

## **DULLES CORRIDOR METRORAIL PROJECT TIMELINE**

- 1958** Construction of Washington International Airport begins.
- 1962** Construction of Main Terminal is completed.
- 1962** Official operations begin at "Dulles International Airport". Dulles International Airport Access Highway opens.
- 1962** D.C. Transit study is completed. The study proposes Monorail in the Dulles Corridor with an eastern terminus in Georgetown.
- 1964** Federal Aviation Administration (FAA) completes a Master Plan for Dulles International Airport. The plan recommends reservation of the median of the Dulles International Airport Access Highway for a future transit line.
- 1966** President Johnson signs bill creating the Washington Metropolitan Area Transit Authority (WMATA).
- 1971** Day & Zimmerman study is completed. The study proposes Heavy Rail/ Metrorail with various alternatives for an eastern terminus.
- 1978** WMATA K Route study is completed. The study analyzed six alternatives that included express bus service and rail service in the I-66 Corridor (west of Ballston) and Dulles Corridor. Alternative #1 extending Metrorail to Vienna and operating express bus in the Dulles Corridor advanced.
- 1983** Dulles International Airport Access Highway Connector to I-66 is completed.
- 1983** Northern Virginia Light Rail, Inc. proposes to collect contributions from local developers to build a light rail line to Dulles International Airport.
- 1984** VDOT opens the Dulles Toll Road with six lanes from I-495 to VA-7, and four lanes elsewhere. The road is financed using Transportation Facilities Bonds issued by the Commonwealth. The bonds are supported by tolls.
- 1985** FAA updates the Master Plan for Dulles International Airport, which recommends the continued reservation of the Dulles International Airport Access Highway median for a future transit line (likely to be Metrorail).
- 1985** Dulles Corridor Transit Development Feasibility Study is completed (sponsored by the Urban Mass Transit Administration -- now the Federal Transit Administration). The study examined a number of private sector funding strategies for transit and concluded that a combination of

mechanisms could be used to develop funding for a Dulles Corridor rail line. Therefore, the line was determined to be financially feasible.

- 1985** Dulles Access Rapid Transit (DartRAIL) sponsors a proposal to build a rail transit line between the West Falls Church Metrorail Station and Dulles International Airport. The study proposes to raise capital funds through assessments and donations from interested parties, property owners, developers and the operators of Dulles International Airport, in addition to using excess revenues generated by the Dulles Toll Road.
- 1987** Washington Dulles International and Washington National Airports are transferred to the Metropolitan Washington Airports Authority (MWAA) under a 50-year lease authorized by the Metropolitan Washington Airports Act.
- 1986** (Note: lease extended in May 2003). All property is controlled by MWAA under the lease with the Secretary of Transportation as the owner/lessor.
- 1988** Landowners along Route 28 agree to pay for improvements to the corridor through a special tax district. Legislation is adopted by the General Assembly permitting the creation of such special taxing districts for transportation.
- 1990** Fairfax County completes the Dulles International Airport Access Highway Corridor Transit Alternatives Study. The study alternatives included: expanded express bus service on the Dulles International Airport Access Highway, construction of an exclusive HOV facility in the median of the Dulles International Airport Access Highway, use of light rail or automated guideway transit facilities and the extension of Metrorail. Study recommendations included: pursuing an enhanced express bus system to serve residential neighborhoods, acquiring key station sites immediately that can be used as bus and HOV facilities and ultimately converted to serve rail or other fixed guideway services and taking the necessary steps to preserve all other features and facilities within the corridor that might be necessary for future development of rail or other fixed guideway facilities.
- 1990** The Commonwealth Transportation Board (CTB) adopts a transportation program for the Dulles Corridor with rail service as an objective of the program and indicates that the program shall be funded to the extent possible by revenues derived from the Dulles Toll Road in excess of those encumbered by law or contract, or necessary for its operation and maintenance. The CTB directs that a transit implementation plan be developed to provide that, initially, not less than 15% of surplus net revenues be used or set aside for transit related improvements.
- 1991** Intermodal Surface Transportation Efficiency Act.
- 1991** (ISTEA) is enacted. ISTEA authorizes the Federal surface transportation programs for highways, highway safety and transit for the period FY 1992-1997. Section 3035 (aaa) sets aside \$6 million from FTA for alternatives analysis on rail options in the Dulles Corridor.
- 1992** MWAA provides Toll Road Corporation of Virginia (TRCV) an easement that

allows for the construction of the Dulles Toll Road Extension. As a condition of the easement, MWAA requires that the extension shall be constructed so as to create, and be operated so as to preserve, a median not less than forty feet wide between the eastbound and westbound lanes for future mass transit including, but not limited to, rail service.

