



Dulles Corridor Rail Association

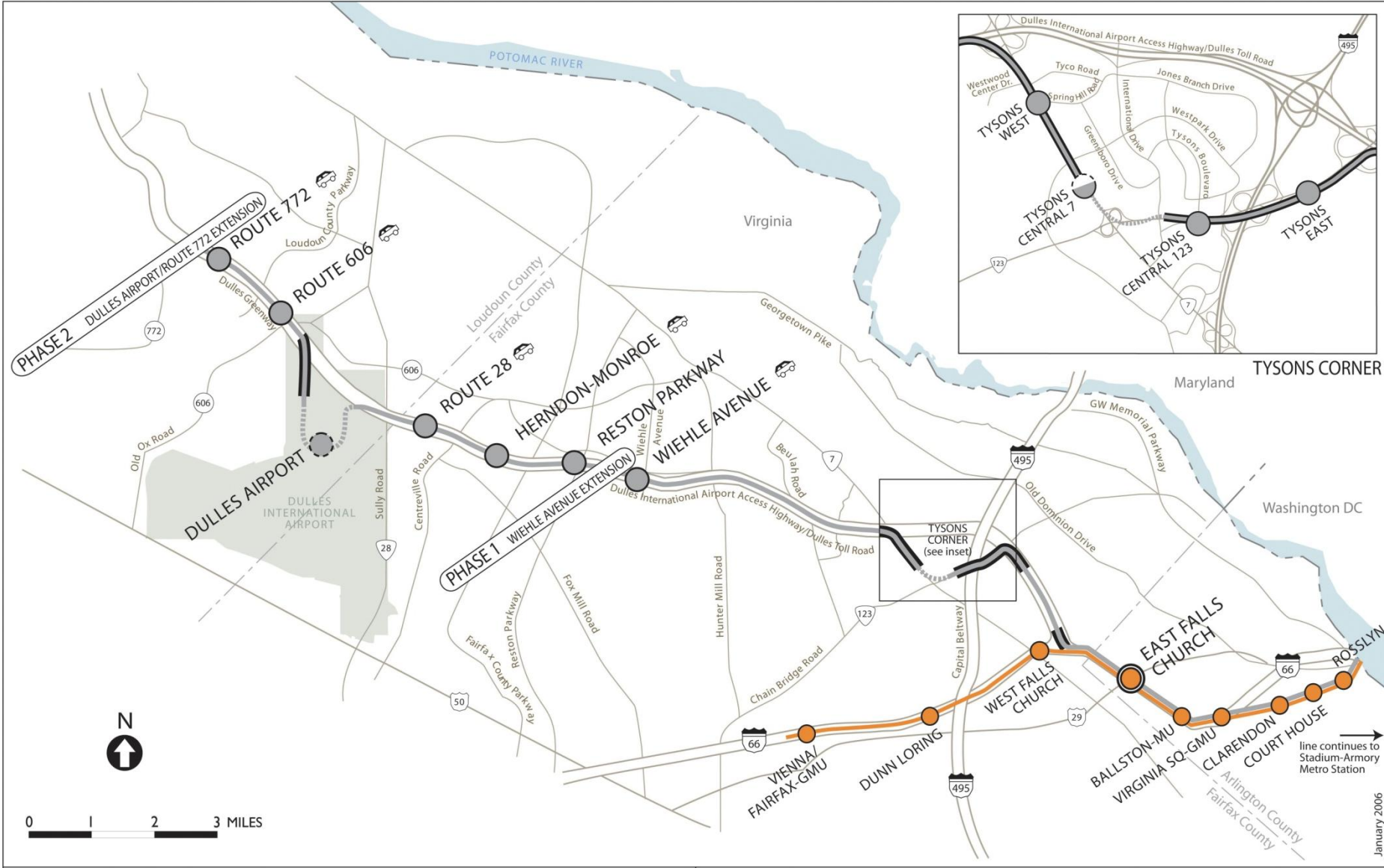
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Dulles Corridor Metrorail Project Update Dulles Area Transportation Association March 16, 2011

