



Virginia Department of Rail and Public Transportation

Updates on Major Metro Projects

CTB Rail and Transit Committee

October 29, 2018

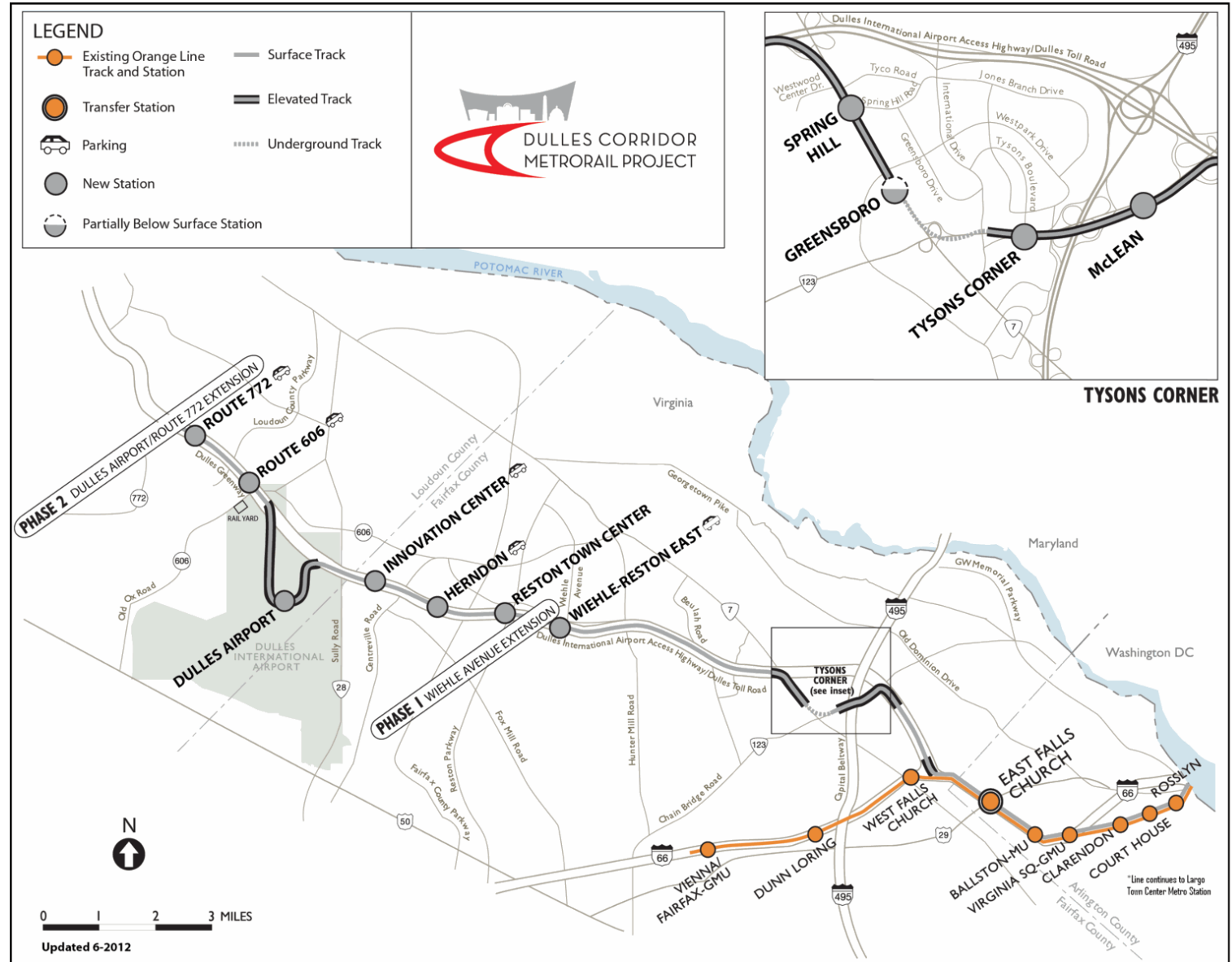
Jennifer DeBruhl
Chief of Public
Transportation

