

13.0 PROJECT IMPLEMENTATION

13.1 Schedule/Process for Implementation

A. Draft EIS Comments

Regional Agency Comments

Public Private Partnerships

Regional Comment: The Commonwealth should place the design and construction of the preferred alternative in the hands of a Virginia PPTA. Then the best possible cost practices can be applied to blend vision and new thinking with the best of the existing WMATA rail system. (0133, 0221-M –2)

Regional Comment: We believe the Commonwealth should place the design and construction of the preferred alternative in the hands of the Virginia PPTA, the goal being to marry the best possible cost practices with vision and new thinking, with the best of the existing WMATA rail system. (0133, 0133-T – 2)

Regional Comment: To optimize ridership and to reduce the long-term subsidy burden, Virginia should contract with a highly qualified private sector or PPTA team to design, construct, and if at all possible, operate the Dulles Corridor rail system. (0133, 0405- L-14)

Response: On June 11, 2004, DRPT signed a Public-Private Transportation Act (PPTA) Comprehensive Agreement with Dulles Transit Partners, a partnership of Bechtel Corporation and Washington Group International, to engineer, design and build the for the Full LPA, a 23-mile Metrorail extension. The benefits of PPTA for this project are explained at DRPT's web site, www.drpt.virginia.gov.

Local Agency Comments

Estimated Dates for Implementation

Local Comment: We understand that the state is negotiating with the private sector team, Dulles Transit Partners, to create a public private partnership to engineer and construct the project. We are excited at this opportunity for the private sector to participate and look forward to a design-build process that provides the opportunity to bring rail out to the corridor in advance of the projected 2010 completion date. (0233, 0426-M –36)

Local Comment: Implement the Metrorail alternative as soon as legally and financially feasible, with strong consideration to provide immediate service through the Corridor to Dulles Airport, given it is the most cost-effective option to best serve Hunter Mill residents and businesses. (0437, 0437-E –5)

Local Comment: Immediately begin to implement additional enhancements to the rapid express bus service in the Corridor as interim service prior to Metrorail. (0437, 0437-E –6)

Response: The assumed opening years of the two Build Alternatives of the Final EIS are 2011 for the Wiehle Avenue Extension and 2015 for the Full LPA. The opening years are based on the likely availability of federal and non-federal funding for the project, timely FTA approval to enter final design, timely completion of FFGA negotiations, timely execution of the FFGA and the use of PPTA to procure the design/build contract.

The availability of funding will have an impact on the implementation schedule for the two phases of the Full LPA. There are many New Starts projects across the nation that are competing for federal funding, and the Federal Transit Administration may not be able to commit funding in the

amount needed to meet the schedule. Likewise, there are other transportation needs in the Commonwealth, Fairfax and Loudoun Counties, and at Dulles International Airport, all of which require funding to complete, and the non-federal funding partners may not be able to commit the funds needed to meet the aggressive schedule of the Full LPA. DRPT could choose to finance the funding shortfall but this would increase the capital cost of the Full LPA significantly.

DRPT and WMATA have determined that this project, if advanced, should be constructed using the design/build method. This method has been used successfully on other recent major transit projects and can save time because the owner does not have to first advertise for design contracts, and then advertise for construction contracts after the design is complete. On June 11, 2004, DRPT signed a Public-Private Transportation Act (PPTA) Comprehensive Agreement with Dulles Transit Partners, a partnership of Bechtel Corporation and Washington Group International, to engineer, design and build the for the Full LPA, a 23-mile Metrorail extension. The benefits of PPTA for this project are explained at DRPT's web site, www.drpt.virginia.gov

Local Comment: Neither is a secret public-private partnership an option, the details of which are negotiated behind closed doors and without meaningful citizen involvement but which stick taxpayers with increased payments-- in this case higher tolls on the Dulles Toll Road. (0151, 0297-E -4)