- 1992** The General Assembly passes legislation creating the Department of Rail and Public Transportation (DRPT), previously part of the Virginia Department of Transportation (VDOT). DRPT reports directly to the Secretary of Transportation, similar to VDOT, Virginia Port Authority, Department of Motor Vehicles, Department of Aviation and Motor Vehicle Dealer Board.
- 1992** The CTB adopts the Dulles Corridor Plan for transportation improvements in the corridor. The plan endorses implementation of rail in the Dulles Corridor by 2005. Among the actions identified are:
- Implementation of a high level of bus service to develop transit ridership patterns for future rail service, as well as start-up of a number of intra-county feeder bus services
  - Construction of park-and-ride lots, Dulles Toll Road interchanges, direct HOV ramp access for those lots and other efforts to preserve future rail station sites
  - Further analysis of the long-term need to make major improvements to interchanges in the corridor
  - Preparation of a detailed financial plan to determine funding needs and funding sources for a rail project, and the use of federally authorized funds to begin development of a rail project (including alternatives analysis and environmental studies)
- 1992** To implement the Dulles Corridor Plan adopted by the CTB, Secretary of Transportation John Milliken establishes a Policy Advisory Committee to guide the alternatives analysis for the rail project.
- 1993** VDOT signs Comprehensive Agreement with Toll Road Investors Partnership II (formerly TRCV) to construct the Dulles Greenway (formerly the Dulles Toll Road Extension). Similar to the MWAA agreement, Toll Road Investors Partnership II agrees to make a forty-foot area in the median between the westbound and eastbound lanes available for construction and operation of a rail/mass transit facility.
- 1993** Secretary of Transportation Robert Martinez endorses the study approach and directs DRPT to conduct the alternatives analysis for the rail project.
- 1995** VDOT completes the widening of the Dulles Toll Road to six lanes throughout the entire roadway.
- 1995** The Dulles Greenway opens. The 14-mile highway extends from Dulles International Airport to Leesburg. It is the state's first privately-funded toll road since 1816.
- 1995** Governor George Allen signs the Public-Private Transportation Act (PPTA) of

1995 into law. The Act enables the state, qualifying local governments and certain other political entities to enter into agreements authorizing private entities to acquire, construct, improve, maintain and/or operate qualifying transportation facilities. The Act is the culmination of previous actions by the Commonwealth to authorize private sector participation in the submission of transportation proposals. The previous actions include: 1988 Highway Corporation Act; 1993 General Assembly Senate Joint Resolution No. 241 establishing the Joint Subcommittee Studying Privatization of Certain State Government Functions; 1994 General Assembly Senate Joint Resolution No. 17 extending the Joint Subcommittee's study; 1994 General Assembly passage of the Qualifying Transportation Facilities Act; and 1995 recommendation by the Joint Subcommittee to modify the 1994 Act.

**June 1996**

Dulles Corridor Transportation Study (known as the Major Investment Study (MIS)) is completed by DRPT. Technology alternatives include: No-Build, Expanded Express Bus Service, Metro-like Rail, Basic Rail (Light Rail). Metrorail alignment alternatives included: Metrorail with Tysons People Mover; Metrorail with focused land use; Interim terminus at Route 7; Interim terminus at Wiehle Avenue and Interim terminus at Dulles International Airport. Additional alignments in the Reston area that involve going off-median are also considered. Twelve public meetings are held in Tysons, Reston and Loudoun during the study.

The MIS analysis concludes that Metro-like Rail located in the median of the Dulles International Airport Access Highway, except in the Tysons area where three stations would be provided off-median, provided for: seamless integration with the Metrorail system; excellent service and highest ridership potential; largest increase in corridor capacity to move people; consistency with development plans; maximum improvement of traffic congestion; best linkage of the corridor to the rest of the region; and possible cost-sharing through inclusion in the regional system. Options that included light rail or a stand-alone system had reduced ridership due to an additional forced transfer at West Falls Church. A separate system also required construction of expensive interface facilities at West Falls Church in a limited and constrained right-of-way. In addition, the system would not fully provide seamless access to Tysons Corner, which accounts for half the ridership in the corridor. On June 10, 1996, the Policy Advisory Committee supports implementation of a seamless rail service provided by Metro-like rail to Route 772 in Loudoun County as the preferred alternative with provision of an expanded express bus service as the interim system during the design, funding and construction of rail facilities.

**August  
1996**

CTB adopts a resolution endorsing the recommendation of the Policy Advisory Committee.

**June 1997**

The MIS Final Report is published.

**March 1998**

Dulles Corridor Innovative Intermodal Study (DCIIS) is completed. Developed by VDOT at the request of Congressman Frank Wolf (R-VA) and Senator John Warner (R-VA), the DCIIS proposes a service that will coordinate the existing transportation modes, enhance and integrate all the bus service in the Corridor, launch pre-rail developments and evaluate advanced technologies.

- June 1998** The Transportation Equity Act for the 21st Century (TEA-21) is enacted. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety and transit for the period FY 1998-2003. An \$86 million earmark is secured by Congressman Wolf and Senator Warner for the Dulles Corridor Extension and contingent commitment is provided to the project up to a total of \$217 million.
- July 1998** Secretary of Transportation Shirley Ybarra forms the Dulles Corridor Task Force. The Secretary invites chief executives and representatives (non-elected) to serve on the Task Force from: CTB, DRPT, VDOT, WMATA, MWAA, Fairfax County, Loudoun County, Town of Herndon, City of Falls Church, Northern Virginia Transportation Commission, Northern Virginia Planning District Commission and Federal Highway Administration (Innovative Finance Program). In addition, CTB member and Task Force Chairman Kenny Klinge appoints former State Senator Bob Calhoun and representatives from Washington Airports Task Force and Dulles Area Transportation Association to serve on the Task Force. At its first meeting in August 1998, the Task Force adopts a Mission Statement stating that they will "determine the most suitable means to implement an innovative bus system in the Dulles Corridor and determine the steps necessary to complete the Preliminary Engineering (PE) study for the rail system.
- October 1998** Congressman Wolf secures a \$16,873,400 appropriation for the project.
- October 1998** DRPT and WMATA, in coordination with the Dulles Corridor Task Force, initiate the Supplement to the MIS. The study is needed to examine bus transit service options as a step to rail.
- December 1998** VDOT opens a concurrent flow HOV Lane in each direction on the Dulles Toll Road. The improvement takes up the remaining right-of-way available for highway lanes in the Dulles Corridor.
- December 1998** Raytheon Engineers and Constructors submits an unsolicited PPTA Proposal, which proposes to partner with the state to design, build, operate and maintain a Dulles Corridor BRT system, while completing final design for the rail extension. Upon completion of final design, Raytheon proposes to build, operate and maintain the rail extension.
- December 1998** DRPT publishes a notification of receipt of the unsolicited proposal and solicits competing proposals. The notification is published in the Washington Post, Roanoke Times, Virginian Pilot-Ledger Star, Richmond Times-Dispatch and Fairfax Journal.
- January 1999** The Tysons-Dulles Corridor Group (led by Bechtel Corporation and West\*Group) submit a competing PPTA proposal. The proposal includes four phases: completing the planning, environmental and design studies on a fast-track basis; implementation of BRT; fast-tracking implementation of rail from West Falls Church to Wiehle Avenue; and extending rail to Route 772 in Loudoun County.

