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)
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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

Rte 123
TCC
Tysons Central 123 Station

Tysons Corner Center Renderings
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
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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
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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
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)
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

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

**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