***Patty Nicoson
President
Dulles Corridor Rail Association***



Route Map



Dulles Corridor Metrorail Project

Funding Allocation with \$2.5 billion Phase 2 planning estimate

SOURCES OF CAPITAL FUNDS (Thousands YOE Dollars)	PHASE 1	PHASE 2	TOTAL PROJECT	
	Total	Total	Total	% of Total
Federal	\$ 900,000	\$ -	\$ 900,000	17.1%
Commonwealth of Virginia	251,700	23,300	\$ 275,000	5.2%
Fairfax County	400,000	446,167	846,167	16.1%
Loudoun County	-	252,273	252,273	4.8%
MWAA (Aviation Funds)	-	215,484	215,484	4.1%
MWAA (Dulles Toll Road)	\$ 1,203,995	\$ 1,562,776	\$ 2,766,771	52.6%
TOTAL SOURCES OF FUNDS	\$ 2,755,695	\$ 2,500,000	\$ 5,255,695	100.0%

= Contribution is fixed amount

= Contribution is fixed percentage of total cost

= Contribution is not fixed - amount and percentage of total cost can change.



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Dulles Corridor Metrorail Project

Funding Allocation with preliminary Phase 2 cost estimate *

SOURCES OF CAPITAL FUNDS (Thousands YOE Dollars)	PHASE 1	PHASE 2	TOTAL PROJECT	
	Total	Total	Total	% of Total
Federal	\$ 900,000	\$ -	\$ 900,000	13.7%
Commonwealth of Virginia	251,700	23,300	\$ 275,000	4.2%
Fairfax County	400,000	660,383	1,060,383	16.1%
Loudoun County	-	316,147	316,147	4.8%
MWAA (Aviation Funds)	-	270,043	270,043	4.1%
MWAA (Dulles Toll Road)	\$ 1,203,995	\$ 2,560,843	\$ 3,764,838	57.2%
TOTAL SOURCES OF FUNDS	\$ 2,755,695	\$ 3,830,716	\$ 6,586,411	100.0%

= Contribution is fixed amount

= Contribution is fixed percentage of total cost

= Contribution is not fixed - amount and percentage of total cost can change.

* Preliminary cost estimate includes two-mile tunnel with underground station at Dulles International Airport. The Airports Authority is considering alternative alignments and station locations, and other cost reductions for Phase 2.



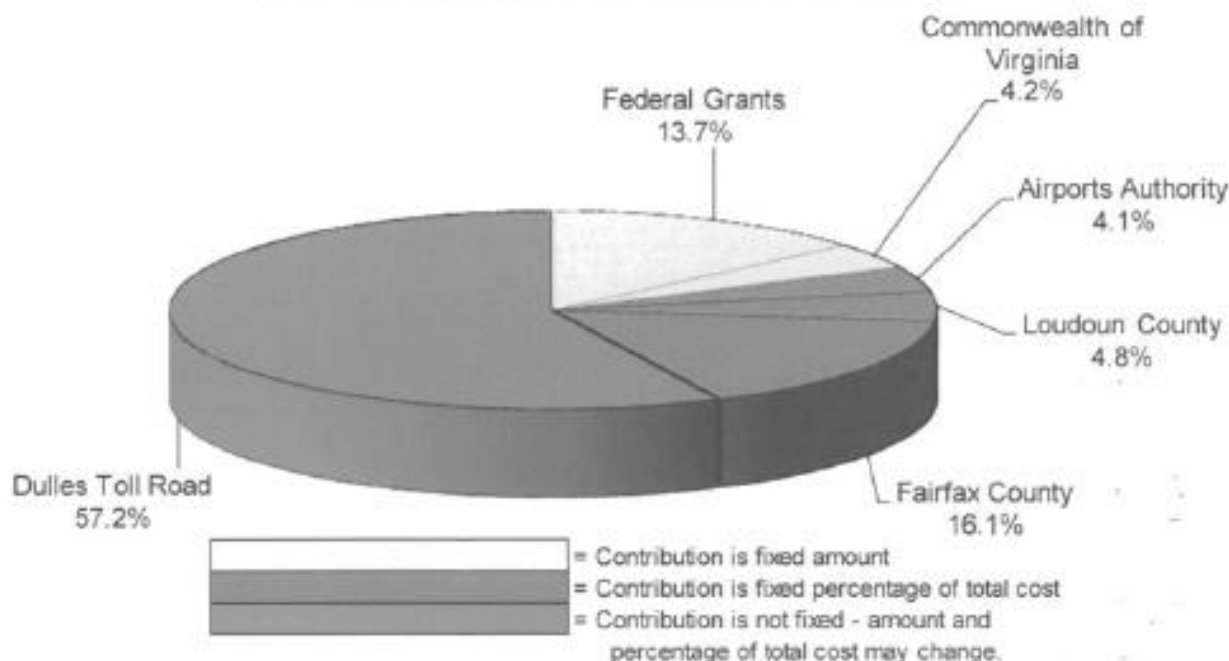
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Dulles Corridor Metrorail Project