<b>June 1999</b>	Fairfax County begins operating Express Bus Service in the Dulles Corridor. Under an agreement with DRPT, Fairfax County receives approximately 50% of the funding needed for operation of the service from Dulles Toll Road revenues in excess of those encumbered by law or contract, or necessary for its operation and maintenance.
<b>July 1999</b>	Supplement to the MIS is completed. The report describes the overall rail implementation program focusing on the development, evaluation and decision to adopt specific express bus and BRT interim program phases. Input was received from the public over the course of the study through four public meetings. Based on the analysis and public and agency input, the Dulles Corridor Task Force recommends a four phase program that includes: express bus service; enhanced express bus; BRT; and Metrorail.
<b>July 1999</b>	Dulles Corridor Task Force recommends that WMATA operate the rail extension as part of the regional Metrorail system and that WMATA be the technical manager for the environmental review process, in accordance with the National Environmental Policy Act of 1969 (NEPA).
<b>August 1999</b>	The WMATA Board of Directors authorizes the WMATA CEO/General Manager to negotiate and execute an agreement with DRPT for WMATA to provide technical management of PE/NEPA for the Project.
<b>September 1999</b>	CTB adopts revisions of the Dulles Corridor Major Investment Study (developed through the Supplement to the MIS) as recommended by the Dulles Corridor Task Force and instructs the Director of DRPT to proceed with developing a funding plan and initiate efforts to enter into PE and related NEPA analysis for the Dulles Corridor Rapid Transit Project.
<b>October 1999</b>	Congressman Wolf secures a \$24,812,500 appropriation for the project.
<b>December 1999</b>	DRPT officially requests WMATA to be the applicant to FTA for federal funds for PE/NEPA and to serve as technical manager for the project pursuant to an agreement between DRPT and WMATA (known as the "First Agreement"). In response to the request, the WMATA Board of Directors adopts a resolution authorizing the WMATA CEO/General Manager to execute and file grant applications for Federal funds for PE/NEPA.
<b>February 2000</b>	On the recommendation of the Initial Review Committee appointed under the provisions of the PPTA, the CTB advances the Raytheon proposal for further evaluation.
<b>March 2000</b>	FTA approves proceeding with the environmental review process.
<b>April 2000</b>	DRPT and WMATA sign the "First Agreement." The agreement provides for technical management services from WMATA, which include: completion of a draft and final EIS for the project; serving as the federal grantee; and procuring consultant services necessary to complete the work. Under the agreement, DRPT serves as the project sponsor and is responsible for overseeing WMATA's work.

<b>May 2000</b>	General Assembly passes the Virginia Transportation Act of 2000. The Act creates the Priority Transportation Fund and authorizes the CTB to issue Federal Reimbursement Anticipation Notes (FRANs) in the maximum aggregate principal amount of \$1.2 billion outstanding at any one time. A total of \$75 million in FRAN revenues is allocated to the project.
<b>May 2000</b>	The WMATA Board of Directors establishes a policy on the financing of the capital costs and operation of rail extensions, including new stations, to the 103-mile Adopted Regional System.
<b>June 2000</b>	The environmental review process (NEPA) starts.
<b>July 2000</b>	First step in preparation of the Draft Environmental Impact Statement (EIS), called the Scoping Process, begins. The process includes an early and open public discussion of the scope of issues related to the project. Public and agency meetings are held to allow attendees to comment on proposed alternatives, propose additional alternatives and identify issues for consideration in development of the Draft EIS.
<b>July 2000</b>	The WMATA Board of Directors authorizes the CEO/General Manager to execute a grant application and a grant agreement for the procurement of buses as part of the express bus service in the Dulles Corridor and for the Smart Mover program, as requested by DRPT.
<b>July 2000</b>	Raytheon Company completes sale of Raytheon Engineers and Constructors to Morrison Knudsen Corporation. Directly following the merger into Morrison Knudsen the company is renamed Washington Group International.
<b>October 2000</b>	Congressman Wolf secures a \$49,532,158 appropriation for the project.
<b>October 2000</b>	Washington Group International announces the formation of Dulles Transit Partners, LLC and informs the state that Bechtel Corporation and West*Group have joined DTP to help ensure the successful development and execution of the project.
<b>November 2000</b>	Alternatives Analysis begins for the Draft EIS. Alternatives for the project are evaluated and screened through a three-phase process: initial screening; intermediate screening; and final evaluation. The process applies increasingly detailed and comprehensive measures of effectiveness to a decreasing number of alternatives under consideration. The alternatives advanced, or carried forward, for further evaluation in the EIS are those that are determined to best achieve the following: improve transportation service; increase transit ridership; support future development; support environmental quality; provide cost-effective; achievable transportation choices; and serve diverse populations.
<b>January 2001</b>	Dulles Corridor Steering Committee is formed by Dulles Corridor Task Force Chairman Kenny Klinge as an interagency staff working group comprised of the chief executives from DRPT, WMATA, MWAA, Fairfax County, Loudoun County, and the Town of Herndon, chaired by the Northern Virginia District

representative on the CTB.

