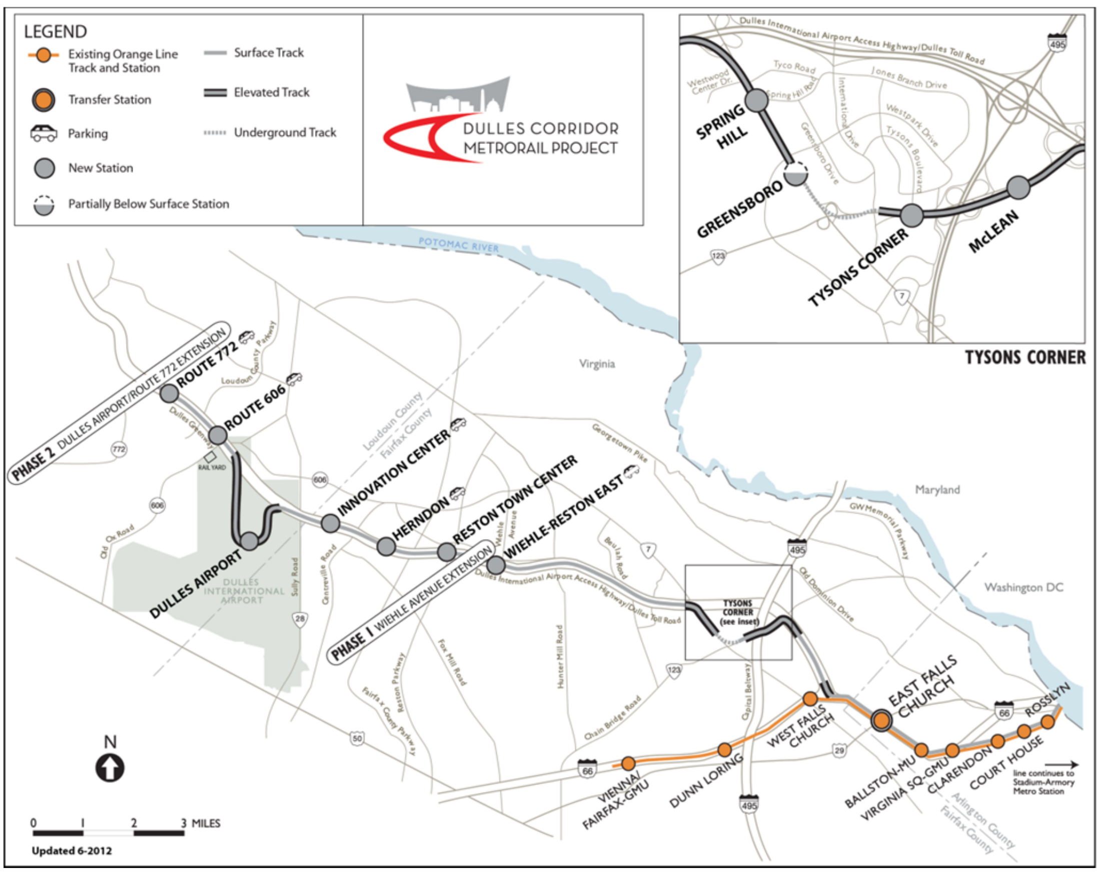
Focus

The purpose of Dulles Metrorail is to provide high-quality, high-capacity transit service in the Dulles Corridor. New Metrorail service in the corridor will result in travel time savings between the corridor and downtown D.C., expand the reach of the existing regional rail system, offer a viable alternative to automobile travel and support future transit-oriented development along the corridor. The Phase II cost is approximately $2.8 billion for the segment from the Wiehle-Reston East Metrorail Station to Route 772 in Loudoun County, and includes the construction of three new stations in Fairfax County. These stations are as follows and noted in the map below: Reston Town Center, Herndon, and Innovation Center.