Funding Allocation with preliminary Phase 2 cost estimate *

Sources of Funding for Dulles Corridor Metrorail Project **

Percentage of Total Funding based on
\$3.8 Billion preliminary capital cost estimate for Phase 2



* Preliminary cost estimate includes two-mile tunnel with underground station at Dulles International Airport. The Airports Authority is considering alternative alignments and station locations, and other cost reductions for Phase 2.

** Based on current agreements among the funding partners.



I-66 and Dulles Connector Road





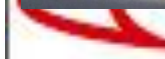
**DCR at Old Chain Bridge Road
Today**



**Route 123 at I-495 Crossing
Today**





 METRORAIL PROJECT





Concrete segments being erected for spans











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Dulles Corridor Metrorail Project

Estimated Cost (\$ Millions) *Fed Categories*

	PHASE 1	PHASE 2	TOTAL
GUIDEWAY, TUNNEL, TRACK	\$666	\$1,126	\$1,792
STATIONS AND PARKING	317	725	1,042
YARD AND SHOP	52	262	314
SITE WORK AND UTILITIES	233	221	454
TRAIN SYSTEMS	278	272	550
RIGHT-OF-WAY & PROPERTY ACQUISITION	46	37	83
RAIL CARS	212	229	441
DESIGN AND ENGINEERING SERVICES	698	780	1,478
CONTINGENCY FUNDS	130	178	308
ROADWAY IMPROVEMENTS	123	-	123
TOTAL PROJECT COST	\$2,755	\$3,830*	\$6,585

*Preliminary cost estimate includes two-mile tunnel with underground station at Dulles International Airport. The Airports Authority is considering alternative alignments and station locations, and other cost reductions for Phase 2.