- February 2001** Public meetings are held to provide information regarding the alternatives developed as a result of the scoping process and to solicit comments on the alternatives.
- March 2001** General Assembly passes legislation that authorizes the establishment of special transportation improvement districts within Fairfax County and the Town of Herndon to support construction of the project.
- May 2001** The results of the screening evaluation for the Draft EIS are documented in detail in the Final Alternatives Analysis Report. Alternatives identified for evaluation of potential effects include: No Build Alternative; BRT Alternative; Metrorail Alternative; BRT/Metrorail Alternative; Phase Implementation Alternative (BRT, then BRT/Metrorail, then Metrorail). Three alignment options are identified for BRT; four alignment options are identified for Metrorail in Tysons Corner and three potential sites are identified for a Service and Inspection Yard. Other alternatives are eliminated through the screening process, including: Light Rail Transit, Personal Rapid Transit; Monorail, Feeder Systems; BRT or Express Bus (in lieu of BRT) Operating in a Dedicated Third Lane on the Dulles International Airport Access Highway. Several additional alignment options are also eliminated including seven additional alignment options for Metrorail in Tysons Corner.
- May 2001** The WMATA Board of Directors authorizes the CEO/General Manager, conditioned upon staff presentation of financial planning data, to approve the Draft EIS and the proposed General Plans for the purpose of the public hearings and for the staff to hold the public hearing on the Draft EIS documents, as soon as the documents are available. The CEO is also authorized to release the Public Hearings Report for public review, as soon as the Report is available.
- July 2001** Project partners sign Memorandum of Cooperation (MOC). MOC outlines the good faith intentions of the parties to work cooperatively toward the completion of PE and preparation of the EIS without creating any legally enforceable or binding obligations. Parties are: DRPT; WMATA; MWAA; Fairfax County; Loudoun County; Town of Herndon; and DTP.
- September 2001** CTB passes a resolution stating that beginning in FY 2003 and continuing thereafter, no less than 85% of the net surplus revenues of the Dulles Toll Road shall be set aside for mass transportation initiatives in the Dulles Corridor. The resolution further states that the Director of DRPT shall develop and submit to the CTB a program of projects for the Dulles Corridor Mass Transit Program and update this program annually.
- October 2001** Congressman Wolf secures a \$24,750,327 appropriation for the project.
- January 2002** Representatives from MWAA, Fairfax County and Loudoun County inform the Dulles Corridor Steering Committee that they have reached a staff level agreement on the allocation of the 25% of capital costs to be funded locally.

The allocation is to be broken out as: 16.1% - Fairfax County, 4.8% - Loudoun County and 4.1% - MWA. Federal funding is assumed at 50% and state funding at 25%.

- April 2002** DRPT requests a Detailed Proposal for the entire project from DTP and appoints under the provisions of the PPTA a diverse Advisory Panel to review the proposal. The panel is chaired by Deputy Secretary of Transportation Pierce Homer.
- April 2002** The WMATA Board of Directors approves the 95% Draft EIS for submittal to the FTA for review and comment.
- June 2002** DRPT receives a Detailed Proposal from DTP for the Dulles Corridor Rapid Transit Project.
- June 2002** Draft EIS is completed and signed by DRPT and WMATA with proposed General Plans. The Draft EIS serves as a comprehensive study of the potential effects of a No-Build Alternative and the four Build Alternatives and of measures to minimize adverse impacts and/or enhance the natural and human environment.
- July 2002** Loudoun County Board of Supervisors endorses a statement to be read into the public hearing record on the Dulles Corridor Rapid Transit Project. The statement states that the Loudoun County Board of Supervisors offers the strongest support possible for the extension of the WMATA Metrorail system into Loudoun County. The statement further declares their intent to participate financially and develop their land use policies to maximize the value of the system.
- July 2002** Public hearings on Draft EIS and proposed General Plans are held in McLean, Reston and Ashburn. Hearing advertisements were published in local newspapers and the Washington Post. Press releases (in Spanish and English) are delivered to 63 media outlets. Meeting announcements designated for public service broadcasting are sent to 51 radio and television stations in the region. Announcements for posting on television "bulletin boards" are delivered to Loudoun, Fairfax, Reston, and Herndon. The project Web site, project information centers in Reston and Tysons and community libraries in Fairfax and Loudoun counties provide information on the hearings. A project newsletter announcing the public hearings is sent to approximately 11,000 people. 13,000 copies of the Notice of Public Hearings (the notice included more detailed project information) are distributed to state and local agencies and representatives of civic associations within the study area.
- August 2002** Town of Herndon Town Council passes resolution endorsing Metrorail as the Locally Preferred Alternative (LPA).
- October 2002** Congressman Wolf secures a \$26,064,934 appropriation for the project.
- October 2002** Public Hearings Report for the Draft Environmental Impact Statement and General Plans is published and released for public review. During the public

comment period from June 28, 2002 through August 28, 2002, 2,520 comments were received from 386 statements. Approximately 750 people total attended the hearings. The report provides a response to every comment received during the public comment period.