***Response:** On June 11, 2004, DRPT signed a Public-Private Transportation Act (PPTA) Comprehensive Agreement with Dulles Transit Partners, a partnership of Bechtel Corporation and Washington Group International, to engineer, design and build the for the Full LPA, a 23-mile Metrorail extension. A copy of the Comprehensive Agreement is available at DRPT's web site, www.drpt.virginia.gov.*

Need to Identify Construction Staging Areas

Local Comment: It is understood that significant portions of construction will be confined to the current Dulles Access and Toll Road corridor. As such many of the attached recommendations will be irrelevant to this project. However, they are provided with the understanding that with projects of this nature construction staging areas are often used outside the right-of-way. Often these do not appear on the construction plans and requests for comment but should be treated as a part of the construction. (0306, 0306-A -7)

***Response:** The Final EIS and the final General Plans evaluate and depict potential contractor work areas.*

Public Comments

Estimated Dates of Implementation

Public Comment: I want to know what year we can expect it to be completed. No more "maybe 2010, maybe 2017...". Even a range of 2-3 years is fine. Of course the sooner the better. (0114, 0114-E -3)

Public Comment: Think about it. We are not much like the metropolitan area we were 30 years ago. Most of us don't have to go into D.C. to work, live, or play. We do it here in Tysons, in Reston, in Bethesda, or other areas. We are not a collection of bedroom communities. We are cities in our own right, very different from the vision of metrorail which was really designed to bring people from the suburbs to the city. So the question, how do we solve our commuting nightmares that we face now? The EIS states that metrorail will be in operation by 2010, but it's more likely that the system wouldn't begin operations out to Dulles until at least 2015. (0183, 0183-T -2)

Public Comment: Finally, I hope that the project will move forward expeditiously. I am willing to pay my fair share of the cost through increases in toll road fees, a local sales tax increase, and by other appropriate means. (0194, 0216-M -4)

Public Comment: Metrorail service should begin as quickly as technically possible. Operational segments should come on line as they are completed rather than wait for the entire line to be finished. Service to Tysons could be opened in 2006; to Reston 2007 and to Dulles 2010. If for some reason service through Tysons threatens to delay implementation of service to the rest of the corridor, something akin to the old alternative T-8 should be implemented. This would provide rail service straight down the median of the Dulles Corridor to the rest of the corridor while the issues and construction of the Tysons' stations are settled. Actually, the inclusion of service down the full length of the corridor using the median might be desirable in any case. It would permit an alternate route that may be operationally worthwhile. (0208, 0208-M -3)

Public Comment: The members of the board of directors of LEADER are committed to putting their resources and their position in the region on the line to make Dulles rail a reality. The only thing they ask in return is that delays in this project be minimized and that the ultimate product serves the most people possible. When one thinks about future growth in the Dulles corridor, realizing that over the next 20 yrs. The volume on the already congested toll road could double and reflecting on how long it has taken for this project to reach this stage, the urgency of moving to rail as quickly as possible becomes clear. (0154, 0154-T -4)

Public Comment: Suggest development of a strategy for rail that takes advantage of interest in rail to Tysons as soon as is feasible but no later than 2010 and rail throughout the rest of the corridor to Loudoun as soon as financing can be secured from the federal government. The strategy should provide the ability to implement transit enhancements in the corridor beyond the baseline until rail can be provided. The strategy should examine the benefits -- if any --- of providing rail transit in the Reston-Herndon-Dulles-Loudoun section in a way that allows a few stations to be built initially concurrently with the Tysons section to provide service to Washington-Dulles International Airport as soon as possible and allow for the construction of fill-in stations on a different schedule. The related costs for this strategy should be examined prior to finalizing the EIS. (0396, 0396-L -3)

Public Comment: Also, when you prepare the Final Environmental Impact Statement, you should be a bit more realistic in your time schedule. The current schedule is overly optimistic at best, especially when it comes to funding the project. In relation to the time schedule, I did read one comment by someone who either spoke at a hearing or wrote to one of the local papers. This person asked why the "pure" rail option(s) in the Draft EIS did not include a recommendation, or option, that construction would start at both ends, as was done with the Transcontinental Railroad back in the mid-1800's. Surely this would speed up completion? (0401, 0401- L-7)