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 METRORAIL PROJECT



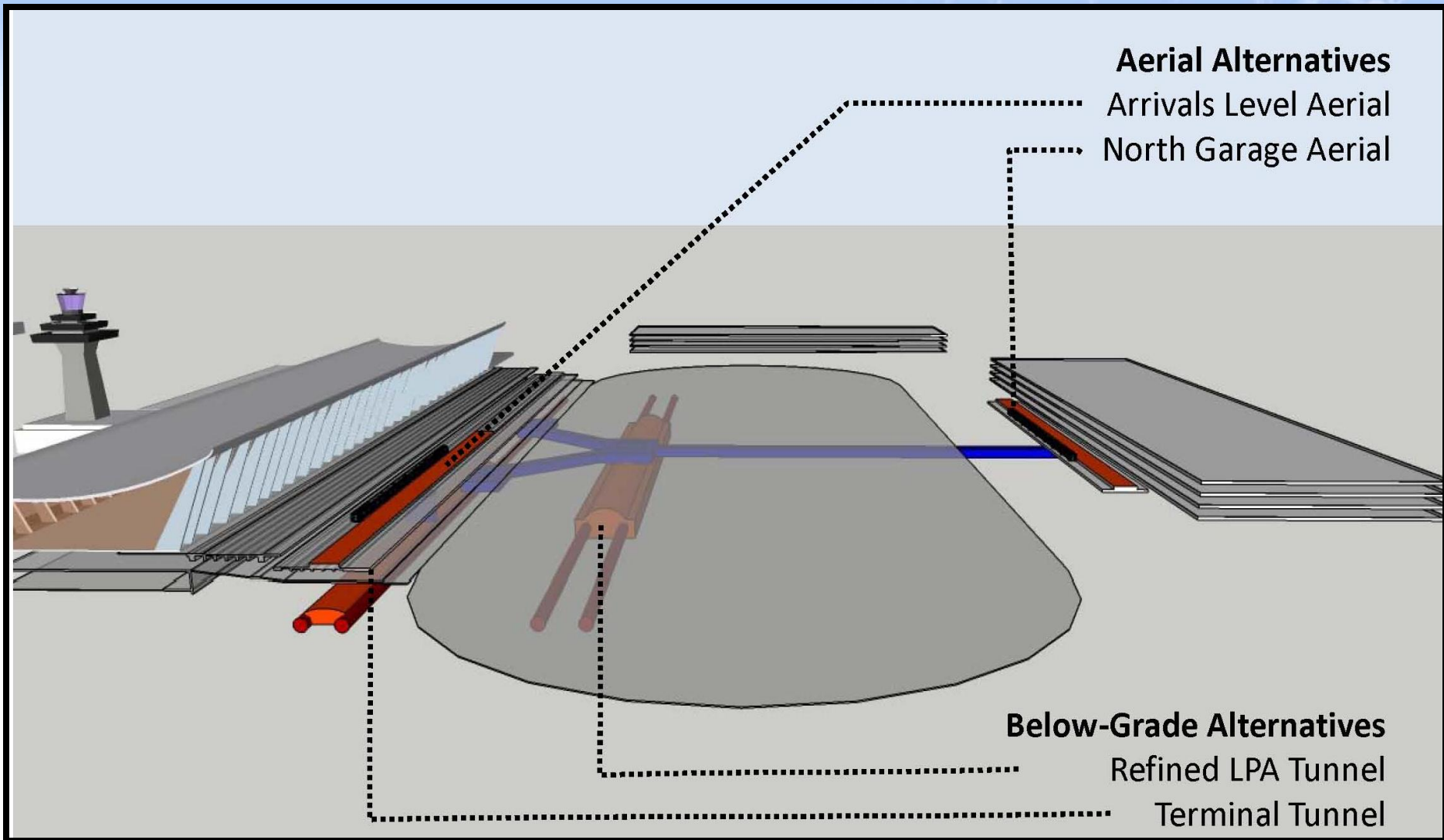
**Tyson's West Station
Today**



Rail Welding East of Wiehle Ave. Station



Airport Alternatives Study



North Garage Aerial Alternative

View from West Garage Roof

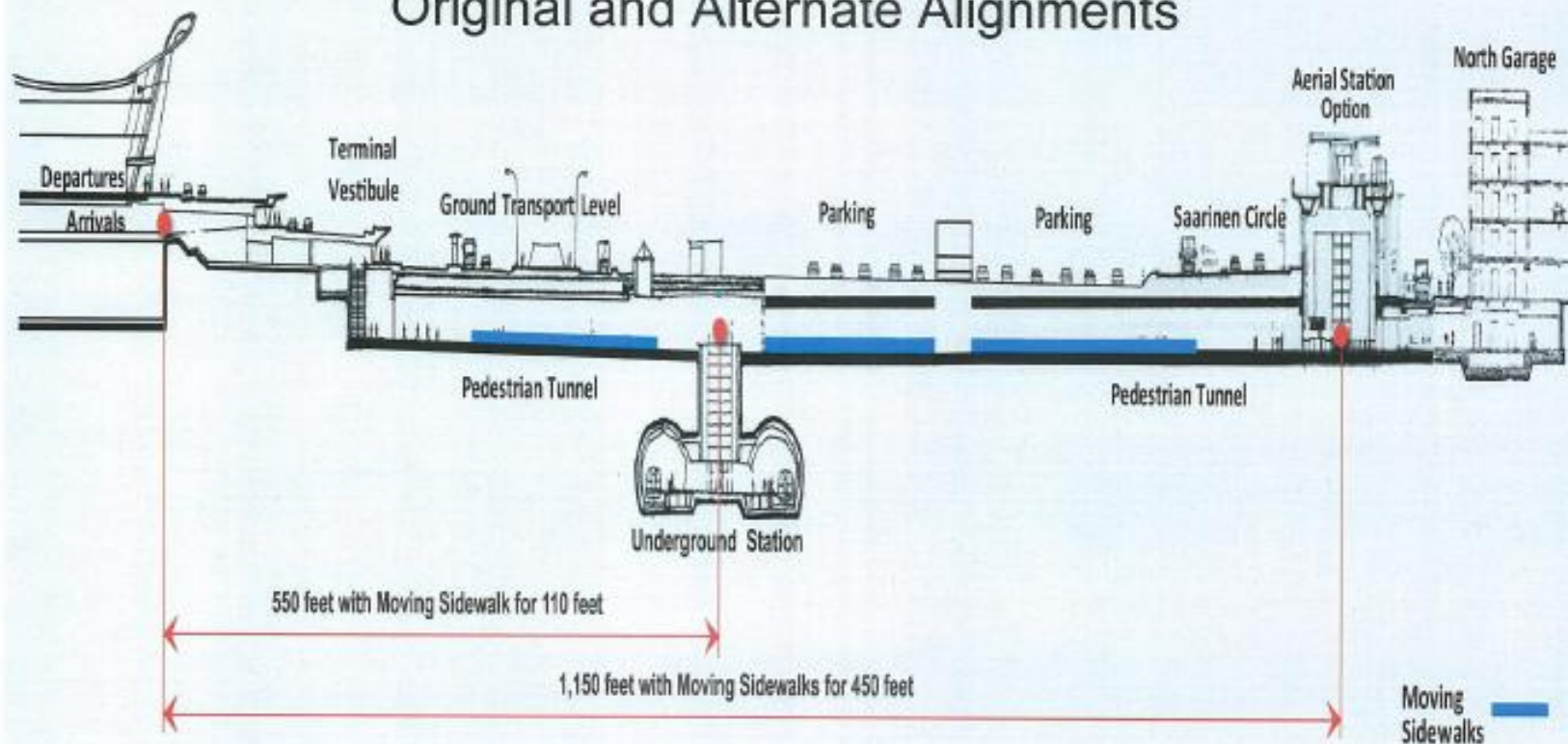




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Dulles International Airport Station

Original and Alternate Alignments

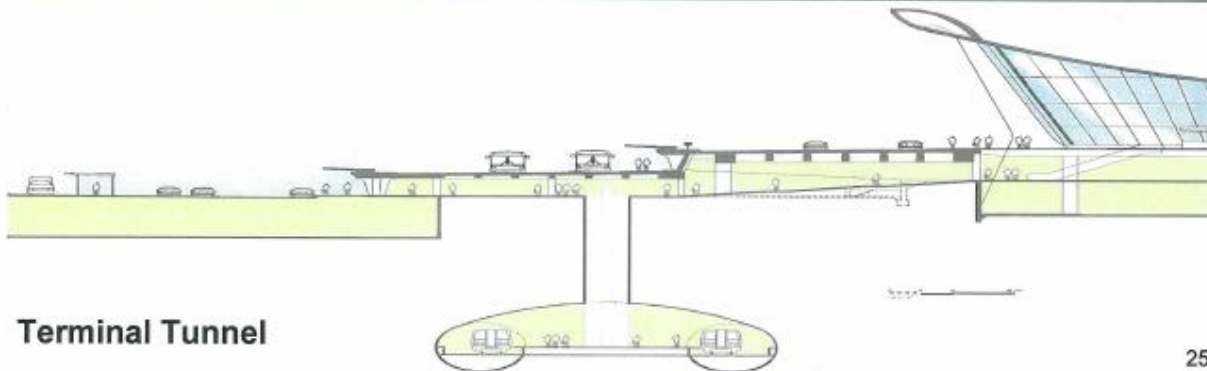




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Dulles International Airport Station

Additional Alignments



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Proposed Enhancements

- Minor modification of parking layout to meet current design standards, but no other station design refinements.





Route 772 Station Previous Plan (2004)



Route 772 Station Current Plan (2010)

Proposed Enhancements:

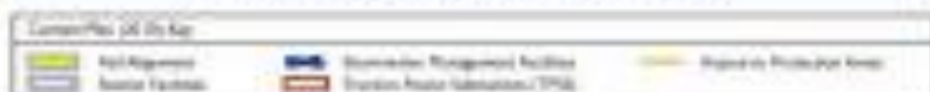
Loudoun County requested reconfiguration of the Route 772 station facilities to enhance integration with adjacent developments. The changes include:

North Side Facilities:

- Minor refinements to the configuration of the north side bus bays and Kiss & Ride.

