



DULLES CORRIDOR
METRORAIL PROJECT

Project Update

Prepared for the Tysons Task Force

November 7, 2005



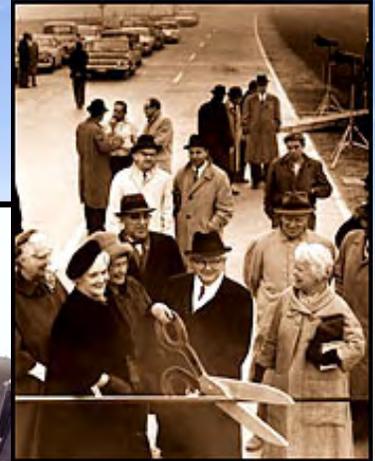
The Roots of Dulles Metrorail



Dulles Metrorail

Part of an Early Vision for Northern Virginia

- Dulles Airport opens in 1962, Access Road median slated for transit
- Beltway opens in 1964, Tysons quickly becomes major job center
- I-66 opens in late 70's, DC workers find home in Fairfax County
- Metro begins operations in 1978
- In the 80's, Toll Road helps fulfill Robert Simon's vision for Reston



***“We were plowing new ground
in Northern Virginia.”***

- Hal King, former Virginia Highway Commissioner

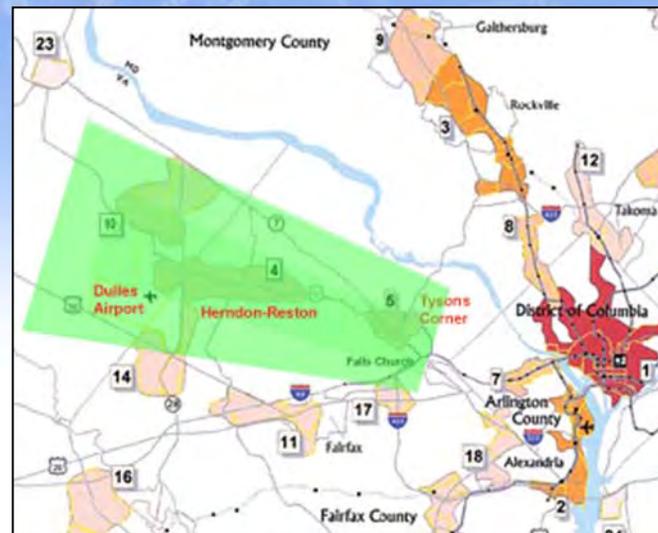
The Vision Realized

Northern Virginia Today

- **Tysons Corner** is the largest employment center in the Commonwealth
 - Larger than central business districts of Miami, St. Louis, and San Diego
 - 115,000 jobs and 43 million square feet of commercial space
 - Nation's 8th largest shopping center and 6 million square feet of retail space
- **Reston/Herndon** is home to 70,000 jobs and 29 million square feet of commercial real estate
- **Loudoun County** is one of the fastest growing counties in the country; already home to 100,000 jobs
- **Dulles Airport** employs more than 18,000 people, serves 23 million passengers a year and generates \$6.2 billion in revenue for the regional economy

What the Future Holds

- **Employment** in the corridor is expected to increase 63% in the next 20 years
- **Tysons Corner** businesses employ over 90,000 professionals today – expected to employ 125,000 by 2025
- **Dulles International Airport** is expected to grow from 23 million passengers a year to 55 million passengers a year
- **Loudoun County** is one of the fastest growing counties in the country – population expected to increase 150% by 2025



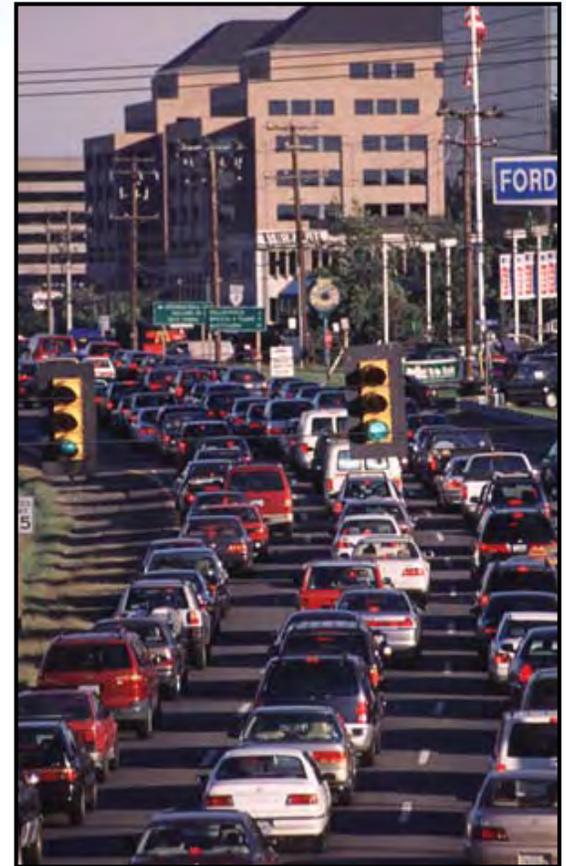
“Let the children of our children say that we challenged ourselves to make Virginia — the state that led America's first century — the state that also led America into the 21st century.”

