



Ballston-MU Metrorail Station West Entrance



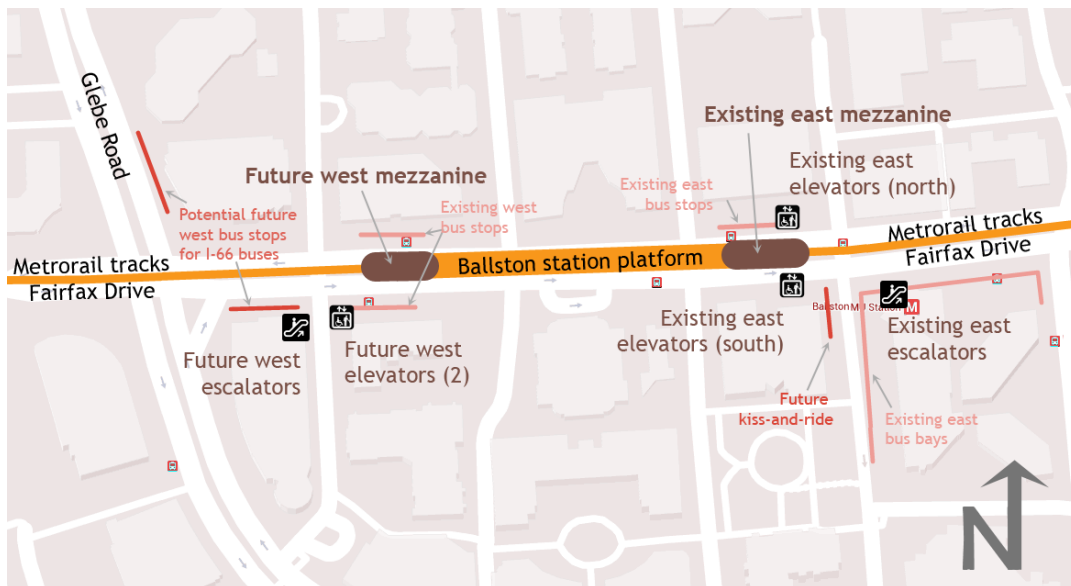
Project Description

This project will construct a second entrance to the Ballston-MU Metrorail Station. The current entrance, at Fairfax Drive and N. Stuart Street, is located at the far eastern edge of the train platform. The new entrance will be located nearly a quarter-mile to the west, at North Fairfax Drive and North Vermont Street. The new entrance will include escalators and two street-level elevators connecting to the fare payment area, an underground passageway, and new mezzanine with stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines, and an attended kiosk. This new entrance will provide more direct access to businesses and residences on the west side of Ballston where high-density redevelopment is underway. It will relieve congested conditions at the current entrance, and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reducing passenger crowding on trains. It will also provide adequate egress during emergency situations, and improve bus-to-Metro transfers from I-66. Ballston Metrorail Station is a major multimodal transportation transfer center and a regional employment center, with almost 7 million square feet of office space and over 30,000 workers. The weekday daily ridership is roughly 25,000, with 15 percent of riders accessing the station via local and regional bus service, including seven Metrobus routes (1A/B, 2A, 10B, 22A/B, 23A/B/T, 25B, and 38B) and seven ART routes (41, 42, 51, 52, 53, 62, and 75).

Reference Number: 2018-002-1
TransAction ID: 63
Submitting Jurisdiction/Agency: Arlington
Location: Ballston Metro station, at Fairfax Dr. and N. Vermont St.
Requested NVTA Funds: \$72,316,000
Previous NVTA Funds Received: \$12,000,000
Total Cost to Complete Project: \$130,073,000

Arlington County plans to lead the design and construction in coordination with WMATA and Washington Capital Partners which owns the adjacent property where part of the entrance will be located. Arlington seeks funding to award construction, thereby delivering the project more on a guaranteed cash flow across multiple fiscal years rather than a fixed cash flow for single fiscal years. The guaranteed cash flow could potentially speed up the project.

Project Location



Project Milestones

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work		X	X	X	X			
Right of Way Acquisition			X	X				
Construction					X	X	X	X

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work		\$17,714,000 (DRPT, SMART SCALE, NVTA Regional 70% Funds & Local)	\$17,714,000
Right of Way Acquisition		\$513,000 (DRPT & SMART SCALE)	\$513,000
Construction	\$72,316,000	\$21,892,000 (Developer Contr., SMART SCALE, WMATA TIIF & Local)	111,846,000
TOTAL:	\$72,316,000	\$40,119,000	\$130,073,000

Note: Arlington County anticipates a \$17,638,000 request to DRPT in FY2021-23, which will address the funding gap for construction.

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):	5.60
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	46
TransAction Project Rating:	57.26
TransAction Project Rating Rank:	54

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

Regional Impacts

- Extend the practical walking radius of the Ballston station significantly
- Allow regional buses from I-66 to access the station much more quickly and efficiently
- Increase possibilities for additional bus/shuttle service to the new west entrance
- Improve emergency egress, making the station compliant with the National Fire Protection Act
- Reduce travel time to businesses and residents west of Ballston, increasing transit and job access
- Reduce transit crowding at the station and on trains, and further reduce congestion on regional roads

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.