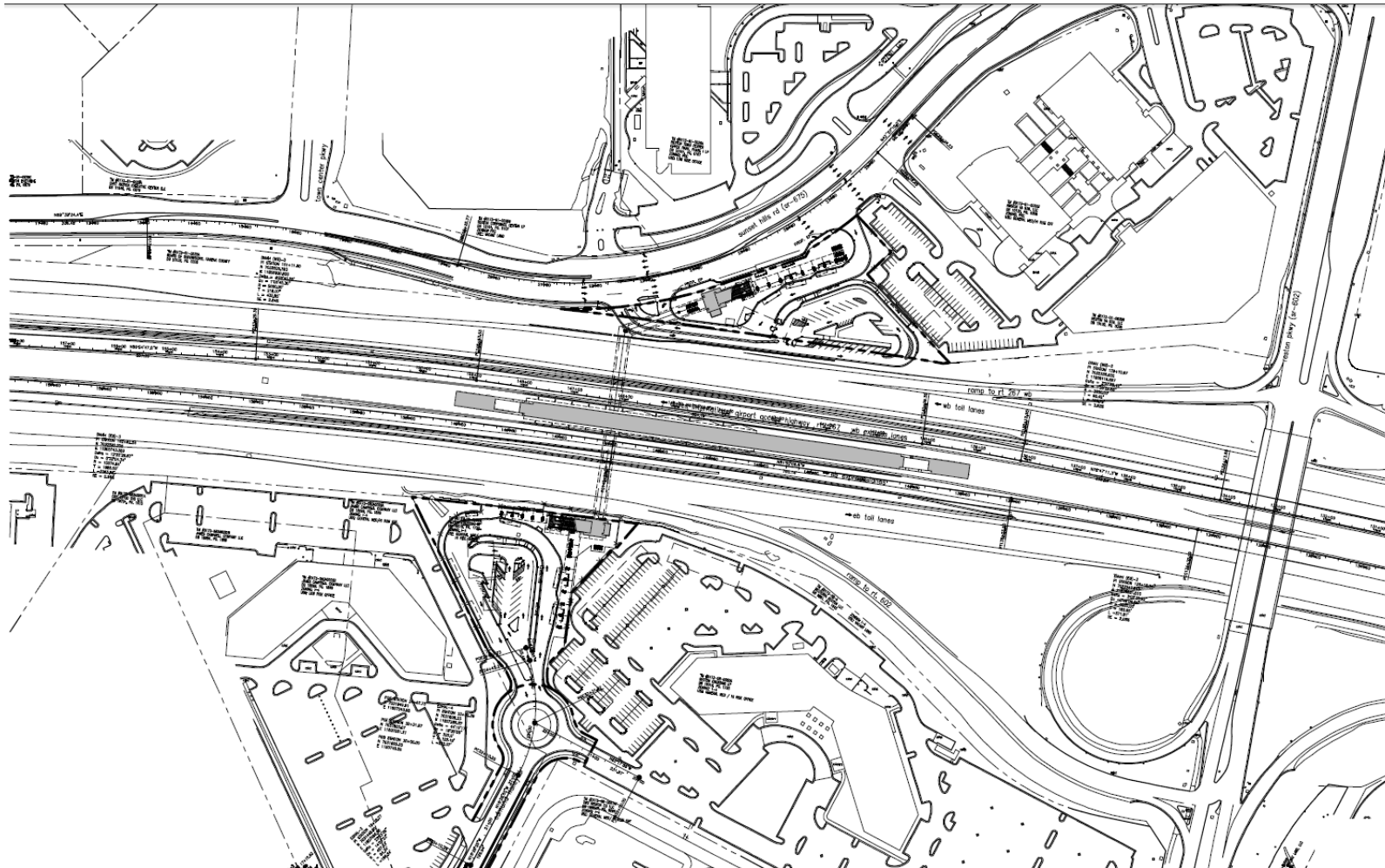
Funding Agreement distribution of project cost

Fairfax County	16.1%
Loudoun County	4.8%
MWAA	4.1%
Other (Federal, State, Tolls)	75.0%

Projected Distribution of project costs Phase 1 & 2

(assumptions: no new State or Federal money in Phase 2, project cost = \$5.994B)

Fairfax County	16.1%
Loudoun County	4.8%
MWAA	4.1%
Federal (\$975M Phase1)	16.3%
State (\$200M Phase 1 & 2)	3.3%
DTR Tolls	55.4%



STATION FACILITIES

BUS BAYS (14)

NORTH
3 REVENUE + 1 LAYOVER + 3 SHUTTLE

SOUTH
4 REVENUE + 2 LAYOVER + 1 SHUTTLE

KISS & RIDE (46)

NORTH
9 DRIVER-ATTENDED SPACES +
4 PICK-UP/DROP-OFF +
11 SHORT-TERM (METERED) +
3 TAXI

SOUTH
7 DRIVER-ATTENDED SPACES +
5 PICK-UP/DROP-OFF +
6 SHORT-TERM (METERED) +
0 TAXI

MOTORCYCLES (12)

