



(Board Copy)
Washington Metropolitan Area Transit Authority
**METRO ELECTRONIC ACTION
DOCUMENT**

IDENTIFICATION			
MEAD ID:	99374	ACTION:	N/A
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)		CONTRACTOR:	
LAST MODIFIED:	03/30/2006		

DESCRIPTION	
SUBJECT:	Vienna Station Access Program
PURPOSE:	That the Planning and Development Committee concur and the Board approve authorization of the General Manager 1) to negotiate and execute agreements and leases with Fairfax County and Fairfax County Economic Development Authority and 2) to submit land use applications to Fairfax County, subject to Board approval, for Vienna Station improvements. Staff will return to the Budget Committee and Board for approval of the projects, the agreements and leases, and project budgets.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
JOHN DITTMEIER on 03/15/2006			Approved by SALPEAS , PANAGIOTIS 03/20/2006		
PHONE:	202-962-2676	OFFICE:	CONS	DEPT:	Capital Projects Managemem

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(4110)	SALPEAS, PANAGIOTIS	Approved 03/20/2006
CONS (4210)	DITTMEIER, JOHN	Approved 03/15/2006
CONS (4210)	HAGGINS, JAMES	Approved 03/16/2006
OLIA (3131)	HICKS, BEA	Approved 03/20/2006
LAND (7310)	MALASKY, GARY	Re-assigned 03/21/2006
COUN (1410)	O'KEEFFE, CAROL	Approved 03/29/2006
CFO1 (2110)	WOODRUFF, HARRY	Approved 03/24/2006
OPAS (3161)	HUGHES, JAMES	Approved 03/30/2006

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 03/20/2006
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 03/30/2006
BEMR	Approved for by Emeka Moneme on 03/31/2006
GM	Approved for GMGR by GMGR CEO on 04/07/2006
BOARD	BOARD WMATA (Not Yet Approved)



Washington Metropolitan Area Transit Authority
**METRO ELECTRONIC ACTION
 DOCUMENT**

NARRATIVE

BACKGROUND:

Vienna/Fairfax-GMU Station, as the western terminus of the Orange Line in central Fairfax County, has direct access with I-66, has the highest number of park-and-ride spaces of all Metrorail stations, and receives numerous feeder buses from four transit providers. For park-and-ride customers, the station has two structures, two surface lots, short-term metered spaces and one temporary lot.

In its May 1999 approval of the second park-and-ride structure in the southwest quadrant of the Station, the Board also approved a third structure of 2100 spaces in the southeast quadrant as a future project, but with its implementation dependent upon the continued need for additional parking at the Station; the provision of adequate access to the structure; availability of funding for planning, design and construction; and further approval by the Board for implementation.

The temporary lot of 680 spaces in the southwest quadrant of the station is under private ownership and is leased by WMATA. WMATA had established the lot prior to the construction of the second park-and-ride structure and had closed it after the structure's opening. Due to increased transit demand after the event of September 11, 2001, WMATA reopened the lot, which since then has had active usage.

In December 2004, the Fairfax County Board of Supervisors approved an amendment of its Comprehensive Plan for the MetroWest development, a proposed transit-oriented development south of the Station. In early November 2005, the WMATA Board held a public forum on the proposed sale of its surplus parcel of 3.75 acres to the MetroWest development and later in the same month, approved the Term Sheet and authorized a sale agreement. In March 2006, the Fairfax County Board of Supervisors approved the rezoning and special exception applications of the MetroWest development.

In 2005, at the request of Fairfax County, WMATA initiated two studies of Vienna Station, its facilities and access: Improvements Study, funded by Fairfax County portion of the Project Development budget, and Parking Study, funded by Fairfax County's portion of the parking surcharge revenue account and listed in the FY2006 budget. The Parking Study includes the preparation of a design-build Request for Proposals.

DISCUSSION:

Proposed private development, including MetroWest, and increasing transit demand at Vienna Station have generated a station access program of proposed capital projects for enhanced access, bus facilities, and parking for Vienna Station. The station access program has three primary projects: 1) a new stair within the station in order to relieve platform congestion in the evening peak hour, as identified by the Improvement Study, 2) a third park-and-ride structure, as re-evaluated by the Parking Study, and 3) roadway and transit improvements by the MetroWest development.

1. NEW STAIR WITHIN THE STATION

During the evening peak hour, as is the case at other stations of high ridership, the exiting customers crowd upon the platform at the base of the two separate escalators.

This crowding will worsen when WMATA adds capacity to the Orange Line with the new rail

car delivery and operates approximately 50 percent of the peak hour service with 8-car trains. In order to address the present and future delays of exiting the platform and station, WMATA and Fairfax County propose the addition of a new stair around the existing elevator and alongside the outbound escalator. The Compact does not require a hearing for this addition of a new stair.

