

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

☒ Action ☐ Information

MEAD Number:  
202310

Resolution:  
☒ Yes ☐ No

**TITLE:**

Reimbursable Agreement McLean Metrorail Station

**PRESENTATION SUMMARY:**

This presentation provides information to support approval of the Agreement between Metro and Fairfax County for the construction of a north entrance at the McLean Metrorail Station.

**PURPOSE:**

To obtain Board authorization for the General Manager and Chief Executive Officer or designee to negotiate and execute a reimbursable project agreement for Fairfax County to fully fund and WMATA to construct a north entrance at the McLean Metrorail Station.

**DESCRIPTION:**

- Fairfax County
- Northern Virginia Transportation Commission (NVTC)
- Commonwealth Transportation Board
- Capital One Financial Corporation
- Bonstra Haresign (Architects)
- Gordon Engineers (civil)
- Thornton Tomasetti (structural)
- WSP USA (electrical)
- Callison RTKL (security)

**Key Highlights:**

- Since 2014, Metro, Fairfax County and Capital One have been engaged in discussions related to a north entrance to the McLean Metrorail Station.
- Fairfax County has entered into an agreement with Capital One to advance the project.
- The entrance consists of two new glass doors installed in the existing curtainwall along with a new sidewalk lighting and other associated improvements.
- The design was reviewed and accepted by Metro.

- Capital One paid for the design of the new entrance.
- Fairfax County has secured one million dollars in financing from the Northern Virginia Transportation Commission and the Commonwealth Transportation Board for construction of the new entrance.
- WMATA and Fairfax County have negotiated a Project Agreement for Fairfax County to fully fund and Metro to construct a north entrance at the McLean Metrorail Station.
- The Fairfax County Board of Supervisors approved the Project Agreement on October 5, 2021.

### **Background and History:**

Metro operates the McLean Metrorail Station, on the Metrorail Silver Line, in Fairfax County, Virginia. The station was constructed as part of the Phase 1 Silver Line project and opened in 2014. The existing station has two entrances to the south. One is an aerial walkway over Virginia Route 123 that services a kiss-and ride and bus loop, both of which are owned and operated by Fairfax County. The second entrance to the south is grade level exiting to a sidewalk and bus stops and shelters also along Route 123.

Prior to the station opening, the neighboring Capital One headquarters property was approved for land-use changes by the Fairfax County Board of Supervisors. The approved development includes over five million gross square feet of office, hotel, retail, and residential development. A significant feature is a performing arts center called Capital One Hall which opened in October 2021. As part of the approval conditions, Capital One committed \$300,000 towards design and construction of a north entrance to the McLean Metrorail Station.

Since 2014, Capital One, Fairfax County and Metro have been engaged in reviewing designs prepared by Capital One's architects. Initially, Capital One could not obtain Metro plan approval and invoked a development approval option that allowed Capital One to be relieved of their obligation to construct the new entrance by turning over \$300,000 to the County. Although the County would now be responsible for construction, Capital One still had to complete the design and obtain Metro approval.

After numerous design revisions and reviews, Capital One completed a design that Metro approved. On March 15, 2021, the Joint Development and Adjacent Construction Office (JDAC) accepted the final design package from Capital One.

Concurrent with design completion and approval, Fairfax County pursued project financing from the Northern Virginia Transportation Commission (NVTC) and the Commonwealth Transportation Board (CTB) through the I-66 Commuter Choice Program. This program is funded by I-66 Inside-the-Beltway toll collections. At the County's request, Metro's General Manager/Chief Executive Officer sent a letter in December 2019 to NVTC supporting the entrance and the County's funding request. In December 2020,

the County received a commitment of \$1 million from the CTB.

In 2021, Fairfax County requested that Metro construct the new entrance designed by Capital One. Fairfax County agreed to fully fund the construction and all other related costs incurred by WMATA. Metro and Fairfax County staff negotiated a project agreement to govern the project and payments to Metro. The proposed agreement was approved by the Fairfax County Board of Supervisors on October 5, 2021.

**Discussion:**

The purpose of the Project is to provide more direct access to the Capital One headquarters development and more specifically the Capital One Hall performing arts center. The improvements to the existing Metrorail facility are relatively minor and consist of replacing a section of exterior glass curtain wall at grade level with two glass doors. Customers using these doors will exit onto an ADA-compliant sidewalk protected by a retaining wall and leading to the limit of Metro's property. In the station interior a small access gate will be removed but all other features remain the same and the project does not involve any new faregates, kiosks, HVAC or interior lighting improvements. The exterior improvements include code and security compliant site-lighting and signage all built to current WMATA design standards. Capital One will be responsible for construction of the remaining walkway from the Metro property boundary to the north terminating directly across from Capital One Hall.

If the project agreement is approved, Fairfax County will fully fund the one-million-dollar construction and support cost budget in advance. After receipt of funds, CAPD will solicit competitive bids through the multiple-award task order contract (MATOC) program. Once a notice-to-proceed is issued to the contractor, the project should take nine months to complete, depending on the lead-time for curtainwall materials such as stainless steel and glass.

**FUNDING IMPACT:**

There is no impact to funding. Any costs incurred by WMATA are subject to reimbursement by Fairfax County under the proposed Project Agreement.

**TIMELINE:**

<b>Previous Actions</b>	None
<b>Anticipated actions after presentation</b>	None

**RECOMMENDATION:**

Authorize the General Manager and Chief Executive Officer or designee to negotiate and execute a reimbursable project agreement for Fairfax County to fully fund and

WMATA to construct a north entrance at the McLean Metrorail Station.

**SUBJECT: REIMBURSABLE AGREEMENT FOR CONSTRUCTION OF THE MCLEAN STATION NORTH ENTRANCE**

**2021-40**

**RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Resolution 2011-30 requires Board of Directors approval of reimbursable agreements over \$500,000; and

WHEREAS, Fairfax County and WMATA have been collaborating on a project to construct a north entrance at the McLean Metrorail Station (the "McLean Station North Entrance Project"); and

WHEREAS, WMATA and Fairfax County have negotiated a project agreement under which Fairfax County would fully fund, and WMATA would construct, the McLean Station North Entrance Project; and

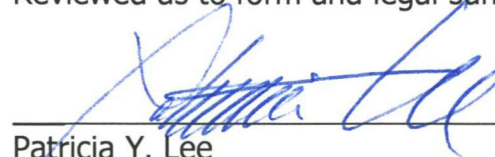
WHEREAS, Staff recommends entering into the project agreement, which is a reimbursable agreement valued over \$500,000;

NOW, THEREFORE, be it

*RESOLVED*, That the General Manager and Chief Executive Officer or designee is authorized to negotiate and execute a reimbursable agreement for Fairfax County to fully fund and WMATA to construct a north entrance at the McLean Metrorail Station; and be it finally

*RESOLVED*, That in order to commence this work on or before June 30, 2022, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee  
Executive Vice President and General Counsel

WMATA File Structure No.:  
4.3.3 Reimbursable Agreements

**Motioned by Mr. Smedberg, seconded by Mr. Alcorn  
Ayes: 7- Mr. Smedberg, Ms. Babers, Mr. Slater, Ms. Kline, Mr. Alcorn, Mr. Bulger and Mr. Drummer**