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Metropolitan Washington Airports Authority

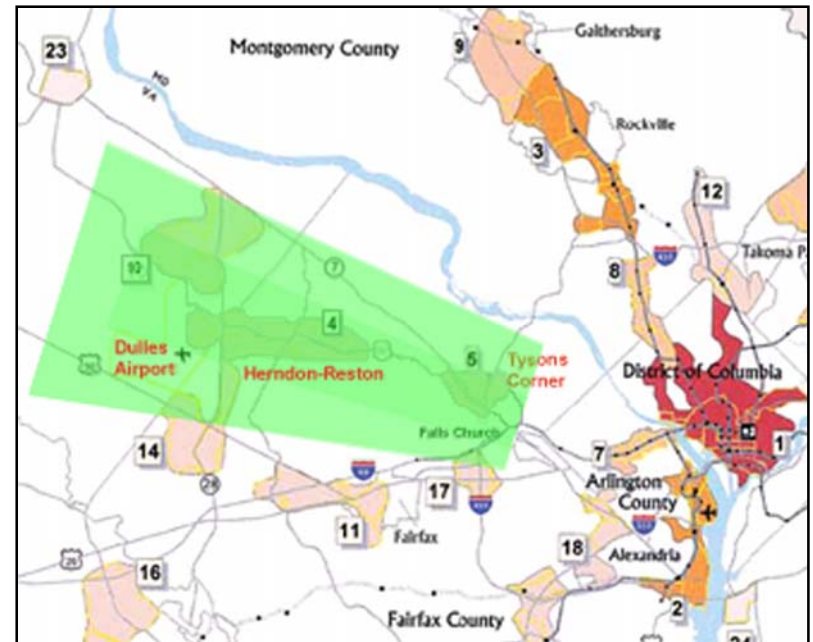
The Vision Realized

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 5th 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 19,000 people, serves 27million passengers a year and generates \$4.6 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 27 million passengers a year to 55 million passengers at build out
- **Loudoun County** – population expected to increase 150% by 2025



With Progress Come Challenges

Growing Congestion

Washington region has 2nd worst congestion in nation — *Washington Post*

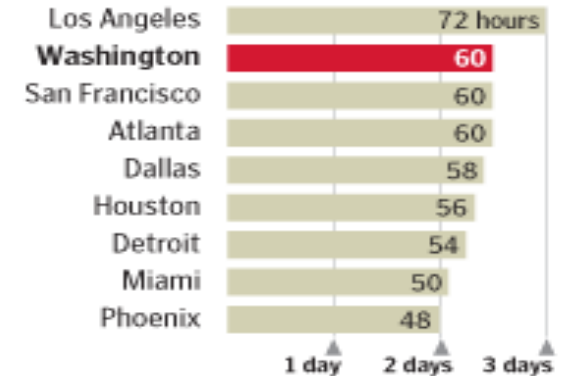
- Annual delay of 60 hours per traveler; congestion “cost” of \$2.5 billion and rising
- 5 of 8 main roads in corridor will be gridlocked by 2010



Slow Going in the Big City

A new report says the average traveler in the nation's 14 largest urban areas spends 54 hours a year stuck in rush-hour congestion. The cities with the slowest commutes:

Average hours of delay per year



SOURCE: 2007 Urban Mobility Report



NEXT STOP, TYSONS

Dulles Metrorail is on Track!

- Recent Approval of Alignment, Operation and Financial Agreement by:
 - Fairfax County – June 18
 - Loudoun County – June 19
 - WMATA Board – June 28
 - Metropolitan Washington Airports Authority – June 2007
- **June 2007** – Airports Authority & Dulles Transit Partners Sign Phase 1 Contract
- **Fall 2007** – Utility Relocation to Start
- **2008** – Anticipated FFGA
- **2008** – Project Construction Starts



Dulles Metrorail ***Moving Forward***

- Transferring Leadership to Airports Authority
- Submitted New Starts Proposal to FTA
- Cost Adjustments Made to Meet FTA Guidelines
 - Management Economies: \$45 million
 - Design Economies: \$86 million
 - Technology Upgrades: \$7 million
 - Alternative Financing: \$122 million
 - Contingency Reductions: \$46 million



Dulles Metrorail Extension At-a-Glance

- 23-mile new Metrorail line branching off the Orange Line after East Falls Church
- 11 new stations
 - 5 in Phase 1
 - 6 in Phase 2
- Seamless integration with current 106-mile system
- Approx. 50% of Tysons' commuters originate from eastern points accessible to existing metrorail