South Side Facilities:

- Proposed south side surface parking (approximately 300 spaces) is eliminated and the Kiss & Ride lot and bus bays are reconfigured to maximize land availability for future transit-oriented development.
- Slight shift in the pedestrian bridges and the entrance pavilion location based on the new site plan.
- New temporary storm water remanagement pond to be located adjacent to Kiss & Ride lot within the original station facility footprint (permanent pond to be provided as part of adjacent development).



Location Map

Phase 2 Status

NTP: Preliminary Engineering

December 2009

PE Planned Completion

March 2011

- Alternative alignments being evaluated

Design Build NTP

Late 2011

Design Build Completion

December 2016



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CIP: Dulles Corridor/I-495 (HOT Lanes)

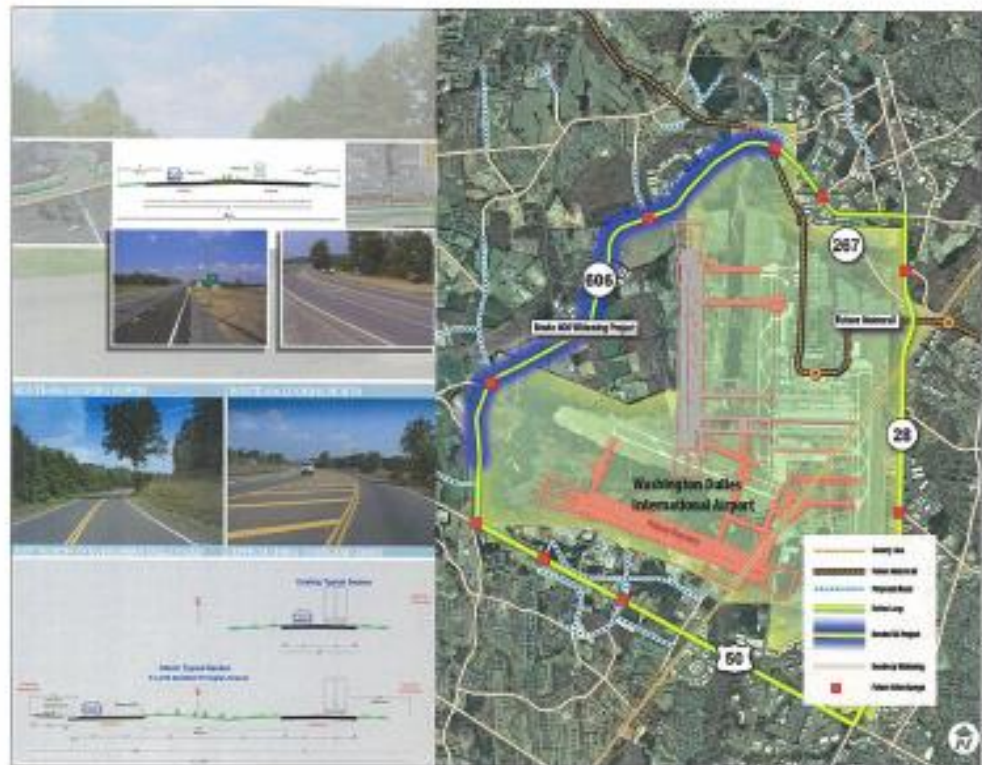
- ◆ Ramps 1 and 2 being constructed as part of VDOT HOT Project
- ◆ Ramp 3 TIGER II grant application not approved by US DOT





CIP: Route 606 Widening

- ◆ Will widen two lane sections to four lane divided sections
- ◆ VDOT responsible for Preliminary Engineering PE
- ◆ MWAA, Loudoun and VDOT are funding partners