On October 9, 2009 a petition (Petition) was filed with the Clerk to the Board of Supervisors to create the Phase II Dulles Rail Transportation Improvement District (Phase II District). As required by Code of Virginia Ann. § 33.1-431, the Petition was signed by owners of more than 51 percent of the commercial and industrial property within the proposed Phase II District, measured by assessed value, that would be subject to a special tax pursuant to Code of Virginia Ann. § 33.1-435 (District Tax). Pursuant to that statute, following a public hearing on December 7, 2009, the Board created the Phase II District on December 21, 2009. On November 10, 2009, the Town of Herndon also approved the creation of the Phase II District.

Fund 40120
Dulles Rail Phase II Transportation Improvement District

Phase II of the Dulles Metrorail project (Project) will run from just west of Wiehle Avenue to Ashburn in eastern Loudoun County. This extension will serve Reston Town Center, Herndon, Dulles Airport, Route 606 and Ashburn. Commercial and industrial properties in the Phase II District, which lie near the Project on either side of the right-of-way of the Dulles Airport Access and Toll Road (DTR) within Fairfax County, will be taxed to help Fairfax County fund the County's 16.1 percent share of the Project. Consistent with the Petition and the resolution adopted by the Board to create the Phase II District, a tax rate of $0.05 per $100 of assessed value was adopted for FY 2011 for commercial and industrial properties within the Phase II District, and a rate of $0.10 was adopted for FY 2012. The rate increased to $0.15 in For FY 2013 and $0.20 in FY 2014. Per the petition, the tax rate in FY 2015 remained at $0.20 and will be held flat at $0.20 until full revenue operations commence on Phase II, which is expected in late 2018. At that time, the rate may be set at the level necessary to support the District's debt obligations. For planning purposes, the Phase II District may not enter into a financing agreement unless it is reasonably believed that it can be accomplished within the maximum rate established by the Petition of $0.25 per hundred dollars of assessed value.

The original funding plan was that the federal government, through grants from the Federal Transit Administration (FTA), would pay 50 percent of the entire Metrorail Project cost (i.e., both Phases I and II), the Commonwealth would pay 25 percent using DTR revenues, and local governments would pay 25 percent. That plan was based on an early cost estimate, prior to preliminary engineering and environmental studies that resulted in an improved estimate for the total project cost.

The Full Funding Agreement later entered into with the federal government provides for a federal share for Phase I only (Interstate 66 to Wiehle Avenue) and caps that contribution at $900 million, which necessarily changes the percentages for the partners' shares. At this time, no federal funds have been committed to Phase II. The current absence of federal funds for Phase II has resulted in the DTR taking over the share of Phase II costs that the original plan had "assigned" to the federal government.

No funds may be expended until certain other conditions are met. Conditions include the completion of the preliminary design and cost estimate for Phase II, acceptable to the Board of Supervisors, which was completed in 2012. Other key conditions include: 1) appropriate commitments from all sources contributing to Phase II are in place to assure completion of the Phase II Transportation Improvements; 2) the Phase II District's share of the aggregate capital cost does not exceed $330,000,000; 3) the County's share of aggregate costs remain reasonably consistent with currently anticipated contributions; and 4) there is no "Supplemental Tax" on the commercial and industrial real estate within the Phase II District that exceeds $0.11 per $100 of assessed value unless a credit or other benefit is extended substantially equivalent to the Supplemental Tax.

In late 2011, the County, in addition to the other local funding partners, approved the Memorandum of Agreement (MOA) to proceed with Phase II of the Project. The MOA provided the following major points of agreement:

- The Metropolitan Washington Airports Authority (MWAA) agrees that the airport station will be an aerial station.

- The Commonwealth agrees to seek $150 million from the General Assembly to be used to reduce the burden on DTR users.

- The U.S. Department of Transportation (USDOT) agrees to provide up to a $30 million credit subsidy for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans to be made to Fairfax, Loudoun, and MWAA. Fairfax and Loudoun may apply for the maximum amount of TIFIA credit assistance for which each will qualify based on their share of the total cost of the Project, and MWAA will apply for the balance available.