- Governor Mark Warner

With Progress Come Challenges

Growing Congestion

- Washington region has 3rd worst congestion in nation
- Annual delay 69 hours per traveler; congestion “cost” of \$2.5 billion and rising
- 5 of 8 main roads in corridor will be gridlocked by 2010
- Currently planned roadway improvements will only maintain existing levels of service
- Land availability, financial and air quality constraints make additional roadway expansion impractical
- Improved bus service offers only partial solution



Dulles Rail: An Important Part of the Solution



Project Description

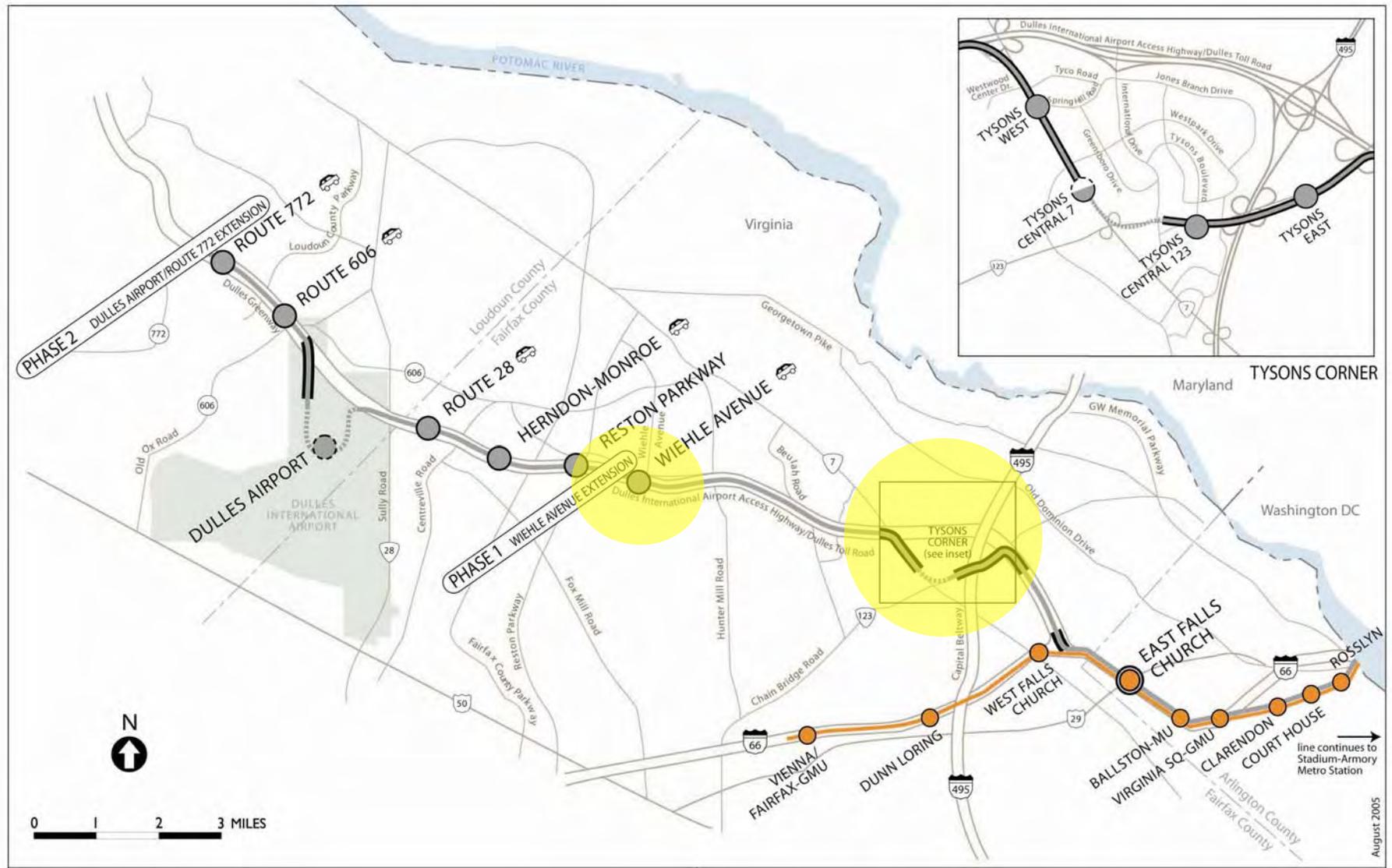
New Transportation Options for Northern Virginia

- 23-mile new Metrorail line branching off the Orange Line after East Falls Church
- 11 new stations
 - 5 in Phase 1 (2011)
 - 6 in Phase 2 (2015)
- Seamless integration with current 106-mile system
- One-seat ride to DC (Stadium-Armory Station)