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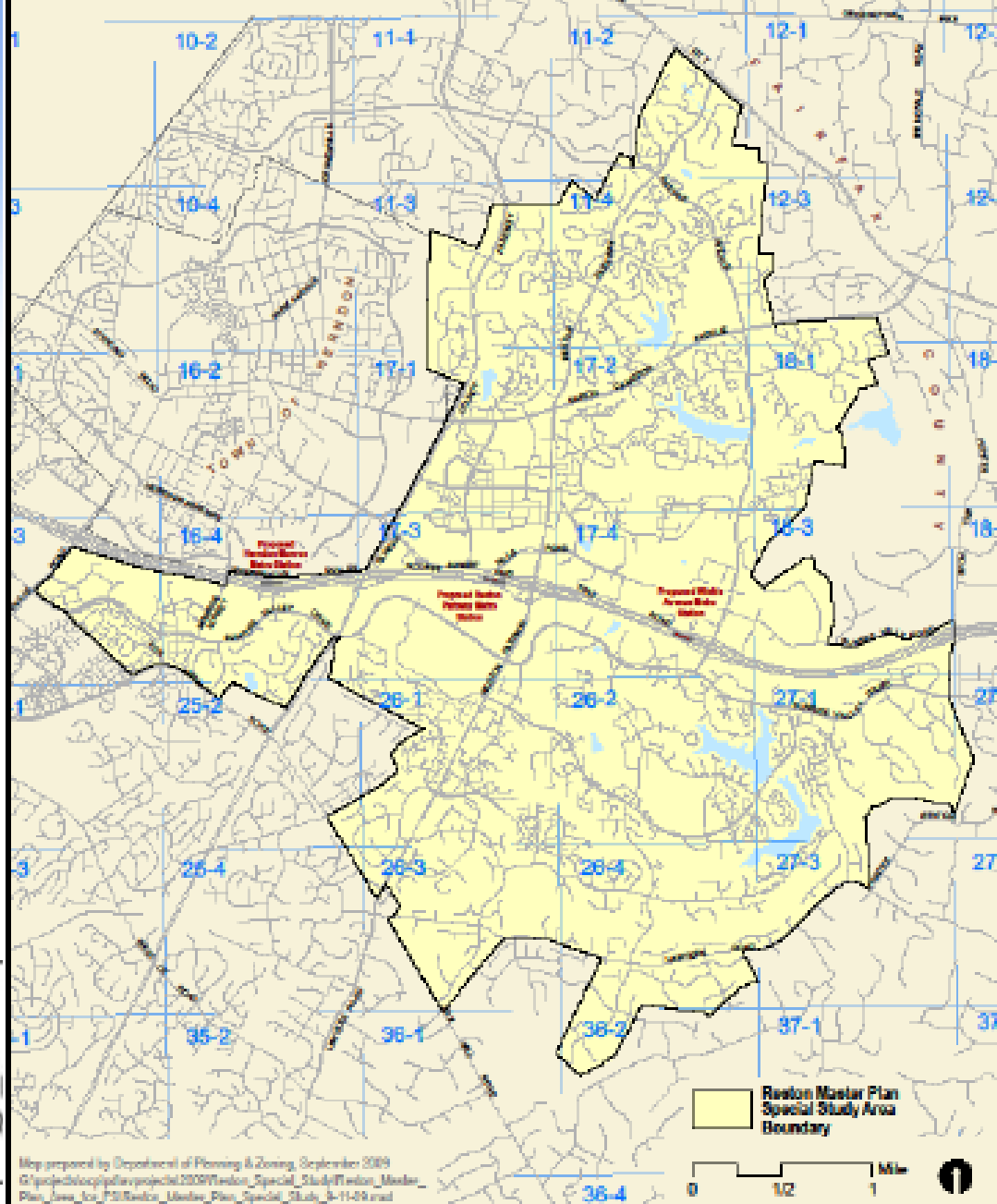
CIP: Interchange Enhancements

- ♦ Traffic Optimization Study has identified modest short term improvements at 6 interchanges
- ♦ Improvements include signal timing, channelization, additional turn lanes, and ramp widening
- ♦ MWAA staff will coordinate recommendations with Fairfax and VDOT staff starting in December 2010





Reston Master Plan Special Study Area



Map prepared by Department of Planning & Zoning, September 2009
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Reston Master Plan Special Study

Fairfax County, Virginia

- Legend**
- 11 Reston-Herndon Suburban Center Land Use and Sub-areas
 - General Location Transit Station Platforms
Circle depicts 1/4 and 1/2 mile buffers from center of proposed station platform



