

## ORANGE LINE METRORAIL EXTENSION TO FAIR OAKS



The four lane HOT3/Express Lanes concept is an excellent improvement, but the “cornerstone” of the I-66 outside the beltway multi-modal project should be a Metrorail extension to Fair Oaks Mall for the follow reasons:

- Inadequate road network adjacent to I-66 between Route 50 and Nutley Street.
  - o South of I-66, Route 50 and Route 29 merge together in the City of Fairfax for 2.7 miles.
  - o North of I-66, No East-West road directly connects Route 50 and Route 123
  - o Most congested section of the I-66 interstate corridor.
- Creates a reverse commute option on the Orange Line to a regional job market
- Over 10,000 parking spaces already exist within ½ mile of I-66 @Fair Oaks/Fairfax Corner/Government Center
- Traffic dissipation to the west is much greater at Fair Oaks Mall than at Vienna Metro Station.
- Provides a direct pedestrian connection between Fairfax Corner and Fair Oaks Mall
- Could incorporate a I-66 median bus station underneath the Metrorail station (Access via I-66 Express Lanes)
- Provides an economy of scale end point for a bus network along Route 50 between South Riding-Fairfax and Fairfax-Merrifield
- Could complete construction concurrently with the I-66 road improvements to save on mobilization costs
- Metrorail infrastructure experience will be available when the Silver Line Phase 2 completes in 2018.
- Only requires 24 additional rail cars (no need for additional rail yard)
- \$50 Million allocated for a bus ramp from I-66 HOV lanes to the Vienna Metro could be transferred to this project
- Metrorail beyond Fair Oaks is not economically feasible due to density/land use near I-66 (bus and commuter rail are better options).

Cost: \$300 million (est)

- Four Miles of heavy rail track infrastructure with no bridges - \$35 Million per mile (\$150 million)
- One Station (\$85 million)
- 24 Rail Cars (\$65 million)
- Commuter parking can be negotiated between the county and adjacent land owners

Funding:

- Fair Oaks Transportation Service District
- Northern Virginia Transportation Authority
- Virginia Department of Rail and Public Transportation
- Federal Transit Administration

Metrorail Core Capacity:

- 8 Car Trains on All Orange/Silver/Blue Line trains through the Rosslyn Tunnel
- Turning back every 3<sup>rd</sup> Silver Line train at Mclean or East Falls Church (Pocket Track)
  - o Goal of Silver Line to connect Loudoun/Western Fairfax County residents with the four Tysons Metro Stations that contain no parking
  - o All Silver Line stations are designed as mixed use developments
- Proposed Metro Rail Headways (TPH - Train Per Hour)
  - o SV: Ashburn to Mclean or East Falls Church 15 MIN (Four or Six Car Trains) – 4 TPH
  - o SV: Ashburn to Largo or Stadium Armory – 7.5 MIN (Eight Car Trains) – 8 TPH
  - o OR: Fair Oaks Mall to New Carrollton – 5.5 MIN (Eight Car Trains) – 11 TPH
  - o BL: Springfield to Largo – 8.5 MIN (Eight Car Trains) – 7 TPH