



# Dulles Corridor Metrorail Project

Dulles Rail Phase 1 and 2

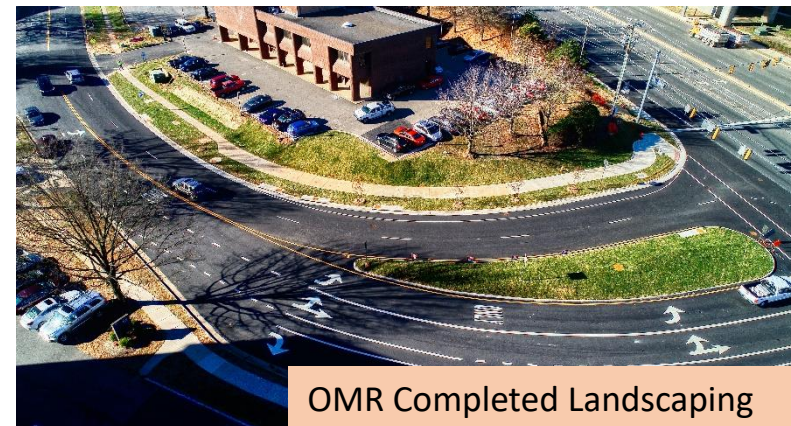
Transportation Improvement District Advisory Boards

March 15, 2021

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Fairfax County Department of Transportation

# Phase 1

- Old Meadow Road Realignment
  - Final paving and striping are complete
  - Awaiting new pedestrian signal pole tie-in.
- VDOT Punch List
  - Sidewalk, ADA ramps repairs and underdrain remediations are complete.
  - Dulles Connector Road (DCR) shoulder repairs under final design review with VDOT.
  - Remaining manhole/structure repair work has been issued for proposal and the work is scheduled to be completed in early Summer 2021.
  - All remaining work is expected to be completed in Summer 2021.
- Phase 1 Close out - \$2.982B (no change)



# Phase 2

- Overall Phase 2 – 99% complete

- Budget

Total Budget	\$2.778B
Total Forecast	\$2.778B
Total Expenditures	\$2.420B
Total Contingency	\$551.5M
Total Contingency Used	<u>\$383.0M</u>
Remaining Contingency	\$168.5M

- General Activities

- Package A – Dynamic and functional testing continue. Interior station finishes and clean up work ongoing.
- Package B (Rail Yard) – Remedial track work continues. Car hoist equipment testing and building punch lists ongoing. Software programming continues.

- Timeline

- Package A (Rail, systems, stations) substantial completion – September 2021
- Package B (Yard) substantial completion – Mid 2021 (target)
- Metro needs approximately 6 months after substantial completion to complete testing and open the system; Metro Board to establish Revenue Operations Date.



Sanitation Lift Inspection at the Yard



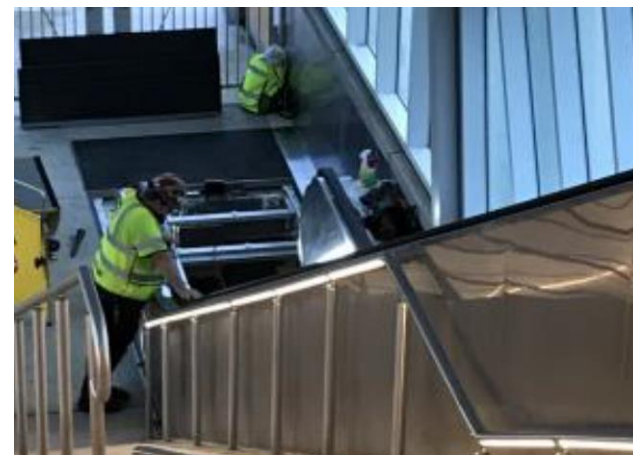
Stormwater Management Pond near Rt. 28



Reston Town Center Station testing

# Ongoing Issues

- Concrete Panel Deficiencies
  - A sinking fund to pay for future sealant applications has been established (from legal settlement) but not yet approved. Additional funding may be required to address OIG recommendations.
- Concrete Ties/Cross Level Deficiencies
  - WMATA has indicated it will accept the five remaining areas with the provision of funding to offset any future additional maintenance. A proposal for this funding continues to be refined by WMATA.
- Automatic Train Control (ATC)
  - Software tie-in between Phase 1 and Phase 2 systems
  - Location and spacing of track circuits and cross bonds were evaluated. CRC's proposed revisions were reviewed and commented on by WMATA. Field implementation commenced.



