Federal Transit

Project Status: Dulles Corridor Metrorail Project - Wiehle Avenue Extension

| | Statutory Requirements | January 24, 2008 | April 30, 2008 | What Changed? | 49 USC Chapter 53 Citation |
|----------------------------|--|------------------|----------------|--|------------------------------------|
| | Overall Project Rating | Medium-Low | Medium | The updated Project Justification and Local Financial Commitment ratings improved the overall project rating to Medium. | 5309(d) |
| Project Justificaiton | 1. Project Justification. A project must achieve an overall rating of "Medium" for Final Design approval. | Medium-Low | Medium | The updated cost-effectiveness sub-factor rating improved the overall Project Justification rating to Medium. | 5309(d)(3) |
| | a. Cost Effectiveness | Low | Medium-Low | FTA was able to confirm over \$200 million in cost reductions which did not have any negative impact on the effectiveness of the project, producing a higher cost effectiveness index value. The higher value improved the rating to Medium-Low. | 5309(d)(2)(B) |
| | b. Transit Supportive Land Use | Medium | Medium | | 5309(d)(2)(B) and 5309(d)(3)(E) |
| Local Financial Commitment | 2. Local Financial Commitment. A project must achieve an overall rating of "Medium" for Final Design approval. | Medium-Low | Medium | The updated capital finance sub-factor rating improved the overall Local Financial Commitment rating to Medium. | 5309(d)(4) |
| | a. Non-New Starts share | High | High | | 5309(d)(4)(B)(v) |
| | b. Capital Finance (Phase I only) | Medium-Low | Medium | The project sponsor delivered a Finance Plan with more resources committed to the project. In additon, FTA received additional details about the local finances, including more specific toll road revenue information and more conservative financing plans. This was sufficient to improve the project rating to Medium. | 5309(d)(4)(A)(iii) |
| | c. Operating Finance Plan | Medium | Medium | | 5309(d)(4)(A)(iii) |
| Other Considerations | Technical Capability of grant recipient | | | The grantee must demonstrate the technical capacity to construct the project. Management risk remains due to the complex organizational structure among MWAA, WMATA, VDRPT and DTP. Key issues have been addressed, and others must be addressed during Final Design. | 5309(d)(3)(I) |