<b>October 2002</b>	Fairfax County Board of Supervisors passes resolution endorsing Metrorail as the LPA.
<b>November 2002</b>	Public Hearings Report Supplement is published for the Draft Environmental Impact Statement and General Plans. The report provides a review and analysis of comments received during the review period on the Public Hearings Report, as well as those received after the close of the Draft EIS public hearing record on August 28, 2002.
<b>November 2002</b>	Tax referendum in Northern Virginia, which includes \$350 million in funds for the project (to be counted as local share), is voted down.
<b>November 2002</b>	MWAA Board of Directors adopts a resolution endorsing the Metrorail Alternative for the Dulles Corridor Rapid Transit Project.
<b>November 2002</b>	<p>WMATA Board of Directors selects the Metrorail Alternative on Alignment T6 and with Service and Inspection Yard Y15 as the LPA and amends WMATA's Adopted Regional System (ARS) for planning purposes. The LPA is an extension of Metrorail from the existing Orange Line near the East Falls Church station, through Tysons Corner and Reston/Herndon to Dulles International Airport and terminating at Route 772 in eastern Loudoun County. The Board's action is contingent upon the fulfillment of six conditions.</p> <ul style="list-style-type: none"><li>• Satisfactory completion of the Final Environmental Impact Statement</li><li>• Issuance of a Record of Decision by FTA</li><li>• Board approval of a final financial plan for the construction, acquisition and operation of the new facilities</li><li>• Execution of implementing financial commitments between DRPT and funding sources in the form of local funding agreements and the Federal Full Funding Grant Agreement</li><li>• WMATA's determination that the project has been completed in accordance with the FEIS, approved General Plans and all WMATA system requirements and that the project, as built and tested, is suitable for acceptance into the ARS</li><li>• Conveyance to WMATA by DRPT of a property interest in the project property adequate to assure WMATA's continuing control of the project property throughout the useful life of the project.</li></ul>
<b>December 2002</b>	The CTB completes the Draft EIS process by selecting the Metrorail Alternative on Alignment T6 with Service and Inspection (S&I) Yard Site 15 as the LPA for transit improvements in the Dulles Corridor.
<b>December 2002</b>	FTA informs the Commonwealth that due to federal funding limitations, the project cannot be funded as a single project. Instead, FTA suggests constructing the project in phases.

<b>December 2002</b>	DRPT Director receives PPTA Advisory Panel recommendations on DTP's detailed proposal. The Advisory Panel recommends that DRPT proceed to negotiate a comprehensive agreement between the Department and DTP, subject to consideration of recommended conditions.
<b>March 2003</b>	Comprehensive Agreement negotiations begin between DRPT and DTP.
<b>May 2003</b>	U.S. Secretary of Transportation Norman Mineta approves 30-year extension to the 50-year lease MWAA holds with the federal government to manage and improve Ronald Reagan Washington National and Washington Dulles International Airports. The 80-year term lease will expire in 2067.
<b>August 2003</b>	First Amendment to the First Agreement between DRPT and WMATA is signed. The Amendment covers the additional work required to prepare the Supplemental Draft EIS and revised General Plans, hold two public hearings on these two documents, and to conduct re-analysis for the Final Environmental Impact Statement.
<b>August 2003</b>	Supplemental Draft EIS to address phasing the LPA construction begins.
<b>August 2003</b>	DRPT submits request to FTA to enter PE for Phase 1 of the project from the connection with the Orange line west to Wiehle Avenue.
<b>September 2003</b>	TEA-21 is scheduled to expire; however, Congress does not reauthorize it. Instead the Surface Transportation Extension Act of 2003 is passed, which effectively extends TEA-21 for five months.
<b>September 2003</b>	The WMATA Board of Directors authorizes the CEO/General Manager to approve the Supplemental Draft EIS and the revised General Plans for the purpose of the public hearings and for the staff to hold the public hearings on the Supplemental Draft EIS documents, as soon as the documents are available. The CEO/General Manager is also authorized to release the Public Hearings Report for public review, as soon as the Report is available, subject to later submission of the final Staff Report to the Board for its action.
<b>October 2003</b>	Congressman Wolf secures a \$19,683,577 appropriation for the project.
<b>October 2003</b>	Supplemental Draft EIS is completed and signed by DRPT and WMATA with General Plans revisions. The document describes how design refinements associated with construction phasing compare to the Metrorail Alternative evaluated in the Draft EIS. A comparative evaluation of a No-Build Alternative and associated costs is also included. The phasing requires facilities to support the use of the Wiehle Avenue station as an interim terminal station until the remaining Metrorail extension is completed, as well as noise mitigation and improvements to the West Falls Church yard and modifications to the Tysons East station facilities.
<b>December</b>	Town of Herndon Town Council passes a resolution supporting the special

<b>2003</b>	commercial tax district proposed by a landowners' group called LEADER (Landowners Economic Alliance for the Dulles Extension of Rail) that would fund Fairfax County's share of the project's capital costs for both phases. However, the Town Council includes as a condition of its approval that the first phase of the project extend to Herndon instead of Reston. The Council also includes language that the district would pursue funding for the entire project and that adjustments to district boundaries within the Town of Herndon be made.
<b>December 2003</b>	Public hearings on Supplemental Draft EIS and General Plans revisions are held. One hearing is held in Reston and one is held in Ashburn. Approximately 200 people total attend the hearings. Notification of the hearings is provided in a similar manner to the Draft EIS.
<b>December 2003</b>	DRPT concludes negotiations with DTP and provides a draft of the Comprehensive Agreement to FTA for their review and comment.
<b>January 2004</b>	LEADER submits a petition to the Fairfax County Board of Supervisors to establish a Dulles Rail Transportation Improvement District for the first phase of the project (Wiehle Avenue Extension) only. The petitioners propose to contribute up to \$400 million for the Wiehle Avenue Extension through the imposition of a voluntary tax on commercial and industrial properties within the proposed district, which includes all of the facilities needed to construct and operate the Wiehle Avenue Extension.
<b>February 2004</b>	Congress does not reauthorize TEA-21 and instead passes the Surface Transportation Extension Act of 2004, which extends TEA-21 a second time. The extension period is two months.
<b>February 2004</b>	Public Hearings Report for the Supplemental DEIS and General Plans Revisions is published and released for public review. During the public comment period from October 31, 2003 to December 29, 2003, a total of 832 comments were received from a total of 133 statements. The report provides a response to every comment received during the public comment period.
<b>February 2004</b>	Fairfax County Board of Supervisors approves the petition to establish the Fairfax County Dulles Rail Transportation Improvement District. A commission comprised of local elected officials and a member of the CTB is appointed to govern the district. A board of landowners is also created to advise the Commission on the management of the district.
<b>March 2004</b>	Public Hearing Report Supplement for the Supplemental Draft EIS and Revised General Plans is published. The report provides a review and analysis of comments received during the review period on the Public Hearings Report, as well as those received after the close of the Supplemental Draft EIS public hearing record on December 29, 2003.
<b>March 2004</b>	CTB approves the revision to the LPA to incorporate elements required for phased construction and the design refinements outlined in the Supplemental Draft EIS and recommended in the Public Hearings Report.

