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
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- **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)
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- **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
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• 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
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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

Plan View
Tysons Central 123 Station

Tysons Corner Center Renderings
Tysons Central 123 Station
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
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- **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 ongoing between County and Comstock
  - Rezoning application 2007
  - Station facilities and development implemented by 2013
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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
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Planned Cross – Section of Rte 7
Dulles Corridor Metrorail Extension to Wiehle Avenue

Typical Rte 7 Streetscape
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Pedestrian Crosswalks along Route 7
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• **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
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• Construction Schedule Timeline

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<th>Year</th>
<th>Events</th>
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| 2007 | Initiate property acquisition  
       | Initiate utility relocation |
| 2008 | WMATA Early Systems Work  
       | Relocation and construction of Rte 7  
       | Dulles Connector Road Construction |
| 2009 | Tysons East, Central 7 and Wiehle Ave station & line construction  
       | Tysons 123 station and line construction  
       | Tysons West station and Dulles Toll Road construction |
| 2010 | - |
| 2011 | - |
| 2012 | Finish work, acceptance testing, land transfer, start-up, pre-revenue operations |
| 2013 | Begin Rail Service |
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• 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)
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• **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
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• 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
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• **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)
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• 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
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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.
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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
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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!
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- **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
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• **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

- **Dulles Transit Partners Design-Build Contract**: $1.6 billion
  - Fixed Price*: $1.1 billion
    - Major construction
    - Guideway
    - Stations
    - 2,100 ft. tunnel
  - Allowances*: $500 million
    - Electric power system
    - Station finishing
    - Specialized subcontracting

- **Agency Costs**: 63%
  - Start-up/Testing and Railcars: 8%
  - Project Management and Contingency: 23%
  - Utilities: 5%
  - Other: 1%