Metrorail Silver Line Phase II

- Constructed by MWAA
- Extension of Metrorail to Dulles & Loudoun County
- Phase I (East Falls Church – Wiehle/Reston) – Opened in July 2014
 - 11.7 miles; 5 new Metrorail stations
- Phase II (Wiehle – Ashburn) – Under Construction Revenue Service to Begin in 2020
 - 11.4 miles; 6 new Metrorail stations



Metrorail Silver Line



Metrorail Silver Line Phase II

Project Status



- Total Silver Line Capital Budget = \$5.76 billion
 - Phase I = \$2.982 billion
 - Phase II = \$2.778 billion
- Schedule
 - Construction 81% complete as of 9/30/18
 - Dynamic testing (electrification) of aerial portions of track to begin in early 2019
 - Construction complete in late 2019
 - Revenue service to begin in 2020

Metrorail Silver Line Funding

Sources of Capital Funds \$ Millions	Phase 1	Phase 2 (1)	Rail Project Budget prior to NVTA funding		Rail Project Budget after NVTA funding		
			Total	% of Total	Change	Total	% of Total
Federal	\$900	-	\$900	15.6%		\$900	15.6%
Commonwealth of Virginia (2)	252	323	\$575	10.0%		575	10.0%
Northern Virginia Transportation Authority (3)		-	-	0.0%	60.0	60	1.0%
Fairfax County	400	527	927	16.1%	(9.7)	918	15.9%
Loudoun County		276	276	4.8%	(2.9)	274	4.7%
MWAA (Aviation Funds)		236	236	4.1%	(2.5)	234	4.1%
MWAA (Dulles Toll Road)	\$1,430	\$1,415	\$2,845	49.4%	(45.0)	\$2,800	48.6%
Total Sources of Fund	\$2,982	\$2,778 (4)	\$5,760	100.0%	\$ -	\$5,760	100.0%

Fixed amount
Fixed percentage of total cost
Residual
Percentage After Allocation of NVTA Funds



Metrorail Silver Line Phase II



Metrorail Silver Line Phase II

Concrete Panel Update



- Active federal lawsuit against concrete subcontractor, Universal Concrete, for falsifying records related to quality and longevity of concrete panels provided for project
 - Guilty plea by Universal Concrete manager
- Independent testing of concrete panels supplied by Universal Concrete by MWAA revealed no long-term structural concerns related to ASR (alkali-silica reaction)
 - Panels to be reinforced with sealant every 10 years as a precaution; paid for by project contractor
- WMATA Office of Inspector General is conducting its own independent investigation
 - No timeline given for completion
- Construction proceeding during investigations/lawsuit
 - No delays to overall project completion anticipated

Silver Line Parking Garages



- DRPT is providing state capital funds to assist Fairfax County with the construction of two new parking garages for Silver Line Phase 2 passengers
 - State funding is 34% of project cost
- Herndon Metrorail Garage
 - 2,006 parking spaces
 - \$44.5 million total project cost
 - 91% complete; open in spring 2019
- Innovation Metrorail Garage
 - 2,070 parking spaces
 - \$52 million total project cost
 - 65% complete; open by start of revenue operations
 - County mitigating foundation settlement issues

Potomac Yard Metrorail Station



- New (infill) Metrorail station to be constructed in Alexandria
 - South of Reagan National Airport on Blue/Yellow Lines
- \$320 million project cost
 - 100% funded by NVTA, GO Bonds, VTIB & TIFIA loans and other City sources
 - No state funding
 - Includes \$30 million contingency
- WMATA managing design-build project on behalf of City
- Projected to open in late 2021 or early 2022

Potomac Yard Metrorail Station



Potomac Yard Metrorail Station

- Project is critical for redevelopment of Potomac Yard area and to accommodate the growing transportation demand in the Route 1 corridor
- City planning a walkable mixed-use community around new Metrorail station
- Projected transportation benefits at full build-out:
 - 11,300 daily trips on Metro
 - 6,700 daily auto trips removed from road

