

Appendix E

- **Comparison of Draft EIS Baseline and Final EIS No Build**

Comparison of Draft EIS Baseline and Final EIS No Build Alternatives

General Notes:

The Baseline Alternative presented in the Draft EIS is the equivalent of the no-build condition for the Dulles Corridor Rapid Transit Project. The No-Build Alternative for the Final EIS is an updated version of the Draft EIS Baseline, which reflects current assumptions about planned improvements.

Category	Draft EIS Baseline	Final EIS No Build
Basic Transit Network Elements		
<i>Metrorail</i>	Existing 103-mile system Planned Improvements <ul style="list-style-type: none"> ▪ Blue Line extension to Largo Town Center ▪ New Red Line station at New York Avenue ▪ New Metrorail/VRE station at Potomac Yard ▪ Modify Orange Line Supplemental service to operate in both directions between West Falls Church and Stadium-Armory stations during the peak period 	Same as Draft EIS Baseline, except: Orange Line Supplemental service would operate between West Falls Church and New Carrollton stations, and between Vienna and New Carrollton stations.
<i>Corridor Express Bus</i>	None	None
<i>Local Bus</i>	Existing Service <u>Fairfax Connector:</u> Express, feeder, local circulator <u>Loudoun County:</u> Express <u>WMATA:</u> Regional, with some circulation Planned Improvements <ul style="list-style-type: none"> ▪ New Bus Access Slip Ramps (3 pairs) ▪ Improved Fairfax County express service, and associated circulator improvements ▪ Expanded Loudoun County express service, and new circulator and feeder services 	Existing Service <u>Fairfax Connector:</u> Express, feeder, local circulator <u>Loudoun County:</u> Express, reverse, local circulator <u>WMATA:</u> Regional, with some circulation <ul style="list-style-type: none"> ▪ New Bus Access Slip Ramps (3 pairs) ▪ Improved Fairfax County express service, and associated circulator improvements ▪ New Loudoun County express service, and new local circulator services Planned Improvements <ul style="list-style-type: none"> ▪ Minor modifications to Fairfax and WMATA services ▪ Frequency improvements and addition of more local circulator service in Loudoun County

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Category	Draft EIS Baseline	Final EIS No Build
Operating Plan (weekdays)		
<i>Metrorail</i>		
<ul style="list-style-type: none"> ▪ Car Consists 	<p><u>Peak:</u> 8 cars Orange, Blue lines 6, 8 cars Orange Supplemental (mix) 6 cars Red-Glenmont, Green, Yellow 4 cars Red-Silver Spring</p> <p><u>Base:</u> 4, 6 cars Orange, Red-Silver Spring (mix) 4 cars Blue, Red-Glenmont, Green, Yellow</p>	Same as Draft EIS Baseline, with potential adjustments after equilibration for Final EIS
<ul style="list-style-type: none"> ▪ Headways 	<p><u>Peak:</u> 6 minutes Orange, Blue, Orange Supplemental 4 minutes Red, Green, Yellow</p> <p><u>Base:</u> 12 minutes Orange, Blue 8 minutes Red, Green, Yellow</p>	<p><u>Peak:</u> 7 minutes Orange, Blue, Orange Supplemental 4 minutes Red, Green, Yellow</p> <p><u>Base:</u> 12 minutes Orange, Blue 8 minutes Red, Green, Yellow</p>
<ul style="list-style-type: none"> ▪ Span of Service 	<p><u>Early AM:</u> 5:30 – 6:00 a.m.</p> <p><u>AM Peak:</u> 6:00 – 9:15 a.m.</p> <p><u>Midday:</u> 9:15 a.m. – 3:00 p.m.</p> <p><u>PM Peak:</u> 3:00 – 6:15 p.m.</p> <p><u>Evening:</u> 6:15 – midnight (2:00 a.m. Friday)</p>	Same as Draft EIS Baseline
<i>Local Bus</i>	Same as existing service, with minor modifications as outlined in the Transit Operations and Maintenance Plan	Same as Draft EIS Baseline, with modifications to reflect adjustments to existing Loudoun, WMATA service

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Park and Rides		
<i>Parking Spaces</i>	<p>West Falls Church: 1,037 spaces 275 spaces (overflow) 827 spaces</p> <p>Reston East: (2,300 spaces by 2010)</p> <p>Herndon-Monroe: 1,745 spaces</p> <p>Dulles North: 750 spaces</p>	Same as Draft EIS Baseline
<i>Bus Bays</i>	<p>West Falls Church: 8 bays (south) 7 bays (north) 4 bays (mall)</p> <p>Tysons Corner: 10 bays (TWP transit station) 8 bays</p> <p>Reston East: 2 bays</p> <p>Reston Town Center: 8 bays</p> <p>Herndon-Monroe: 6 bays</p> <p>Dulles North:</p>	Same as Draft EIS Baseline
Highway Network		
<i>Major Roadways</i>	<p>Existing highway network Planned improvements as follows:</p> <ul style="list-style-type: none"> ▪ <u>I-495</u> 2010: Capacity improvements including HOV lanes and direct HOV access ramp at Route 123 ▪ <u>Dulles Toll Road</u> 2005: Interchange improvements at Hunter Mill Rd and Spring Hill Rd 	<p>Additions in bold</p> <ul style="list-style-type: none"> ▪ <u>I-495</u> Same as Draft EIS Baseline ▪ 2010: Interchange improvements at Dulles Toll Road ▪ <u>Dulles Toll Road</u> Same as Draft EIS Baseline