- March 2004** Preparation of the Final EIS begins. The document will describe: why transportation improvements are needed; why the Metrorail extension has been selected to meet those needs; what other alternatives were considered; what the economic, environmental and social impacts of the extension will be; how much the extension (to be constructed in two phases) will cost; and actions required to implement the project.
- April 2004** Similar to the CTB action, WMATA's Board of Directors approves the revision to the LPA. The Board also amends WMATA's ARS for planning purposes and adds a seventh condition.
- Any indemnification obligation from WMATA to Toll Road Investors Partnership II (TRIP II), the Metropolitan Washington Airports Authority (MWAA), or any other entity associated with the project is subject to Board approval and any indemnification obligation provided by DRPT to TRIP II, MWAA, or any other entity associated with the project is subject to a determination by WMATA that such indemnification does not create a liability or potential liability for WMATA.
- April 2004** Congress does not reauthorize TEA-21 and instead passes an amendment to the Surface Transportation Extension Act of 2004 Part II), which extends TEA-21 a third time. The extension period is two months.
- April 2004** The WMATA Board of Directors authorizes the CEO/General Manager to sign the Second Agreement with DRPT for WMATA's role of technical manager of PE. DRPT and WMATA execute the agreement a week later. Under the terms of the agreement, WMATA will serve as the technical manager for the PE scope of work and provide day-to-day management of the PE contractor (DTP) responsible for conducting the PE scope of work to ensure that the work is performed in accordance with WMATA design standards and criteria. In addition, WMATA will also be involved in specified elements of work that are not specifically part of the PE scope of work (known as the Development Scope of Work).  
These elements include but are not limited to: community outreach and stakeholder coordination; right-of-way plan; standard and final property conveyance terms and conditions; various types of agreements; utility reports and support relocation and coordination review; permit and permit applications; and participation in value planning efforts. DRPT will directly manage the Development Scope of Work, oversee WMATA's management of the PE contractor, serve as the federal grantee and procure the necessary contractor services.
- April 2004** The WMATA Board of Directors authorizes the staff to hold a post-hearing conference(s) on alternative site plans and locations for the Tysons West Station, a tiebreaker station and a traction power substation. The CEO/General Manager is also authorized to release the Post-Hearing Conference Report for public review, as soon as the Report is available, subject to later submission of the final Report to the Board for its action.
- May 2004** A public post-hearings conference on three project facilities is held. Comments are received on alternative locations and site plans of Traction

Power Substation #2, Tie-Breaker Station #2 and Tysons West Station entrance and facilities.

- May 2004** DTP informs DRPT that one of its partners, West\*Group, has withdrawn from the partnership.
- May 2004** FTA review of draft Comprehensive Agreement is completed and all comments are responded to by DRPT and WMATA.
- June 2004** Congress does not reauthorize TEA-21 and instead passes an amendment to the Surface Transportation Extension Act of 2004 Part III), which extends TEA-21 a fourth time. The extension period is one month.
- June 2004** FTA provides DRPT with PE approval for Phase 1. This includes a "Recommended" rating for rail. Projects must receive a "Recommended" rating at each stage of the process in order to move forward.
- June 2004** DRPT signs Comprehensive Agreement with DTP. The agreement is the Commonwealth's first agreement under the PPTA for a transit project.
- July 2004** The Post-Hearing Conference Report is released for public review.
- July 2004** Congress does not reauthorize TEA-21 and instead passes an amendment to the Surface Transportation Extension Act of 2004 Part IV), which extends TEA-21 a fifth time. The extension period is two months.
- July 2004** DRPT provides DTP with notice-to-proceed on PE and Project Development for Phase 1. The notice-to-proceed triggers a 90-day mobilization period for the purpose of staffing up, establishing a project office and conducting early work activities such as value planning prior to the commencement of PE work.
- July 2004** Fairfax County begins charging commercial landowners in the Fairfax County Dulles Rail Transportation Improvement District an additional 22 cents per \$100 of assessed valued for their properties on top of the base real estate tax rate of \$1.13. The district is expected to generate up to \$400 million for the construction of the Wiehle Avenue Extension.
- September 2004** Congress does not reauthorize TEA-21 and instead passes an amendment to the Surface Transportation Extension Act of 2004 Part V), which extends TEA-21 a sixth time. The extension period is eight months.
- September 2004** Following the review and comment period on the April 2004 Technical Memoranda of three project facilities, the DRPT Director and WMATA Board of Directors select the location and site plans of three project facilities: Traction Power Substation #2, Tie-Breaker Station #2 and Tysons West Station entrance and facilities. The WMATA Board of Directors also approve the Final EIS and final General Plans.