Performing Maintenance on Herndon Escalators



Landscaping Work along Eastbound Toll Road



Minor Repairs to Track Walls Along Eastbound Dulles Airport Access Road

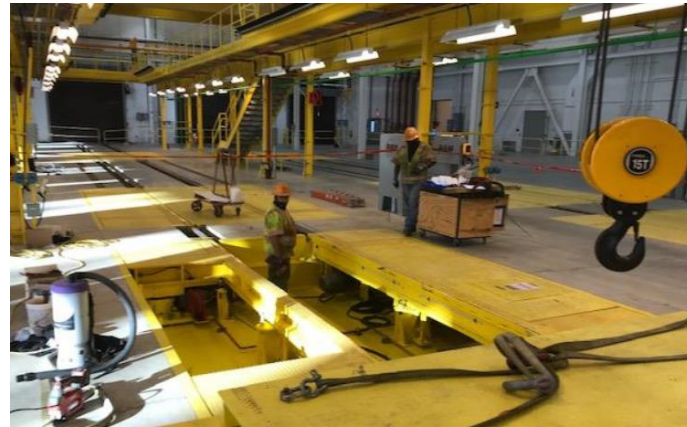
# Ongoing Issues

## Others

- Replacement of insulated joints in the Rail Yard has been completed and are awaiting the results from testing.
- Car Hoist equipment Functional Performance Testing indicated several issues requiring additional panel configuration and further testing.
- There are 17 outstanding quality issues. Eight are in the process of being resolved, but nine require additional discussion to develop a path forward between MWAA and WMATA: third rail insulators, impedance bonds, fixation track fasteners, exhaust fans, distances between insulated joints and signals (Yard), station pavers, turntable (Yard), track deficiencies (Yard), and clearances in the elevator room (Yard).



Dulles Rail Yard



Beginning Rework on Car Hoist



Thermite Welding Replacement Insulated Joint 'Plug' in Place

# WMATA Budget

## ■ Proposed Rail Service

- Budget currently assumes Silver Line Phase 2 revenue service begins in July 2021
- With the additional federal funding, management recommends maintaining 80 percent of pre-pandemic Metrorail service until January 2022, after which Metrorail service would be reduced to 30 percent of pre-pandemic service for the last six months of FY2022 to close the remaining funding gap.

## ■ Timeline

- January 14, 2021 – Revised FY2022 Operating Budget was presented
- **January - March 2021 – Budget deliberations, public outreach and public comment period. Public comment period ends March 16, 2021**
- April 2021 – Planned Board adoption of the FY2022 Operating Budget and FY2022-2027 CIP
- April 2021 – WMATA submits Federal grant applications
- July 2021 – Fiscal Year Begins



# Fairfax County Parking Garages

## Herndon Station Garage – Completed April 2019

- Total Project Estimate: \$44.5M (org. \$56.7M)
- Bus loop repaving was completed in July 2020.
- Architectural panel replacement is being completed by the contractor.