Phase 1 Stations

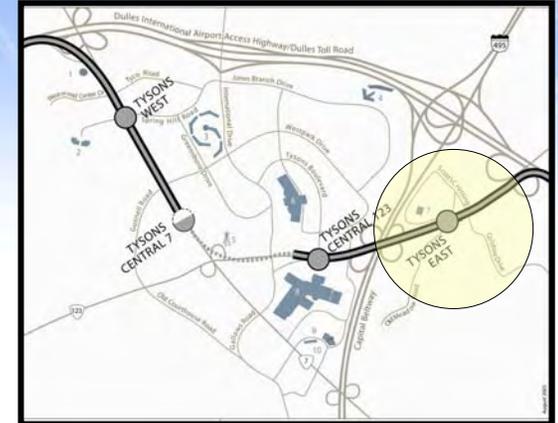
Tysons Corner and Wiehle Ave in Reston - 2011



A Closer Look at Tysons Corner Stations



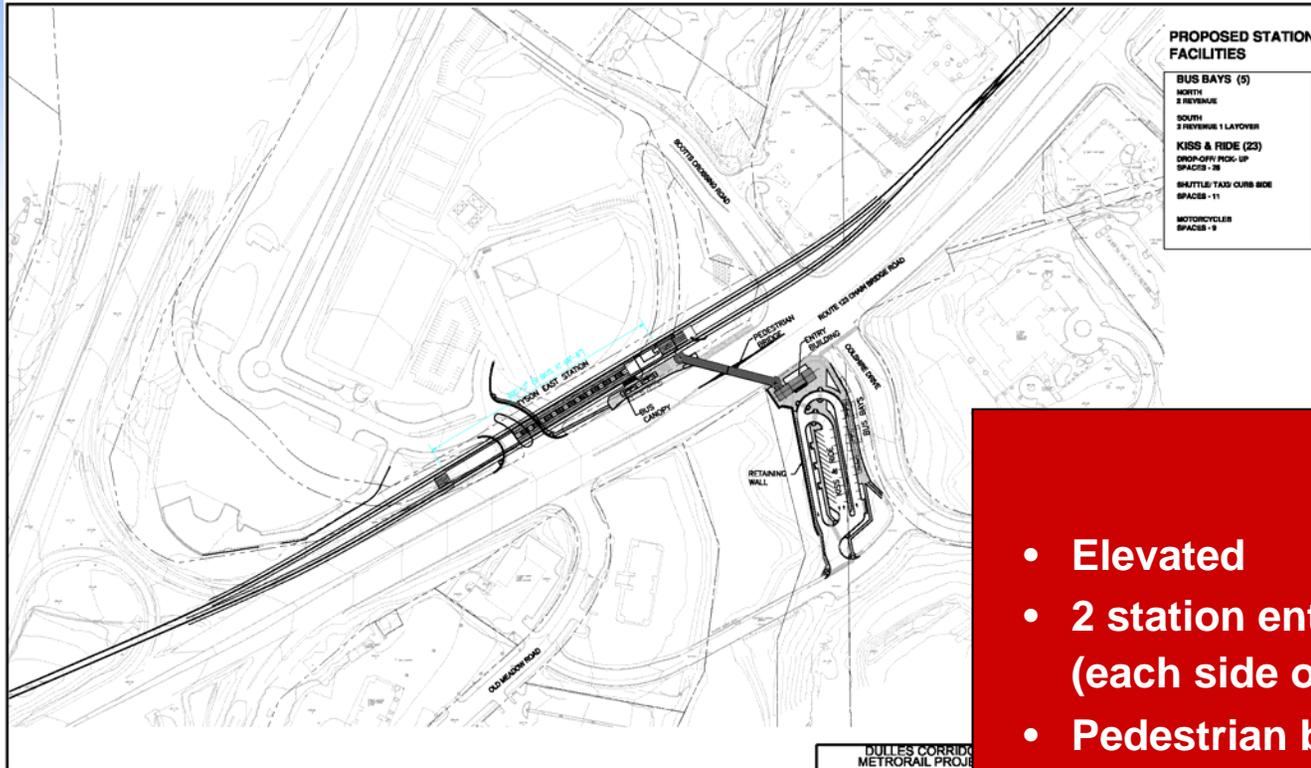
Tysons East Station



**On Route 123
at Scotts Crossing
Road/Colshire Drive**

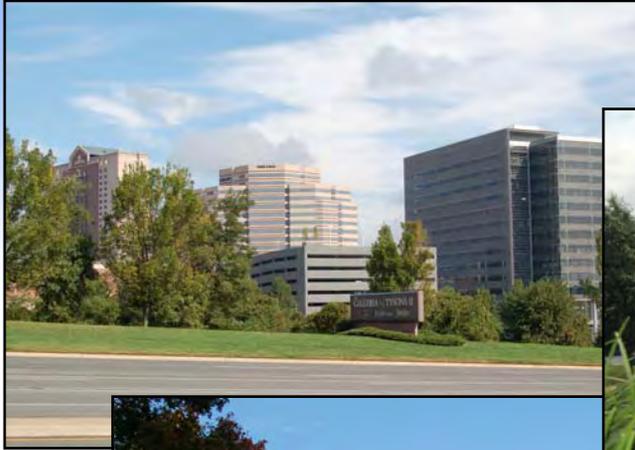


Tysons East Station



- Elevated
- 2 station entrances (each side of Route 123)
- Pedestrian bridge crossing Route 123
- Bus dropoff/pickup; Kiss & Ride