<b>April 2004</b>	Technical Memoranda of three project facilities, the DRPT Director and WMATA Board of Directors select the location and site plans of three project facilities: Traction Power Substation #2; Tie-Breaker Station #2; and Tysons West Station entrance and facilities. The WMATA Board of Directors also approve the Final EIS and final General Plans.
<b>October 2004</b>	Congressman Wolf secures a \$24,800,000 appropriation for the project.
<b>October 2004</b>	Project Office is established and operational in Tysons Corner (1595 Spring Hill Road). Phase 1 PE and Project Development work begins.
<b>November 2004</b>	DRPT and WMATA sign the Section 106 Memorandum of Agreement for the project.
<b>December 2004</b>	Final EIS is completed. The document describes the selection of the Metrorail extension, and the potential consequences of implementing the proposed extension in the corridor. The document demonstrates that potential adverse impacts of the extension on the human and natural environment are expected to be minor, given the complexity of the project.
<b>February 2005</b>	FTA publishes FY 06 New Starts Report to Congress. The Wiehle Avenue Extension appears with a recommended rating for the first time.
<b>February 2005</b>	CTB votes to implement a toll increase on the Dulles Toll Road in support of the project. Tolls are to increase on May 22, 2005, at all ramps to \$0.50 and at the mainline toll plaza to \$0.75. All of the revenues from the increase will be dedicated to the project, in addition to the minimum of 85% of excess revenues from the base collections (prior to the increase) that were dedicated to mass transportation initiatives by the CTB beginning in 2001.
<b>March 2005</b>	DRPT receives the Record of Decision (ROD) from FTA, which endorses the plan for the entire project and concludes the environmental review process. The ROD describes the basis of the decision in selecting the LPA, identifies the alternatives that were considered, and provides a summary of the specific mitigation measures that will be incorporated into the Dulles Corridor Metrorail Project.
<b>April 2005</b>	DRPT receives the ROD from FAA. The FAA ROD documents FAA's environmental approval of project-related changes to the Airport Layout Plan, while the FTA ROD signifies environmental approval to construct the project.
<b>June 2005</b>	The Dulles Corridor Metrorail project gets the first preliminary engineering cost estimate for Phase 1. The estimate is a range between \$1.7 billion and \$3.4 billion. Project partners begin search for cost-savings.
<b>August 2005</b>	DRPT submits its annual New Starts request to FTA, including a revised cost estimate for \$1.8 billion. The cost estimate reflects cost-savings measures including: moving the alignment to the median along Route 7, shortening the length of a short tunnel under the intersection of Routes 123 and 7 among

other things.

<b>October 2005</b>	Congressman Wolf secures \$30 million for the project for FY 2006.
<b>December 2005</b>	DRPT holds a public information meeting on the design refinements as part of the supplemental environmental review required by FTA on the design refinements in the Route 7 corridor..
<b>Nov./Dec. 2005</b>	WMATA and others ask the Commonwealth to consider tunneling under Tysons Corner, using large bore tunnel techniques being used abroad as an alternative to the aerial system.
<b>December 2005</b>	The Metropolitan Washington Airports Authority asks the Commonwealth to transfer operation of the Dulles Toll Road to the authority and to allow the authority to oversee construction of the Dulles rail project.
<b>January 2006</b>	DRPT asks DTP to prepare a preliminary cost estimate on a tunnel, resulting in an estimate of a 28% increase in project costs in Marc.
<b>February 2006</b>	FTA publishes FY 07 New Starts Report to Congress. The extension to Wiehle Avenue appears with a medium rating.
<b>February 2006</b>	DRPT releases the environmental review of the proposed design changes. The assessment was prepared by DRPT, WMATA and the FTA.
<b>March 2006</b>	Public hearing is held at Kilmer Middle School on the environmental assessment.
<b>March 2006</b>	Dulles Transit Partners completes preliminary engineering for Phase 1 and updates the cost estimate for Phase 1 to \$2 billion.
<b>March 24, 2006</b>	The Commonwealth and the Washington Airports Authority sign a memorandum of understanding designed to lead to the transfer of the toll road and control of the Dulles Metrorail Project to the authority.
<b>April 2006</b>	Fairfax County supervisors ask governor to undertake an independent study of the tunnel proposal.
<b>May 2006</b>	Commonwealth Transportation Secretary asks the American Society of Civil Engineers to do a 60-day review of the tunnel costs and related issues.
<b>September 2006</b>	Governor Timothy M. Kaine and the Commonwealth announce the state's decision to move forward with the aerial alignment through Tysons Corner.
<b>November 2006</b>	The Federal Transit Administration issues its amended Record of Decision, approving the final alignment for the aerial portion through Tysons Corner.