Public Comment: Finally, BRT could be up and running in less than two years, with improvements such as additional dedicated right-of-way built over time. Metrorail, even under the most optimistic projections, will not be operational for nearly a decade. (0444, 0444-E -5)

Public Comment: Also, when you prepare the Final Environmental Impact Statement, you should be a bit more realistic in your time schedule. The current schedule is overly optimistic at best, especially when it comes to funding the project. In relation to the time schedule, I did read one comment by someone who either spoke at a hearing or wrote to one of the local papers. This person asked why the "pure" rail option(s) in the Draft EIS did not include a recommendation, or option, that construction would start at both ends, as was done with the Transcontinental Railroad back in the mid-1800's. Surely this would speed up completion? (0401, 0401- L-7)

Response: *The assumed opening years of the two Build Alternatives of the Final EIS are 2011 for the Wiehle Avenue Extension and 2015 for the Full LPA. The opening years are based on the likely availability of federal and non-federal funding for the project, timely FTA approval to enter final design, timely completion of FFGA negotiations, timely execution of the FFGA and the use of PPTA to procure the design/build contract.*

The availability of funding will have an impact on the implementation schedule for the two phases of the Full LPA. There are many New Starts projects across the nation that are competing for federal funding, and the Federal Transit Administration may not be able to commit funding in the amount needed to meet the schedule. Likewise, there are other transportation needs in the Commonwealth, Fairfax and Loudoun Counties, and at Dulles International Airport, all of which require funding to complete, and the non-federal funding partners may not be able to commit the funds needed to meet the aggressive schedule of the Full LPA. DRPT could choose to finance the funding shortfall but this would increase the capital cost of the Full LPA significantly.

DRPT and WMATA have determined that this project, if advanced, should be constructed using the design/build method. This method has been used successfully on other recent major transit projects and can save time because the owner does not have to first advertise for design contracts, and then advertise for construction contracts after the design is complete. On June 11, 2004, DRPT signed a Public-Private Transportation Act (PPTA) Comprehensive Agreement with Dulles Transit Partners, a partnership of Bechtel Corporation and Washington Group International, to engineer, design and build the for the Full LPA, a 23-mile Metrorail extension. During preliminary engineering, DRPT and WMATA will determine proposed construction sequence.

Public Comment: To those of you that have the power to make something happen, you need to be looking at the entire picture not just the political aspects of this. You have to consider all the states, Maryland, Virginia, West Virginia and Washington, D.C. Commuters come from all these states and district, crossing over into each of these areas daily to reach their places of employment. You all have to work together because this affects everyone. We can't wait until 2010 or 2015 for some kind of transit system to be completed to find relief, we need something now. We can't wait another 30 years for maybe something to be done. Instead of hearing some really serious ideas, all we hear is more politics. And as a result nothing will ever be done. I am presently 55 years old and I dare to say I will never see anything productive happen in my lifetime. (0123, 0123-L -4)

Response: *The Dulles Corridor Rapid Transit Project is being planned in the context of the regional transportation system for the entire Washington metropolitan area. As part of the Metropolitan Washington Council of Government's (MWCOC) long-range plan, the project is an integral part of the planned regional transportation network. The Dulles Corridor Rapid Transit Project is expected to attract many patrons who are not currently transit riders, many of whom will come from outside the immediate corridor.*

The assumed opening years of the two Build Alternatives of the Final EIS are 2011 for the Wiehle Avenue Extension and 2015 for the Full LPA. The opening years are based on the likely availability of federal and non-federal funding for the project, timely FTA approval to enter final design, timely completion of FFGA negotiations, timely execution of the FFGA and the use of PPTA to procure the design/build contract.