Tysons Central 123 Station

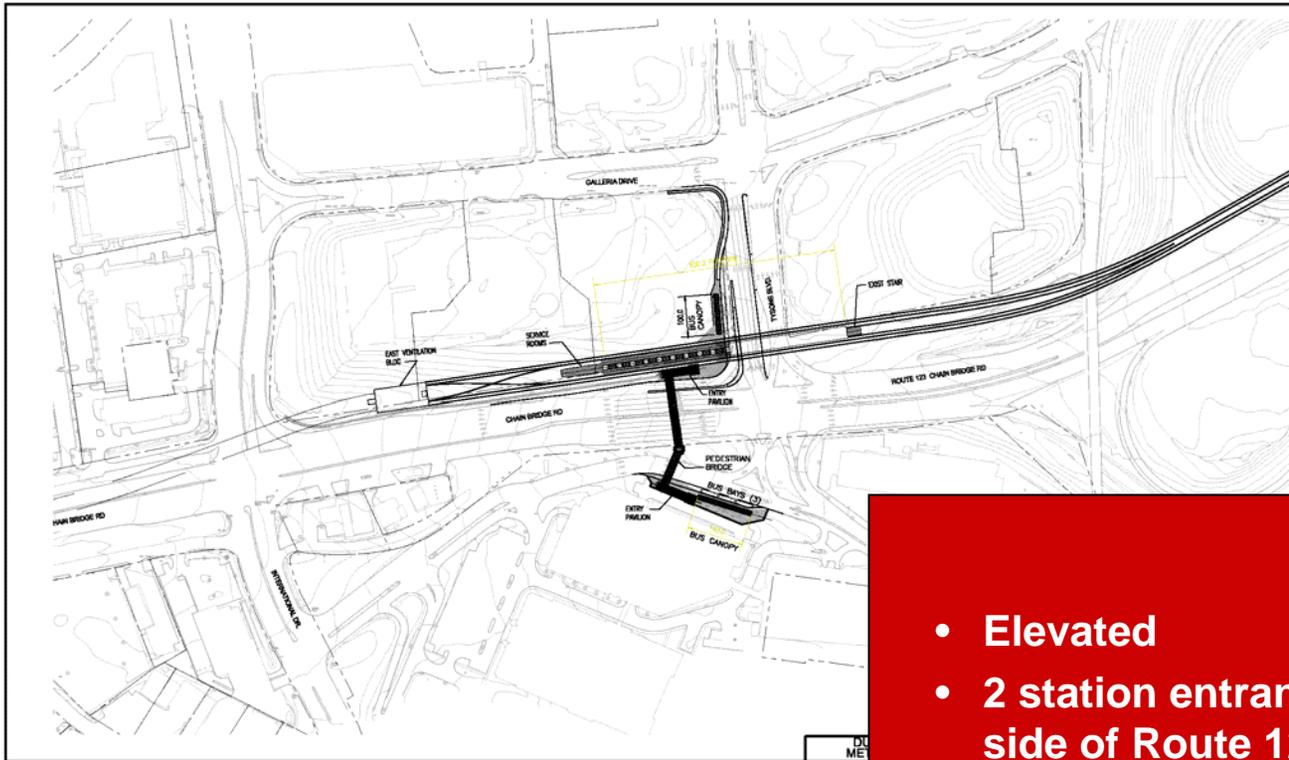


**On Route 123
at Tysons Boulevard**



Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points

Tysons Central 123 Station



- Elevated
- 2 station entrances on each side of Route 123
- Pedestrian bridge crossing Route 123
- Bus dropoff/pickup