<b>October 2006</b>	Congressman Frank Wolf secures \$5 million for the project for fiscal 2007. (However the 2007 money fell out because the transportation bill never passed. The total secured by Wolf to date is approximately \$218 million.
<b>December 2006</b>	The Commonwealth signs the first of several agreements that will eventually transfer the toll road operations to the Metropolitan Washington Airports Authority. It is the first step required for the transferring the Dulles Metrorail Project to the authority. That is anticipated to happen after the FTA allows the project to enter final design in the spring.
<b>January 2007</b>	Fairfax County approves the locations of ancillary facilities such as storm water ponds and traction power substations that are needed for the construction of the rail project from East Falls Church west to the county line.
<b>March 2007</b>	The Virginia Department of Rail and Public Transportation reaches the successful negotiation of a \$1.6 billion design-build agreement with Dulles Transit Partners LLC for the final design and construction of Phase 1 of the project. The negotiated price with Dulles Transit Partners brings the total price of the project to an estimated \$2.4 to \$2.7 billion.
<b>June 2007</b>	The Metropolitan Washington Airports Authority Board of Directors approves the \$1.6 billion contract with Dulles Transit Partners to build Phase 1, including the locally preferred alternative through Tysons Corner.
<b>June 2007</b>	The Fairfax County Board of Supervisors votes to approve operating and funding plans for Phase 1 of the Dulles Corridor Metrorail project, including the county's commitment of \$400 million generated by the Phase 1 Tax District. The vote is 8-2 with Supervisors Dana Kaufmann (D-Lee) and Linda Smyth (D-Providence) voting "no." The vote supports the aerial alignment through Tysons Corner.
<b>June 2007</b>	The Loudoun County Board of Supervisors voted to support Extending Metrorail to Dulles Airport and westward to Route 772 in Loudoun County, indicating that it will come up with its \$240 million share of the project's costs. Supervisor Eugene A. Delgaudio, R-Sterling, cast the lone dissenting vote.
<b>July 27, 2007</b>	<p>The estimated cost of the proposed Metrorail extension to Dulles International Airport has grown so significantly over the past three years that it may not meet guidelines for federal funding, the U.S. Transportation Department's inspector general reported yesterday.</p> <p>The findings represent the first independent look at the mounting price tag for the project's 11.6-mile first phase -- from \$1.52 billion in December 2004 to the current estimate of as much as \$2.7 billion. Virginia and Dulles Transit Partners, the private construction consortium selected by the state to build the extension, are seeking \$900 million from the Federal Transit Administration's New Starts program in addition to a \$375 million loan.</p>
<b>August 2007</b>	Executive staff of Dulles Corridor Metrorail Project transfer to the Metropolitan Washington Airports Authority.

<b>August 2007</b>	Three Virginia congressmen and the state's governor meet with federal transportation officials on Capitol Hill on Thursday as part of a late-stage effort to salvage Dulles Rail, a meeting that comes amid growing doubts about the project's ability to move forward.
<b>September 13, 2007</b>	Flanked by a bipartisan chorus of prominent Virginia politicians on Capitol Hill, Gov. Timothy M. Kaine (D) declared that the troubled project to extend Metro to Dulles International Airport is within budget and must proceed. Kaine announced \$306 million in adjustments to the \$2.8 billion first phase of the line between Falls Church and Reston. The announcement was made by Kaine with Sen. John W. Warner (R), Rep. Frank R. Wolf (R) and a gaggle of other Northern Virginia officials by his side, including Fairfax County Board of Supervisors Chairman Gerald E. Connolly.
<b>September 2007</b>	The Metropolitan Washington Airports Authority submits the 2007 "New Starts Proposal for the Dulles Corridor Metrorail Project to the Federal Transit Administration. The submissions include adjustments of more than \$300 million to the project price tag. The changes will not affect scope or customer services.
<b>September 2007</b>	The Metropolitan Washington Airports Authority submits its Request to Enter Final Design for the Dulles Corridor Metrorail Project to the Federal Transit Administration.
<b>October 2007</b>	FTA approves the WMATA 2006 Constrained Long Range Plan, including the ability to construct Dulles extension and operate/maintain total Metro system.
<b>January 24, 2008</b>	FTA Administrator tells Gov Time Kaine and MWAA's Jim Bennett that the project will not qualify for New Starts program and warns of major problems with the project.
<b>Jan-April 2008</b>	Commonwealth, Airports Authority, local officials, Congressional leaders, business leaders (local and regional) launch intense campaign to win support for the project by Federal transportation officials.
<b>April 30, 2008</b>	U.S. Transportation Secretary Mary Peters reverses the federal stand on Dulles rail, the project is moved into Final Design.
<b>June 6, 2008</b>	The State Supreme Court remands a lower court decision on the transfer of the toll road, setting the stage for possible trial.
<b>July 6, 2008</b>	The Metropolitan Washington Airports Authority and Dulles Transit Partners sign a revised design-build fixed-price \$1.6 billion contract for construction of Phase 1.
<b>August 2008</b>	The FTA announced that preconstruction work can begin where a 2,100 foot tunnel will be built along Route 123.

- November 2008** The Metropolitan Washington Airports Authority and the Commonwealth of Virginia completed the transfer of the daily operation, maintenance, and control of the Dulles Toll Road from the Virginia Department of Transportation (VDOT) to the Airports Authority in accordance with the December 2006 agreement between VDOT and the Airports Authority.
- January 2009** U.S. Transportation Secretary Mary Peters has forwarded to Congress for its 60-day review the Department of Transportation's final approval of the Dulles Metrorail Project Full Funding Grant Agreement.
- March 10, 2009** The Full Funding Grant Agreement providing \$900 Million to Phase 1 of the Dulles Corridor Metrorail Project is signed by U.S. Transportation Secretary Ray LaHood and H.R. Crawford, chairman of the Airports Authority board in a ceremony at the U.S. Department of Transportation. Timothy Kaine, governor of the Commonwealth of Virginia, participated in the ceremony.
- March 12, 2009** Construction of Phase 1 of the Dulles Corridor Metrorail Project begins along Route 123 near International Drive where a future tunnel will carry the rail line from Route 123 to Route 7.
- April 14, 2009** Dulles Corridor Metrorail Project officials say that Phase 2 will open in 2016.
- May 9, 2009** The U.S. Department of Transportation releases \$77.3 million through the economic recovery package to the Dulles Corridor Rail Project. The dollars are part of the previously approved FFGA of \$900 million. The decision means that the \$77.3 million can be spent now rather than in the later years of construction and will save the project approximately \$15 million in interest. The \$15 million can be used to help fund preliminary engineering for Phase 2.