Reston Master Plan

Principles



Provide high quality, active public open space



Emphasize transit oriented development



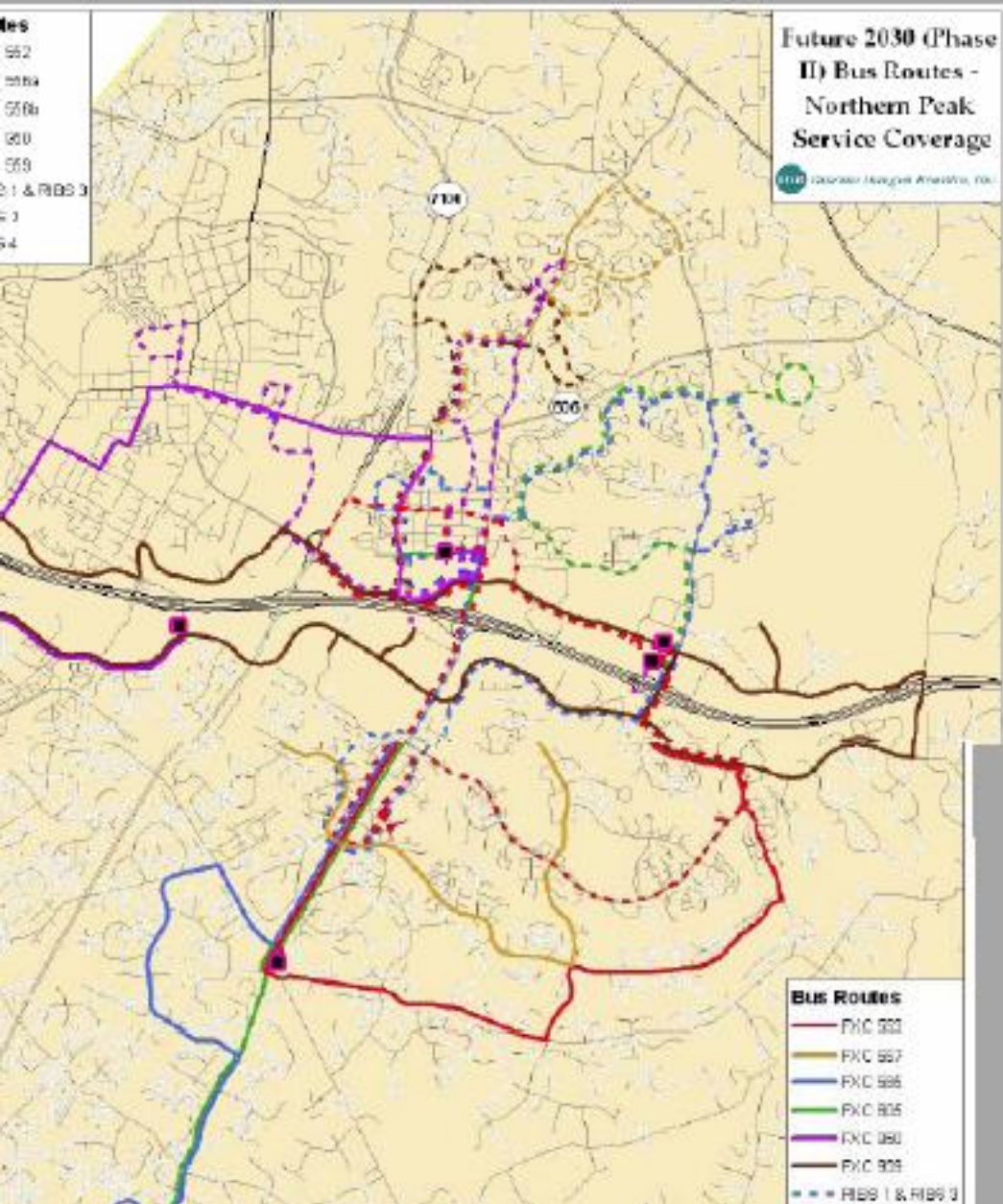
Address economic needs



Encourage public participation

Reston Master Plan

Transportation



Expanded Opportunities for Feeder Bus



Transportation

- Arterials and Collectors
- Boulevards
- Complete Streets
- Traffic Calming
- Bikeways



Next Steps

- **MWAA BD approves alignment for Dulles Airport**
- **MWAA BD approves Contracting Package(s) for Phase 2**
- **Complete PE for Phase 2**
- **Fairfax and Loudoun counties have opportunity to opt out of Phase 2 (90 days)**
- **Exploration of joint development opportunities for parking garages in Phase 2**