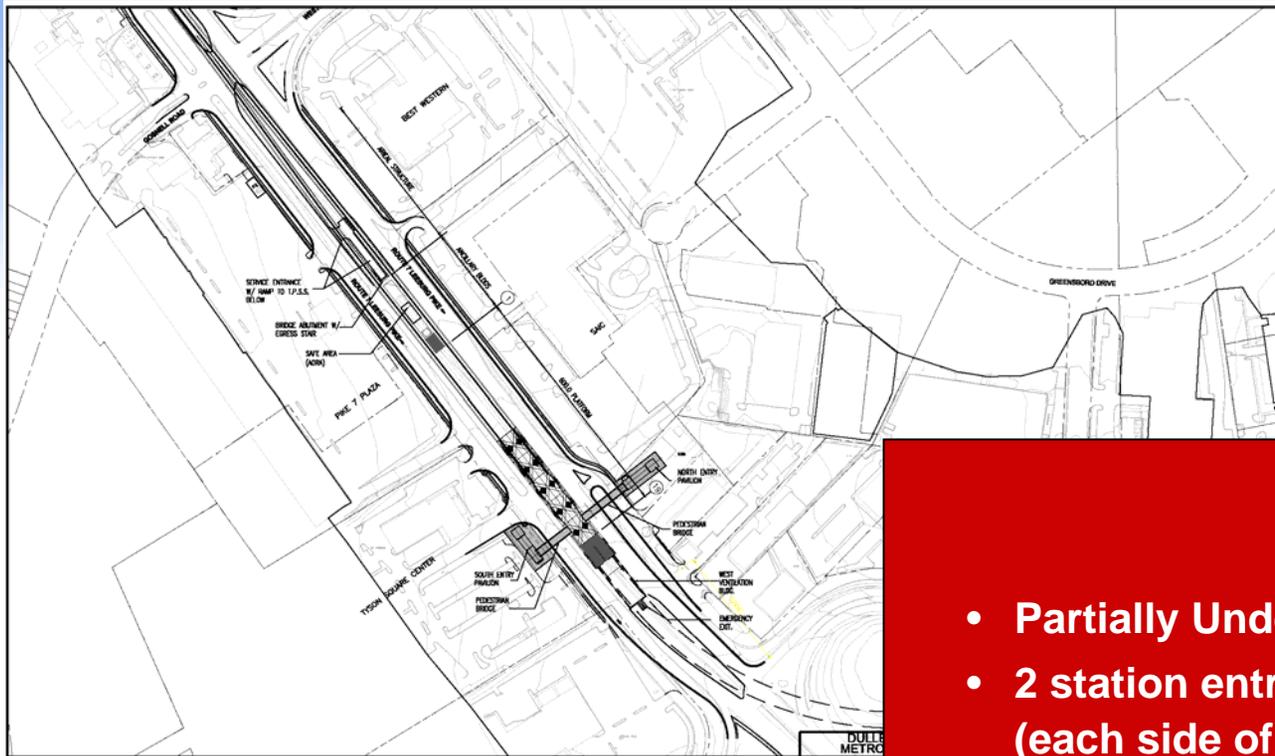
Tysons Central 7 Station



**On Route 7
just northwest
of Route 123**

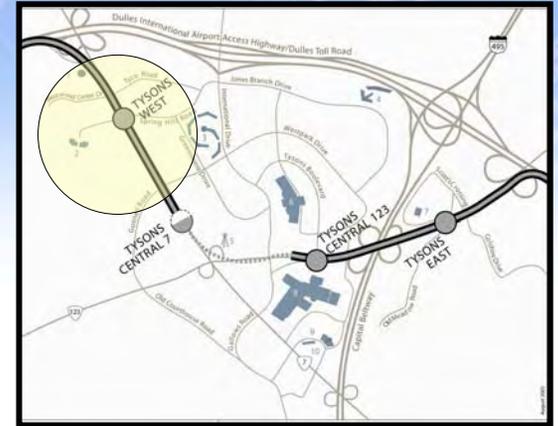


Tyson's Central 7 Station



- Partially Underground
- 2 station entrances (each side of Route 7)

Tysons West Station



**On Route 7
at Spring Hill Road**

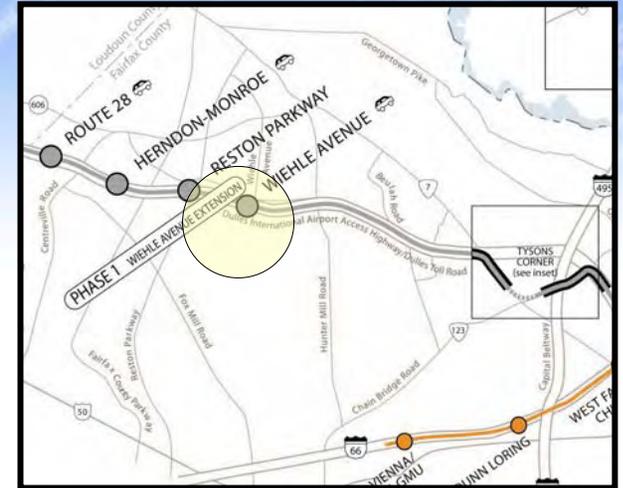


Tysons West Station



- Elevated
- 2 station entrances (each side of Route 7)
- Pedestrian bridge crossing Route 7
- Bus dropoff/pickup, Kiss & Ride