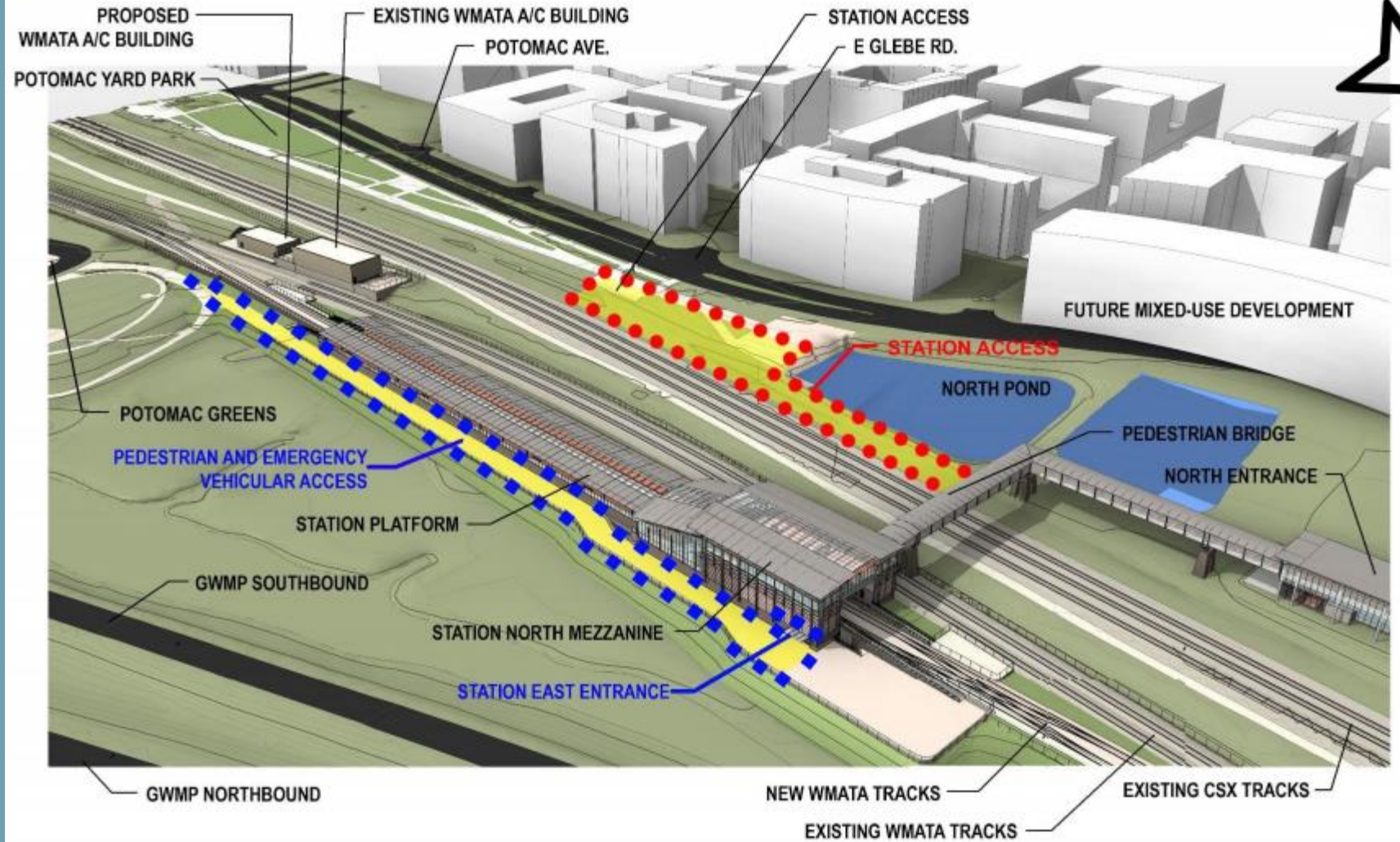


Potomac Yard Metrorail Station



- Challenges/Cost Drivers
 - Design-Build contract procured in a Bidder's market
 - Project cost reduced through design changes
 - South entrance eliminated; north entrance remains with access from both sides of track
 - Revised bids received and contract executed in 2018
- Risk Factors
 - Only the second Metrorail infill station ever constructed
 - Construction in close proximity to live track corridor
 - Constricted project site with access limitations
 - Challenging geotechnical and soil conditions
 - Complex multimodal stakeholder coordination

Potomac Yard Metrorail Station





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