- Fairfax County and Loudoun County agree to use their best efforts individually to find third party funding for five garages (three in Loudoun County and two in Fairfax County) and the Route 28 Innovation Center Station (Fairfax), but if and to the extent they are unable to do so, then whatever portion is not funded by third party revenues will be shared as currently provided by the Funding Agreement.

- Other Phase II cost savings opportunities will be implemented, including a reduction in the size of the Metrorail yard and shop facilities at the Airport, for additional cumulative net Project cost savings of $125 million as estimated by USDOT, 75 percent of which ($94 million) would be cost savings for DTR users.

- A reallocation of estimated third party funding credits from what would have resulted from the Funding Agreement is expected to produce additional cost savings for DTR users of as much as $242 million.

- The Washington Metropolitan Area Transit Authority (WMATA) agrees to cooperate with Fairfax to make such amendments in agreements between the two parties as shall be necessary to permit parking revenues from the two garages included in the Fairfax Facilities to be used to pay for the cost of constructing the garages, if Fairfax deems it appropriate to use such parking revenues for that purpose.

- Virginia, Fairfax, Loudoun, WMATA, and MWAA agree to form a Coordinating Committee composed of their respective chief executive officers (including Fairfax's County Executive) to implement the MOA and to regularly monitor progress in planning, designing, and constructing Phase II of the metrorail.

- Virginia and MWAA agree that they have reached a separate agreement on a Project Labor Agreement for Phase II that will be consistent with Federal statutory and regulatory requirements and Virginia law.

- The MOA explicitly recognizes that nothing in it required Fairfax County to pay or will result in the County paying more than 16.1 percent of the total Project cost as previously agreed in the Funding Agreement.

- There will be continuing FTA oversight of the Project.

Fund 40120
Dulles Rail Phase II Transportation Improvement District

On April 10, 2012 the Fairfax County Board of Supervisors confirmed the County's participation in Phase II of the Project. As part of the financial deal, Fairfax County agreed to make its best efforts to pay for building the Route 28 Station, along with the parking garage at this station and at Herndon Monroe, outside of the Project. The County is looking at several options that include using a public-private partnership, developer contributions, parking revenue, and/or federal or state grants. If the County is not successful in funding the two garages and station outside of the project, Fairfax will only pay for 16.1 percent of the cost for these facilities. On July 3, 2012 Loudoun County voted to confirm their participation in Phase II.

The total County 16.1 percent share of the Project is estimated to be approximately $915 million. Fairfax County will contribute $400 million from the Phase I tax district and $330 million from the Phase II tax district. The $185 million balance will be supported by proceeds from the TIFIA loan that will be repaid using the County's Commercial and Industrial real estate tax.

A design build contract award was awarded in May 2013 for the first bid (Package A) which consists of the 11.4 miles of the rail line, six stations, and wayside components. After design is completed, construction is estimated to begin in spring 2014. Additional bid packages will be issued in the coming years to construct the rail yard and maintenance facility, right of way acquisition, and utilities. The completion for construction is anticipated in late 2018.

In Spring 2013, Fairfax County officially notified USDOT and MWAA that the Innovation Center Station (formerly Route 28 Station), which has a total project estimate of $89 million, would be funded as part of the total project cost and shared among the funding partners through the agreed upon percent allocations. As part of the MOU for Phase II, the County agreed to use "best efforts" to fund this station along with the parking garages at Innovation Center and Herndon-Monroe. In July 2013, the County received funding approval of $41 million from the Northern Virginia Transportation Authority (NVTA) toward the Innovation Center Station. The County continues its plan to fund the parking garages outside the project as preliminary design and engineering are ongoing. The plan of finance includes the pledging of annual parking revenues from the two new parking garages and accessing surcharge revenues from current County garages in the WMATA system. In order to access these surcharge revenues, County staff worked with WMATA staff to amend the appropriate legal documents. The WMATA board formally agreed to amend these documents on October 23, 2014, and the Fairfax County Board of Supervisors agreed to amend these same documents on November 18, 2014. For additional information on the parking garages, please refer to the Fund 40125, the Metrorail Parking System Pledged Revenue Fund, as part of Volume 2, Capital Construction and Other Operating Funds.