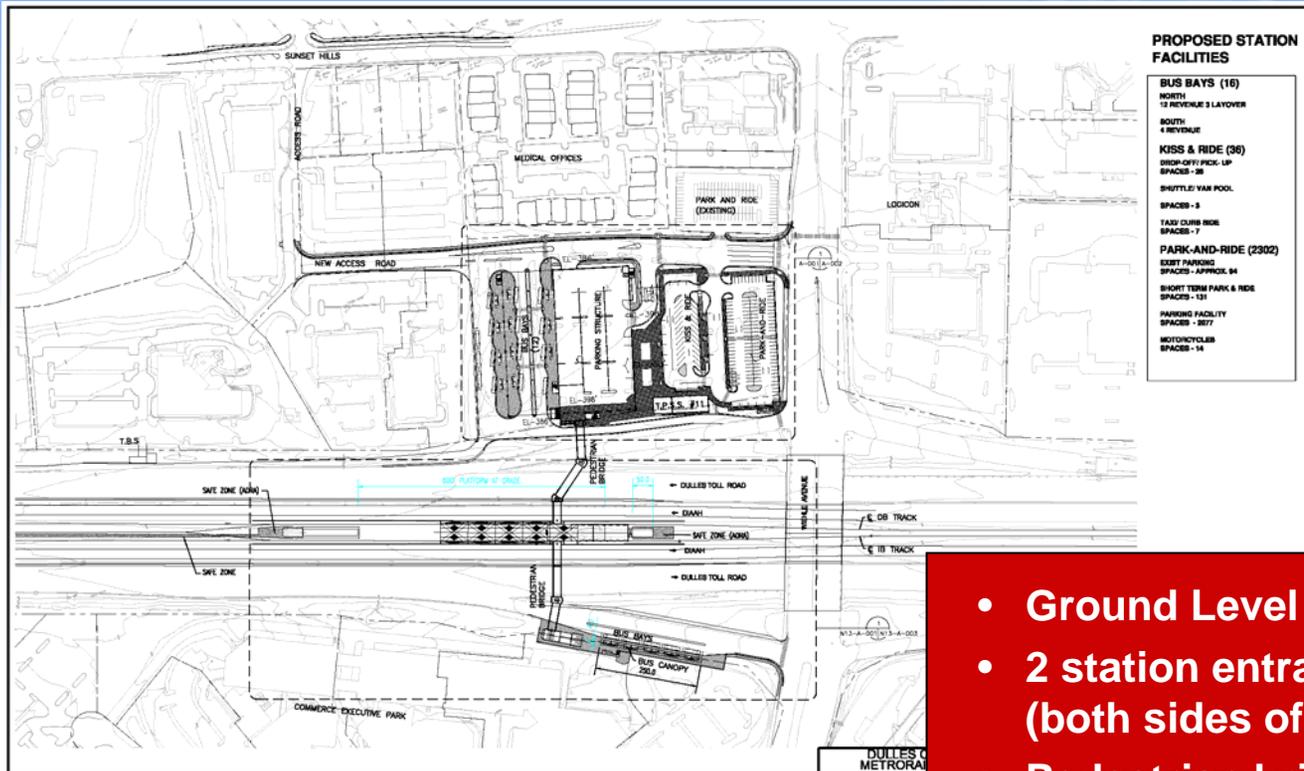
Wiehle Avenue Station



***In median
of Dulles Airport
Access Highway***



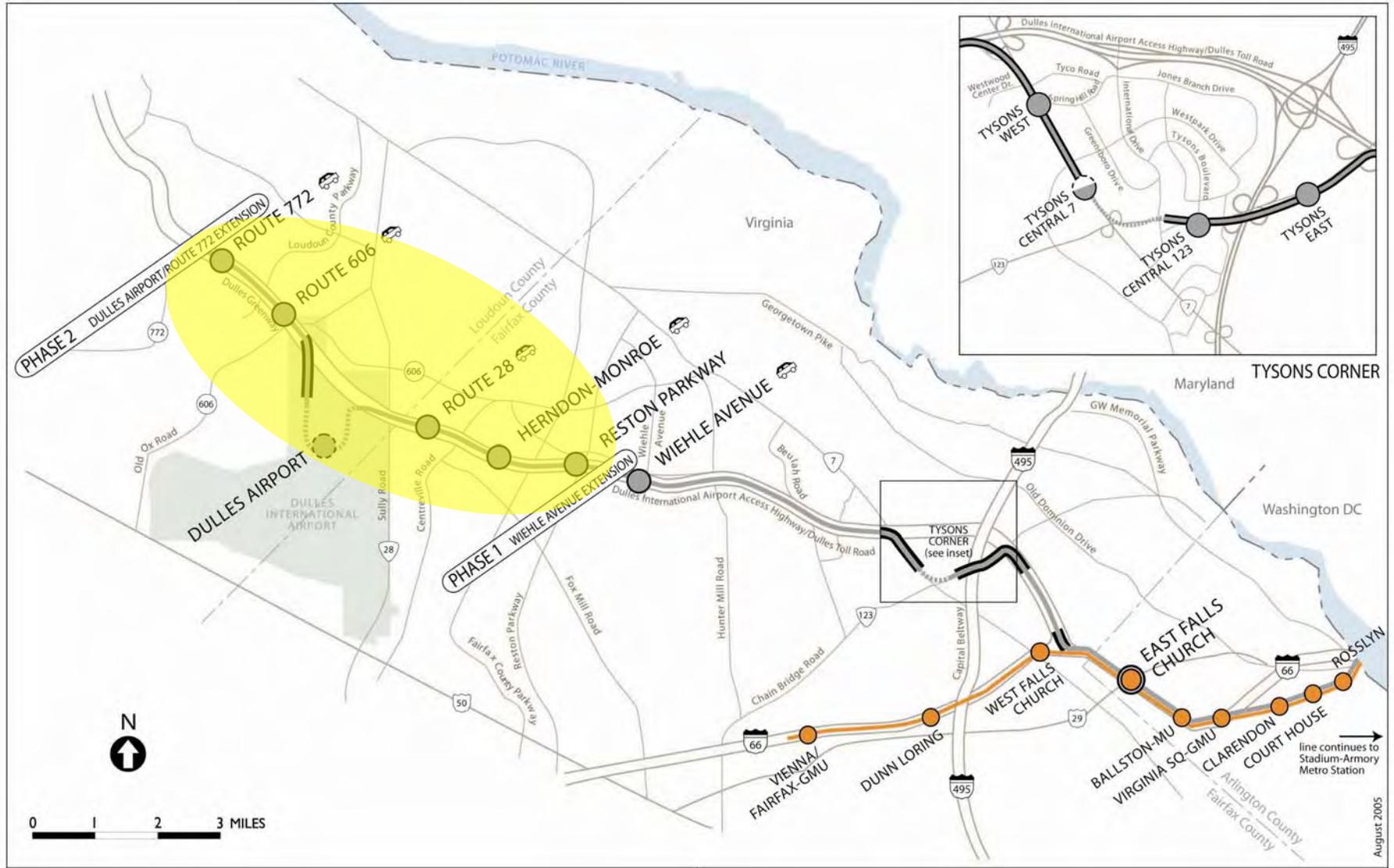
Wiehle Avenue Station



- Ground Level
- 2 station entrances (both sides of Toll Road)
- Pedestrian bridge crossing toll road and airport access highway
- Bus dropoff/pickup; Kiss & Ride (north side)
- Parking for 2,300 cars (north side)

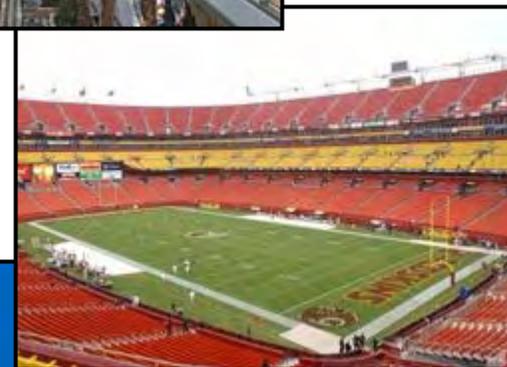
Phase 2 Stations

Reston, Herndon, Route 28, Dulles, Loudoun County - 2015



New Options for Northern Virginians

- Alternative to congested roadways
- Easy access to Tysons Corner and downtown DC
- Convenient access to Dulles International Airport
- Direct line to major sporting and entertainment venues
- Front door access to housing and employment centers
- Pedestrian-friendly communities
- Alternative to parking hassles





Where We Are Today



Progress Underway

- Nearly 200 employees at work
- Completing preliminary engineering
- Preparing for construction
 - Utility Relocation
 - Soil Boring
- Finalizing federal approvals and funding
- Developing Congestion Management Program