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<p>Highway Network</p>		
<p>Major Roadways</p>	<ul style="list-style-type: none"> ▪ <u>DIAAH</u> 2003: add 3 pairs of bus-only slip ramps between DIAAH and Dulles Toll Rd After 2010: Third lane in each direction ▪ <u>Dulles Greenway</u> 2003: Third westbound lane between 772 and mainline toll plaza ▪ <u>Route 7</u> 2010: Widen from 6 to 8 lanes, Tysons Corner; widen from 4 to 6 lanes, Toll Rd to Rolling Holly Dr 2010: Grade separated interchanges at Westpark Dr and International Dr. ▪ <u>Route 123</u> 2010: Widen to 6-8 lanes, Rt 7 to I-495 2010: Widen from 4 to 6 lanes, I-495 to Dulles Connector Rd 2010: Grade separated interchange at International Dr (not in CLRP or other plans) 2010: Widening plans at Rt 7 interchange 	<ul style="list-style-type: none"> ▪ <u>DIAAH</u> COMPLETE Same as Draft EIS Baseline ▪ <u>Dulles Greenway</u> COMPLETE 2004: New interchanges at Rt 653 and Rt 654 After 2015: Widen to 6 lanes between 901 and 7/15 Bypass ▪ <u>Route 7</u> Same as Draft EIS Baseline NOT INCLUDED ▪ <u>Route 123</u> Same as Draft EIS Baseline COMPLETE NOT INCLUDED NOT INCLUDED

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<p>Highway Network (continued)</p>	<ul style="list-style-type: none"> ▪ <u>Fairfax County Parkway</u> 2010: Widen from 4 to 6 lanes, I-66 to Sunrise Valley Dr ▪ <u>Route 28</u> 2010: Widen to 8 – 10 lanes from US 29 to Rt 7, conversion of at-grade intersections to interchanges ▪ <u>Route 50</u> 2020: Widen from 4 to 6 lanes, Fairfax/Loudoun border to Old Lee Rd ▪ <u>Loudoun County Parkway</u> 2020: Complete road, Dulles Greenway to Rt 7; widen to 4–6 lanes ▪ <u>Spring Hill Road</u> 2005: Widen to 4 lanes, entire length of road ▪ <u>Monroe Street</u> 2010: Widen to 6 lanes, Sunrise Valley Dr to Herndon Parkway ▪ <u>Centreville Road/Elden Street</u> 2010: Widen from 4 to 6 lanes, Worldgate to Herndon Pkwy ▪ <u>Route 789</u> 2010: Widen to 4 lanes; extend north to Ashburn 	<ul style="list-style-type: none"> ▪ <u>Fairfax County Parkway</u> Same as Draft EIS Baseline ▪ <u>Route 28</u> CHANGE: Widen to 8 lanes from I-66 to Route 7 By 2006: New grade-separated interchanges at Sterling Blvd, Rt 606, NASM, McLearn Rd, and Westfields Blvd ▪ <u>Route 50</u> DO NOT INCLUDE ▪ <u>Loudoun County Parkway</u> Same as Draft EIS Baseline By 2025: Extend road south from Greenway to I-66 and Rt 234 ▪ <u>Spring Hill Road</u> CHANGE: Only widen from Rt 7 to International Dr ▪ <u>Monroe Street</u> DO NOT INCLUDE ▪ <u>Centreville Road/Elden Street</u> Same as Draft EIS Baseline By 2015: Widen to 6 lanes between Fairfax County Pkwy and Herndon Pkwy (East) ▪ <u>Route 789</u> DO NOT INCLUDE

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Toll Structure		
	<u>Dulles Toll Road:</u> \$0.25 – 0.85 for passenger vehicles (set to expire 2016)	Same as Draft EIS Baseline
Transit Fare Structure		
<i>Metrorail</i>	<u>Peak:</u> \$1.10 minimum (0 to 3 miles) \$3.25 maximum (16+ miles) <u>Base:</u> \$1.10 minimum (0 to 7 miles) \$2.10 maximum (10+ miles)	<u>Peak:</u> \$1.20 minimum (0 to 3 miles) \$3.60 maximum (16+ miles) <u>Base:</u> \$1.20 minimum (0 to 7 miles) \$2.20 maximum (10+ miles)
<i>Local Bus</i>	Depends on service provider <u>Regular:</u> \$0.25 – \$1.10 <u>Express:</u> \$1.15 – \$5.00	Same as Draft EIS Baseline
Capital Costs of Full LPA		
<i>Year of Expenditure</i>	\$3,101.3 million	\$3,460.1 million
Operating Costs of Full LPA		
<i>Average Annual Incremental O&M Costs 2025</i>	\$179.4 million	\$117.9 million