NORTH
6 SPACES

SOUTH
6 SPACES

MAINTENANCE VEHICLES (5)

NORTH
3 SPACES

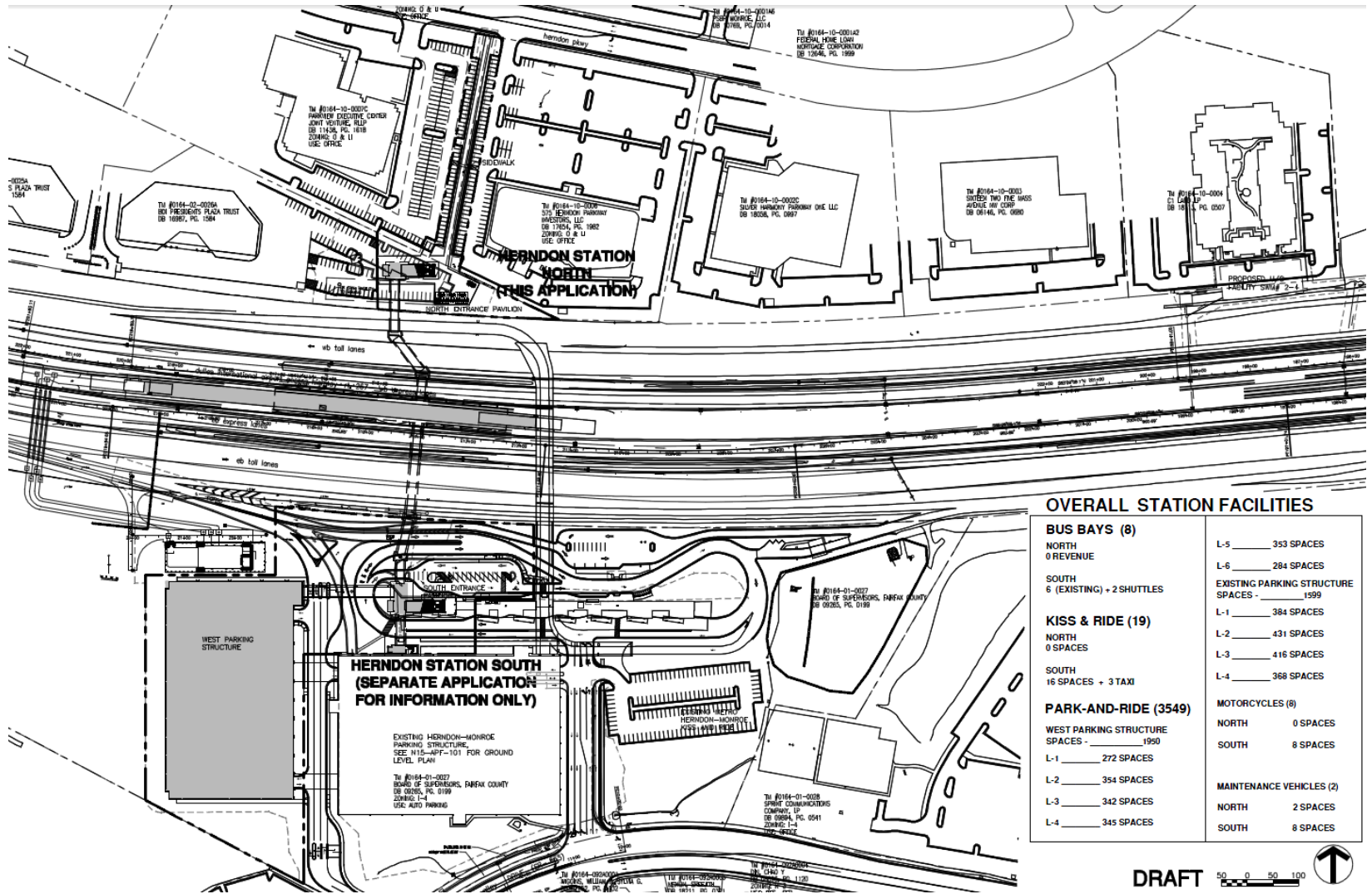
SOUTH
2 SPACES

DRAFT





County of Fairfax, Virginia Herndon Station (North, Town of Herndon)





STATION FACILITIES

BUS BAYS (8)

NORTH
0 REVENUE

SOUTH
6 (EXISTING) + 2 SHUTTLES

KISS & RIDE (19)

NORTH
0 SPACES

SOUTH
16 SPACES + 3 TAXI

PARK-AND-RIDE (3549)

WEST PARKING STRUCTURE
SPACES - 1999

L-1 272 SPACES

L-2 354 SPACES

L-3 342 SPACES

L-4 345 SPACES

L-5 353 SPACES

L-6 284 SPACES

EXISTING PARKING STRUCTURE
SPACES - 1999

L-1 384 SPACES

L-2 431 SPACES

L-3 416 SPACES

L-4 368 SPACES

MOTORCYCLES (8)