Moving Forward

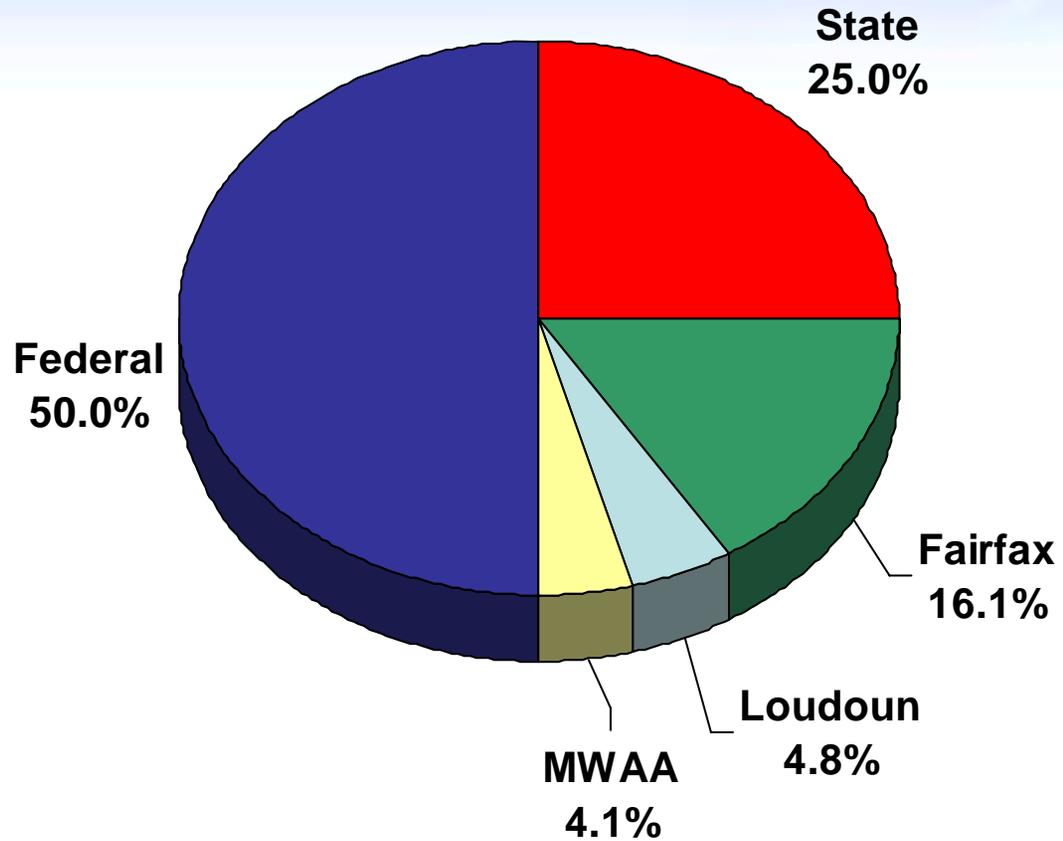
Project Timeline



Preliminary Engineering Complete – Phase 1	Dec. 2005
Preliminary Engineering Complete – Phase 2	Summer 2006
Design-Build Phase Begins	Spring 2006
Phase 1 Construction Begins	Dec. 2006
Phase 2 Construction Begins	2010
Passenger Service Begins (Phase 1)	2011
Passenger Service Begins (Phase 2)	2015

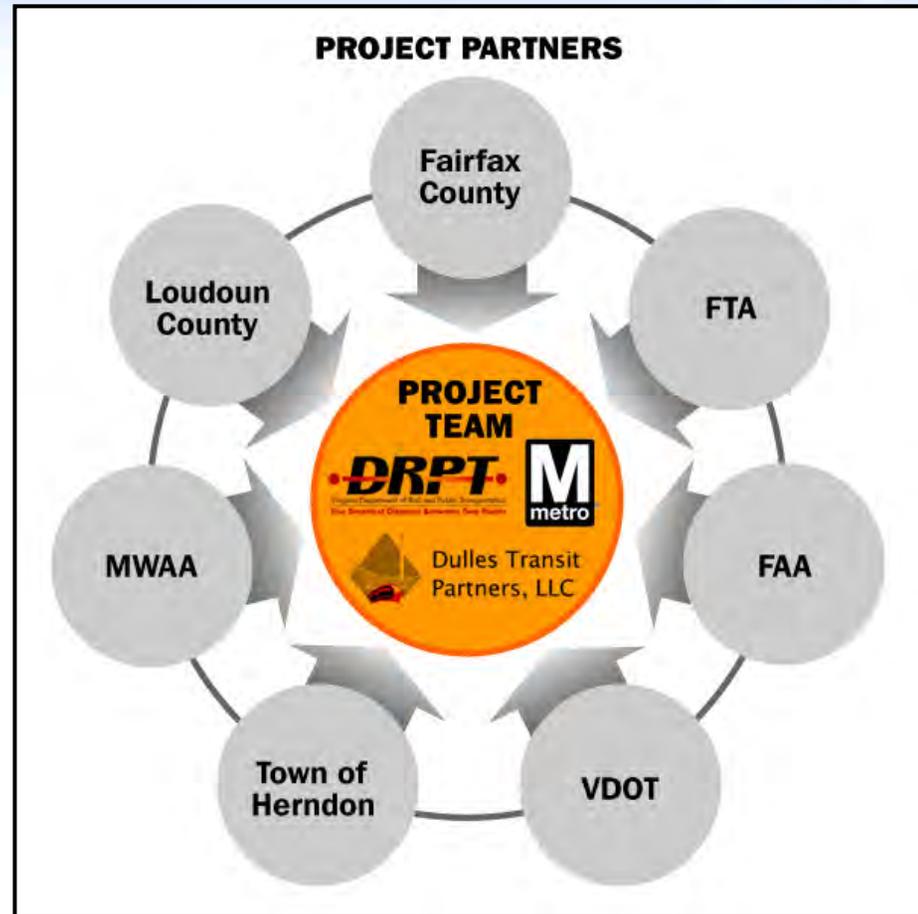
Project Funding

Maximizing Resources



Historic Partnership

First Transit Project to be Built Under Virginia's Public/Private Transportation Act



The Value of Public/Private Partnerships

- Competitive selection process under Virginia's Public-Private Transportation Act of 1995
- Reduces project timeline by performing key tasks simultaneously
- Industry estimates total project cost savings can be 10-30 percent
- Design-build contract promotes design and construction efficiencies
- Maximizes expertise and competitive efficiencies of the private sector
- Encourages innovative financing and project management



“Public-private partnerships can generate substantial benefits for public agencies interested in encouraging innovation and saving time and money on projects.”

- U.S. Department of Transportation



Stay Informed, Get Involved



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- Visit www.dullesmetro.com
- Sign up for email updates
- Host a project speaker at your business or civic organization



Contact Information



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