Public Comment: What justifies waiting seven to 15 years longer for metrorail to start service to Dulles and Loudoun than it will take to get the BRT in operation? (0138, 0241-T -3)

Response: *BRT would have been much easier to implement. Its vehicles would have run on existing highway lanes. Metrorail will be more complicated to construct and requires a dedicated right-of-way, the construction of aerial, at-grade, and underground guideway, stations, yards and ancillary facilities. However, the BRT, BRT/Metrorail and Phased Implementation Alternatives were eliminated from further consideration after the public and interagency review and comment on the Draft EIS.*

Addressing the Needs of Commuters and Tourists

Public Comment: The plans are completed. The right of way was wisely put in the Dulles Corridor when built. We should make it a matter of national and regional and local priority to get this line built within

several years at most. It is a national disgrace that a person arriving at our capital city's main international airport cannot take a metro-train into Washington D.C.; and it is a national disgrace if we can not fix this in a matter of years (at most). (0083, 0083-CC-1)

Response: *Providing direct service to Dulles International Airport is a key goal of this project, and is included in the project's Purpose and Need.*

The right-of-way for the project is largely in place in the median of the Dulles Connector Road, the Dulles International Airport Access Highway, at Dulles International Airport, and in the Dulles Greenway. There is, however, additional right-of-way that must be procured for stations and parking areas, for the service and inspection yard, and for portions of the alignment in Tysons Corner. Procuring this right-of-way must be accomplished in accordance with federal and Commonwealth laws.

The assumed opening years of the two Build Alternatives of the Final EIS are 2011 for the Wiehle Avenue Extension and 2015 for the Full LPA. The opening years are based on the likely availability of federal and non-federal funding for the project, timely FTA approval to enter final design, timely completion of FFGA negotiations, timely execution of the FFGA and the use of PPTA to procure the design/build contract.

Recommendation for Architectural Firms

Public Comment: I am a resident of Fairfax, VA and unfortunately I could not make the time to come to the recent meetings but I'm sending in my comments that Foster & Partners, Wilkinson-Eyer or Alsop & Stormer architectural firms should be chosen as candidates for extension project into Dulles Airport. They are world renowned for their work and recently worked on the 5 billion dollar extension of London's Jubilee Line. (0113, 0113-E -1)

Response: *On June 11, 2004, DRPT signed a Public-Private Transportation Act (PPTA) Comprehensive Agreement with Dulles Transit Partners, a partnership of Bechtel Corporation and Washington Group International, to engineer, design and build the for the Full LPA, a 23-mile Metrorail extension. The firms that you mentioned are welcome to submit proposals to Dulles Transit Partners.*

Need to Comply with the Americans with Disabilities Act

Public Comment: We also need to have expanded curb-to-curb paratransit system as part of being able to get into the neighborhood so people with disabilities and persons who do not drive can access the terminal station that is proposed, or any other station within the rapid transit project. (0259, 0259-T -4)

Response: *MetroAccess currently serves the Dulles Corridor and should be available upon the opening of the Metrorail Extension. MetroAccess provides curb-to-curb transportation service for eligible riders. MetroAccess operates service to any location in the District of Columbia; to Montgomery and Prince George's counties in Maryland; and to Arlington and Fairfax counties, the cities of Alexandria, Fairfax and Falls Church in Virginia that is within three-quarters of a mile of any fixed-route service operated by Metrorail, Metrobus or any of the above local jurisdictions. MetroAccess provides service during the same hours and on the same days as does regular fixed-route service. All stations will comply with the Americans with Disabilities Act.*

Public Private Partnerships

Public Comment: We request that all financial arrangements between any member of the study team, the public private partnership, WMATA, campaign and coordinating officials, consultants, and any of the groups who comment on this study be made available within the next month. (0162, 0162-M -20)

Public Comment: And, finally, are our elected officials willing to hand over the development and financing responsibilities to private people that are not subject to the same decision making transparency and public hearing process as public agencies are and not required to do a Federal environmental impact statement and are expecting to make a profit on this endeavor that may necessarily increase the profit costs? (0181, 0181-T –9)

Public Comment: We request financial arrangements between members of the study team, public-private partnership, WMATA, et cetera, be made completely public so we may study the interrelations. (0184, 0184-T –17)

Response: *On June 11, 2004, DRPT signed a Public-Private Transportation Act (PPTA) Comprehensive Agreement with Dulles Transit Partners, a partnership of Bechtel Corporation and Washington Group International, to engineer, design and build the for the Full LPA, a 23-mile Metrorail extension. A copy of the Comprehensive Agreement is available at DRPT's web site, www.drpt.virginia.gov.*

There are no financial relationships between the WMATA consultants who prepared the Final EIS and the firms that comprise Dulles Transit Partners. In addition, there is no financial or contractual relationship between WMATA and Dulles Transit Partners.