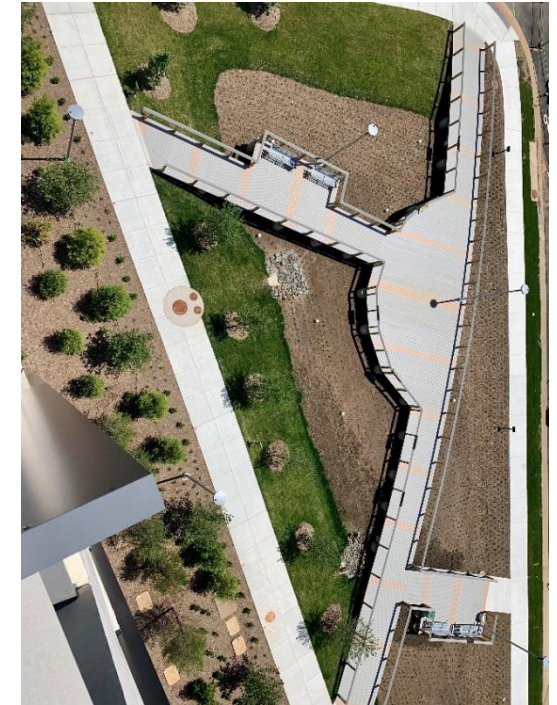
Herndon Bus Loop

## Innovation Center Station Garage

- Total Project Estimate: \$52M (org. \$57M)
- Construction Progress:
  - Substantial completion date: June 2020.
  - Limited punch list work ongoing.

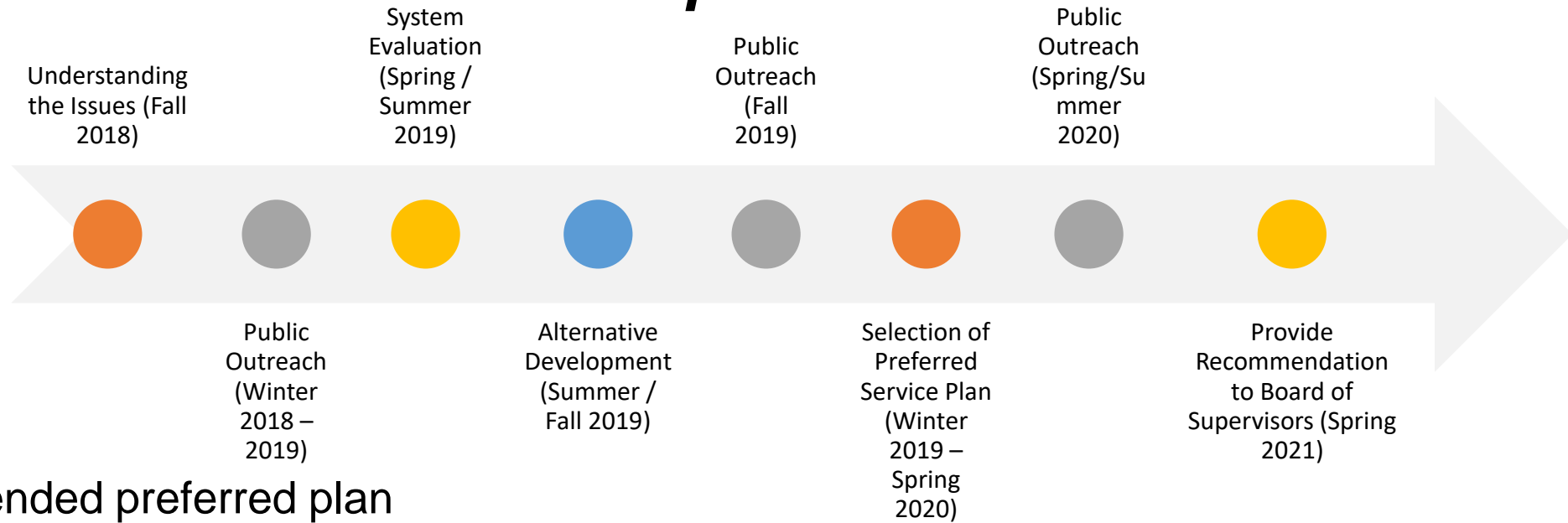


Innovation Garage



Bioretention pond & boardwalk

# Reston Herndon Bus Route Optimization



## Recommended preferred plan

- New connections and routes
  - Chantilly/Centreville to Dulles Corridor
  - NVCC (Loudoun Campus)
  - Sterling to Herndon
- Creates more direct connections
- Shortens travel time
- Increases access to employment and population relying on public transit
- Maintains significant bus stop coverage



[www.fairfaxcounty.gov/connector/Herndon-reston-service-review](http://www.fairfaxcounty.gov/connector/Herndon-reston-service-review)



**QUESTIONS?**