As of fall 2014, MWAA notes rail construction is ongoing and making significant progress, primarily at Dulles Airport. Piers are being constructed to support aerial guide way work that will carry the overhead tracks to the airport. Crews are also preparing for mass excavation at the Dulles Airport station along with enabling work at Innovation Center Station. Preliminary work at the Herndon and Reston Town Center stations is scheduled to commence by the second quarter of 2015.

Fund 40120
Dulles Rail Phase II Transportation Improvement District

The Funding Partners were officially notified on May 9, 2014 by USDOT that the TIFIA loan had been approved for the Dulles Metrorail Project. The $1.9 billion loan is the largest financing approved in the program's history with the allocation by funding partner as follows: $1.3 billion to MWAA, $403 million to Fairfax County, and $195 million to. On August 20, 2014, MWAA closed on its $1.3 billion TIFIA loan at an interest rate of 3.21 percent. On December 9, 2014, Loudoun County closed on its $195 million TIFIA loan at an interest rate of 2.87 percent. On December 17, 2014, Fairfax County closed on its $403.3 million TIFIA loan at an interest rate of 2.73 percent. The County's $403.3 million TIFIA loan will be repaid from two sources: $218.2 million from the Phase II Tax District and $185.1 million from the County and Regional Transportation Projects Fund (Fund 40010). Annualized debt service on the County's TIFIA loan equates to $28.9 million beginning in FY 2024, with $15.6 million to be repaid from the Dulles Rail Phase II Transportation Improvement District and $13.3 million to be repaid from the County and Regional Transportation Projects Fund (Fund 40010). The County is scheduled for the first draw on its TIFIA loan proceeds in March 2015 for payment to MWAA.

FY 2016 Funding Adjustments

The following funding adjustments from the FY 2015 Adopted Budget Plan are necessary to support the FY 2016 program.

- FY 2016 funding remains at the same level as the FY 2015 Adopted Budget Plan.

Changes to FY 2015 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2015 Revised Budget Plan since passage of the FY 2015 Adopted Budget Plan. Included are all adjustments made as part of the FY 2014 Carryover Review, and all other approved changes through December 31, 2014.

- There have been no adjustments to this fund since approval of the FY 2015 Adopted Budget Plan.

Fund 40120
Dulles Rail Phase II Transportation Improvement District

FUND STATEMENT

Fund 40120, Dulles Rail Phase II Transportation Improvement District

	FY 2014 Actual	FY 2015 Adopted Budget Plan	FY 2015 Revised Budget Plan	FY 2016 Advertised Budget Plan
Beginning Balance	$20,742,189	$34,727,167	$35,463,042	$49,448,020
Revenue:				
Real Estate Taxes	$14,691,317	$14,470,344	$14,470,344	$15,232,968
Interest on Investments	29,536	14,634	14,634	15,233
Total Revenue	$14,720,853	$14,484,978	$14,484,978	$15,248,201
Total Available	$35,463,042	$49,212,145	$49,948,020	$64,696,221
Expenditures:				
Operating Expenses	$0	$500,000	$500,000	$500,000
Total Expenditures	$0	$500,000	$500,000	$500,000
Total Disbursements	$0	$500,000	$500,000	$500,000
Ending Balance[1]	$35,463,042	$48,712,145	$49,448,020	$64,196,221
Tax rate per $100 Assessed Value[2]	$0.20	$0.20	$0.20	$0.20

[1] The ending balance will be accumulating in anticipation of the sale of bonds to fund the district's share of the project.

[2] The tax rate will be held at $0.20 until full revenue operations commence on Phase II, which is expected in late 2018.