2. THIRD PARK-AND-RIDE STRUCTURE

The temporary lot of 680 spaces in the southwest quadrant is under private ownership and is leased to WMATA. However, it will close upon the expiration of its special exception permit in November 2006; even if the permit were to be extended, the MetroWest development will have acquired the property in Spring 2006 and will regrade the lot in early 2007. WMATA and Fairfax County staffs believe that the 680 spaces deserve replacement on the south side of the Station. Since a new third structure in the southeast quadrant would displace 615 spaces of the existing surface lot, the third structure would need a minimum of 1300 spaces for replacement. During the construction of the third structure, WMATA and the County would implement a program of temporary parking for the 1300 spaces displaced.

Since the WMATA Board held a Compact hearing on the second and third park-and-ride structures in 1998 and approved the third structure as a future project, the Compact does not require another hearing on the third structure. However, WMATA and the County have hosted two public information sessions in July 2005 and January 2006. Moreover, WMATA will submit land use applications (special exception and 2232) to the County, for which its Board of Supervisors will hold a hearing. The County's special exception process addresses proposed land uses, which by their nature, might have an undue impact upon or might be incompatible with other land uses and therefore need a site specific review. The process will assist in the determination of the number of spaces of the third structure. The 2232 application relates to Code of Virginia Section 15.2-2232 by which the Fairfax County Planning Commission reviews public facility proposals to determine if their general or approximate location, character and extent are substantially in accord with the County Comprehensive Plan.

3. IMPROVEMENTS BY METROWEST

As described in the approved term sheet and in the executed agreement for the sale of the WMATA parcel, the MetroWest development will reconstruct the Station's southside bus facility and access road plus provide other improvements. The reconstructed access road will be conveyed to the Virginia Department of Transportation. The MetroWest development will bear the cost of the improvements, estimated at \$9 million. The Compact does not require a hearing for these improvements since the existing station facilities of the Adopted Regional System are being reconstructed and replaced.

OTHER PROJECTS - FOR INFORMATION ONLY

In addition to the above three primary projects of the station access program, there are three other potential projects:

4. Fairfax County has been studying and is prepared to design special bus ramps to and from the I-66 HOV lanes at the Vaden Drive overpass. VDOT would own and operate these ramps, once constructed.
5. Fairfax County is proposing a bicycle connection path between Vaden Drive and a proposed bicycle shelter or station near the reconstructed bus facility, all on WMATA property. WMATA would own and maintain the path, once constructed.
6. Currently in abeyance, VDOT and the Virginia Department of Rail and Public Transportation has had under evaluation multi-modal improvements to the I-66 corridor outside the Capital Beltway.

AGREEMENTS WITH FAIRFAX COUNTY:

For the funding and implementation of the proposed new stair within the station, once approved, WMATA and Fairfax County would enter into a reimbursable project agreement.

For the funding and implementation of the third park-and-ride structure and temporary parking during construction, once approved, WMATA, Fairfax County and the Fairfax County EDA would enter into a project agreement, a ground lease and facility lease so that the structure can be funded through a bond issue based on parking surcharge revenues in the County. If Fairfax County becomes the contracting authority for the third park-and-ride structure under the Public-Private Education Facilities and Infrastructure Act, the project agreement would have WMATA as the County's technical manager for design review and construction oversight.

For the County role in the inspection of the roadway improvements by the MetroWest development, WMATA and Fairfax County would enter into a memorandum of understanding. The County role in inspection is to confirm the requirements of the Virginia Department of Transportation.

ALTERNATIVES:

The recommended Board action is for authorization to negotiate agreements and leases, which in turn will assist in the definition of the projects. Staff will return to the Board for approval of the projects.

WMATA could choose not to negotiate or to postpone negotiations on a project agreement for the proposed new stair. This may delay the project.

WMATA could choose not to negotiate or to postpone negotiations on a project agreement and leases for the proposed third park-and-ride structure. This would delay the project.

PRIOR APPROVALS:

On May 13, 1999, the Board approved a third park-and-ride structure in the southeast quadrant as a future project, but with its implementation dependent upon the continued need for additional parking at the Station; the provision of adequate access to the structure; availability of funding for planning, design and construction; and further approval by the Board for implementation.

IMPACT ON FUNDING:

This action has no impact on funding because the action authorizes negotiations of agreements and leases, and submittal of applications. For the new stair, Fairfax County will use its share of TIIF, plus other funds. For the third park-and-ride structure, Fairfax County EDA will use proceeds from a bond issue that will be based on parking surcharge revenues in the County.

AFFIRMATIVE ACTION REQUIREMENTS:

Staff will establish the affirmative action requirements at the time of the approval of the project budgets.

RECOMMENDATION:

That the Planning and Development Committee concur and the Board approve authorization of the General Manager 1) to negotiate and execute agreements and leases with Fairfax County and Fairfax County Economic Development Authority and 2) to submit land use applications to Fairfax County, subject to Board approval, for Vienna Station improvements. Staff will return to the Budget Committee and Board for approval of the projects, the agreements and leases, and project budgets.