Public Comment: We want to know if the sponsorship of the current public-private partnership will wish to continue with a final choice of bus rapid transit combined with private transit, with no firm commitment to the wasteful extension of rail beyond Tysons Corner, which we might call Amtrak to Dulles. We are not sure that the present team wants to do that. (0184, 0184-T –8)

Response: *After the public and interagency review and comment on the Draft EIS, in November and December 2002, the WMATA Board of Directors and the Commonwealth Transportation Board respectively selected the Metrorail Build Alternative as the Locally Preferred Alternative. The BRT, BRT/Metrorail and Phased Implementation Build Alternatives were eliminated from further consideration.*

On June 11, 2004, DRPT signed a Public-Private Transportation Act (PPTA) Comprehensive Agreement with Dulles Transit Partners, a partnership of Bechtel Corporation and Washington Group International, to engineer, design and build the for the Full LPA, a 23-mile Metrorail extension. A copy of the Comprehensive Agreement is available at DRPT's web site, www.drpt.virginia.gov.

The selection of the LPA and the execution of the PPTA comprehensive agreement were separate acts that followed separate processes.

B. Supplemental Draft EIS Comments

Local Agency Comments

Land Use Forecast

Local Comment: While 2025 as a forecast horizon year for the Draft EIS may have been appropriate, County staff do not feel this is the case for the Supplemental Draft EIS. The Draft EIS did not anticipate the Locally Preferred Alternative being developed in two phases. Additionally, the Draft EIS anticipates the Locally Preferred Alternative being operational in 2010. The Supplemental Draft EIS anticipates the Locally Preferred Alternative being developed in two phases with phase 2 being operational in 2015. County staff believes that these differences necessitate that a different forecast horizon be used when evaluating the alternatives in the Supplemental Draft EIS. (0084 13-1)

Response: *The Project Team has used the Metropolitan Washington Council of Government's (MWCOC) Cooperative Land Use Forecasts - Round 6.3, which does have a later forecast year*

of 2030. However, to remain consistent with past NEPA analyses and results that are documented in the Draft EIS and Supplemental Draft EIS, the Team will retain a forecast year of 2025 for the analyses in support of the Final EIS.

Public Comments

Mitigation Plan and Monitoring is Needed

Public Comment: A mitigation plan, ongoing monitoring of the effectiveness of mitigation measures and an independent managing entity of stakeholders, including community representatives, to oversee and monitor implementation of the mitigation plan to ensure agencies comply with their mitigation responsibilities. (0087 0102-11) (0089 0104-11) (0099 0115-11) (0104 0121-9)

Public Comment: A mitigation plan be included in the final EIS to designate the specific mitigation responsibilities of each agency (to include ongoing monitoring to evaluate the effectiveness of mitigation measures), along with cost share and implementation timeline. (0026 0027-17)

Public Comment: A managing entity be designated to coordinate implementation of the mitigation plan and to ensure that individual agencies comply with their mitigation responsibilities by monitoring implementation of mitigation measures and reporting to stakeholders. This managing entity should include representatives of transit and transportation agencies and stakeholders such as property owners and tenants, civic associations, and elected officials. (0026 0027-18)

Response: *DRPT, the project sponsor, will prepare, implement and monitor a mitigation plan, based on the mitigation commitments in the FTA Record of Decision. A summary of proposed mitigation measures is provided in Chapter 2 of the Final EIS. FTA and the state agency responsible for a particular resource area will monitor the effectiveness of the mitigation measures implemented to offset the Project's adverse effects.*