

# TOWN OF HERNDON

*Enriching the Quality of Life and Promoting a Sense of Community*



## FAQs

### DULLES CORRIDOR METRORAIL PROJECT

#### **What is the Dulles Corridor Metrorail Project?**

The Metropolitan Washington Airports Authority (MWAA) in cooperation with the Virginia Department of Rail and Public Transportation (DRPT), Washington Metropolitan Transit Authority (WMATA), and the counties of Fairfax and Loudoun are working to construct a 23.1 mile extension of Metrorail. The extension will originate from the Orange Line between the existing East and West Falls Church Metro stations and will pass through the Tysons Corner area, Reston, Herndon, Dulles Airport and into Loudoun County.

#### **What do the references to Phases 1 and 2 of the project mean?**

Due to federal funding constraints, a two phased approach to the project has been proposed. Phase 1 will complete the extension to Wiehle Avenue in Reston, with Phase 2 extending to Dulles Airport and ending at Route 772 in Loudoun County.

#### **How much will Phases 1 and 2 cost, and how will they be financed?**

Phase 1 is estimated to cost \$2.6 billion. Funding will come from toll revenues generated by the Dulles Toll Road, from commercial properties owners who have formed a special tax district in Tysons Corner and from the federal government.

The \$900 million federal portion is expected to be funded through a Full Funding Grant Agreement issued by Federal Transit Administration (FTA) in early 2009. The Dulles Metrorail Project team is currently working with the FTA to secure that funding. Congress has already appropriated more than \$252 million for the project.

At the local level, commercial landowners in the Tysons Corner area of Fairfax County have voluntarily created a special commercial tax district to fund the local share of Phase 1. The commercial tax district has been generating funds for the project. There is a \$400 million cap on the amount that can be raised through the tax district.

In addition, the Virginia Transportation Act of 2000 dedicated \$75 million to the project. The remainder of the project will be paid for using revenues generated by tolls on the Dulles Toll Road.

Funding for Phase 2 of the project will be generated by the creation of a special tax district including commercial land owners within the Phase 2 corridor in Fairfax County, and revenues from the Dulles Toll Road. In addition, Loudoun County has already established sources of monies to fulfill its obligations to the extension.

When the Metropolitan Airports Authority (MWAA) assumed management of the Dulles Corridor Metrorail Project in August 2007, MWAA committed to completion of Phase 2 of the project. A financial plan for Phase 2 will be developed after MWAA obtains the Full Funding Grant Agreement from the FTA for Phase 1 of the project.

### **What is the anticipated completion date for Phases 1 and 2?**

The expected completion date for Phase 1 is July 31, 2013. Final engineering work for Phase 2 is expected to begin before the end of 2009. A more detailed timeline for Phase 2 construction is expected to be available after more substantive engineering design work is complete and additional funding is secured.

### **How is the Town of Herndon preparing for the coming of Metrorail?**

Two of the proposed Metrorail stations located within the Dulles Toll Road/Airport Access Road are very near to the Town of Herndon, at the site of the current Herndon-Monroe Park & Ride and east of Route 28 near the Center for Innovative Technology building. The town's 2030 Comprehensive Plan, adopted by the Herndon Town Council in August 2008, sets forth a series of transit-oriented development policies. The plan establishes new land use designations: Regional Corridor Mixed Use and Metrorail Station Urban Development Areas. Further, the plan calls for a Metrorail Station Area Plan to study and consider such issues as pedestrian and vehicular access to the Herndon-Monroe Metrorail Station, potential increased densities in portions of the Metrorail Station Urban Development Area and protection of nearby residential areas. The Town Council will consider supplemental funding for this effort as part of the FY2010 Budget and Capital Improvement Program process. In addition, the town is working with Fairfax and Loudoun Counties on inter-jurisdictional planning for development in the Dulles Corner/CIT area.

For continued, updated information on Town of Herndon plans related to the project, visit the town's Web site at [www.herndon-va.gov/PlanningZoning/CompPlanning/FutureMetrorail](http://www.herndon-va.gov/PlanningZoning/CompPlanning/FutureMetrorail).

### **Are there other resources available to track the progress of the Dulles Corridor Metrorail Project?**

The following Web sites provide regularly updated information on Rail to Dulles:

[www.dullesmetro.com](http://www.dullesmetro.com) - the Dulles Corridor Metrorail Project

<http://www.drpt.virginia.gov/projects/dulles.aspx> - the Virginia Dept of Rail and Public Transportation