NORTH 0 SPACES

SOUTH 8 SPACES

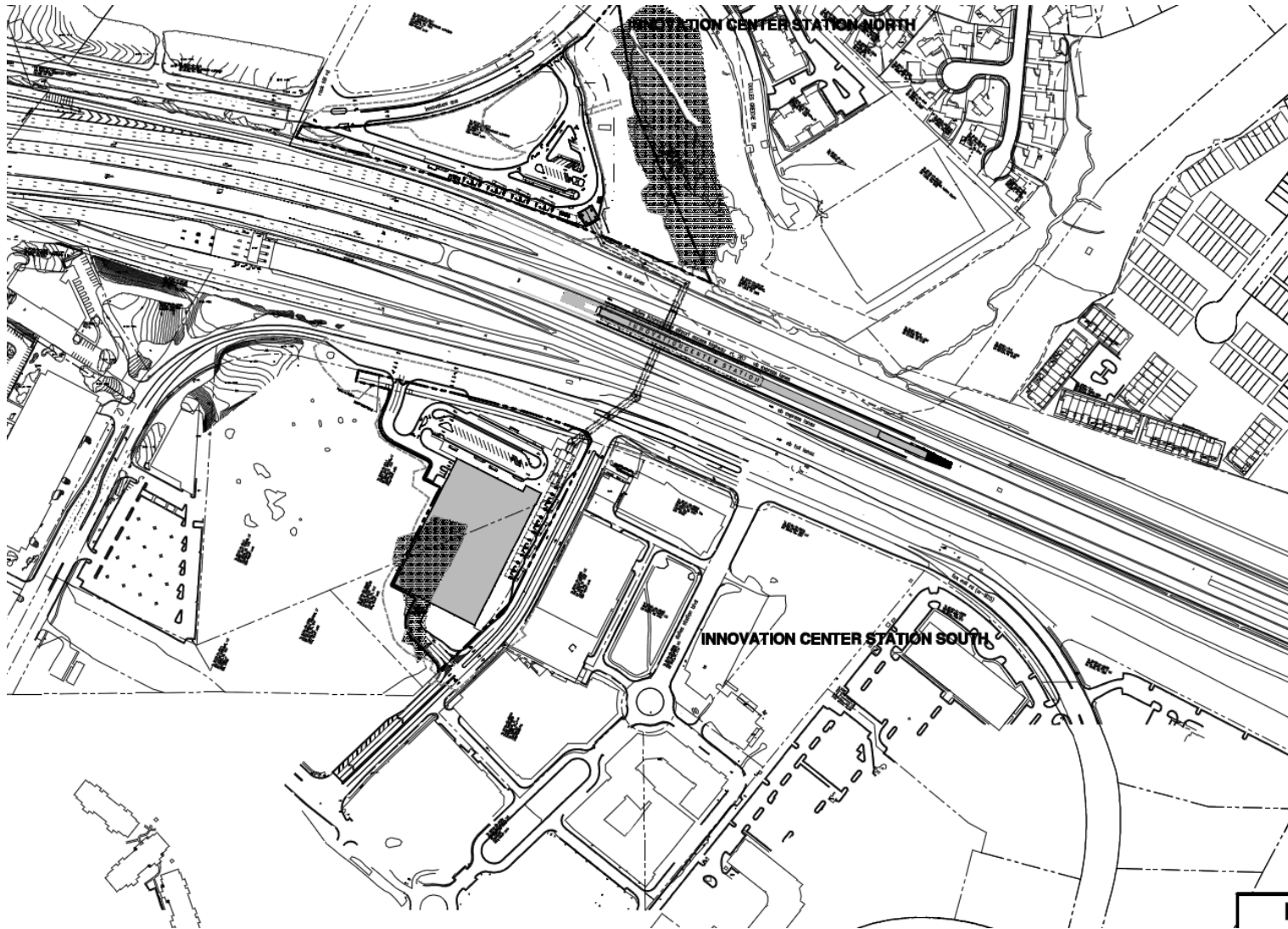
MAINTENANCE VEHICLES (2)

NORTH 2 SPACES

SOUTH 8 SPACES

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STATION FACILITIES

BUS BAYS (24)

NORTH
4 REVENUE + 2 LAYOVER + 2 SHUTTLES

SOUTH
4 REVENUE + 3 LAYOVER + 9 SHUTTLES

KISS & RIDE (45)

NORTH (20)
7 DRIVER-ATTENDED
4 PICK-UP / DROP-OFF
5 SHORT-TERM METERED
4 TAXI

SOUTH (25)
16 DRIVER-ATTENDED
7 PICK-UP / DROP-OFF
0 SHORT-TERM METERED
2 TAXI

MOTORCYCLES

NORTH 2 SPACES
SOUTH 4 SPACES

MAINTENANCE VEHICLES (4)

NORTH 2 SPACES
SOUTH 2 SPACES

PARKING FACILITY (2028)

L-1 _____ 277 SPACES
L-2 _____ 288 SPACES
L-3 _____ 309 SPACES
L-4 _____ 306 SPACES
L-5 _____ 309 SPACES
L-6 _____ 309 SPACES
L-7/ROOF _____ 230 SPACES

DRAFT

75 0 75 150





Questions / Comments?

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www.fairfaxcounty.gov/fcdot/dullesmetro/