New Travel Option for Northern Virginia

Benefits of Making a 50 Year Dream... a Reality

- Provide connectivity to airport and pedestrian friendly access to major employment/retail centers
- Gives commuters more travel options
- Leads the way for transformation of Tysons
 - *Utilities to be moved underground*
 - *Sidewalks added to Route 7*
 - *Pedestrian walkways across key intersections*

Tysons

C O R N E R
C E N T E R

A Macerich Company Property

TYSONS
GALLERIA

Capital One®

SAIC

Booz | Allen | Hamilton

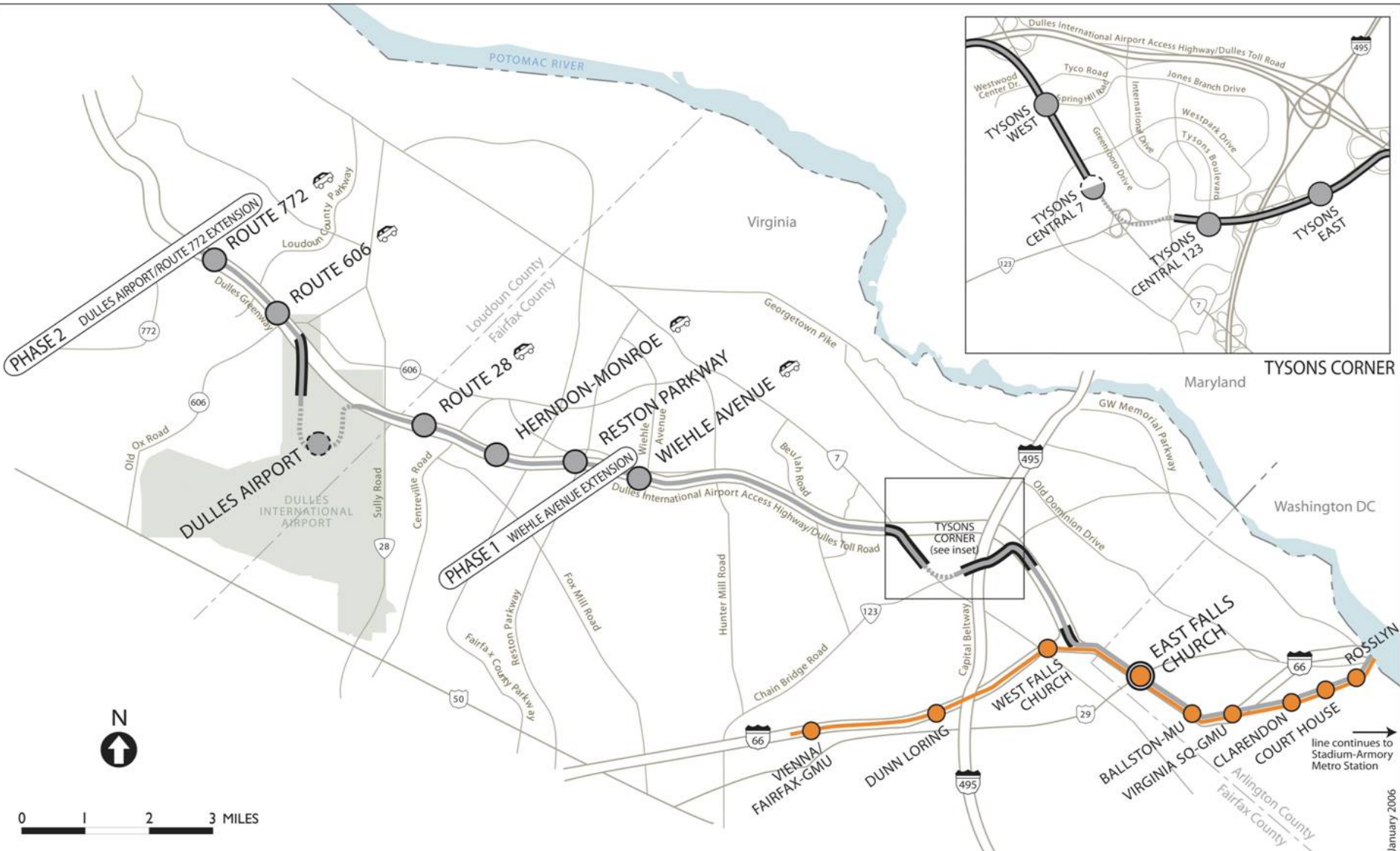




A Close Look at Phase 1 Stations



Route Map



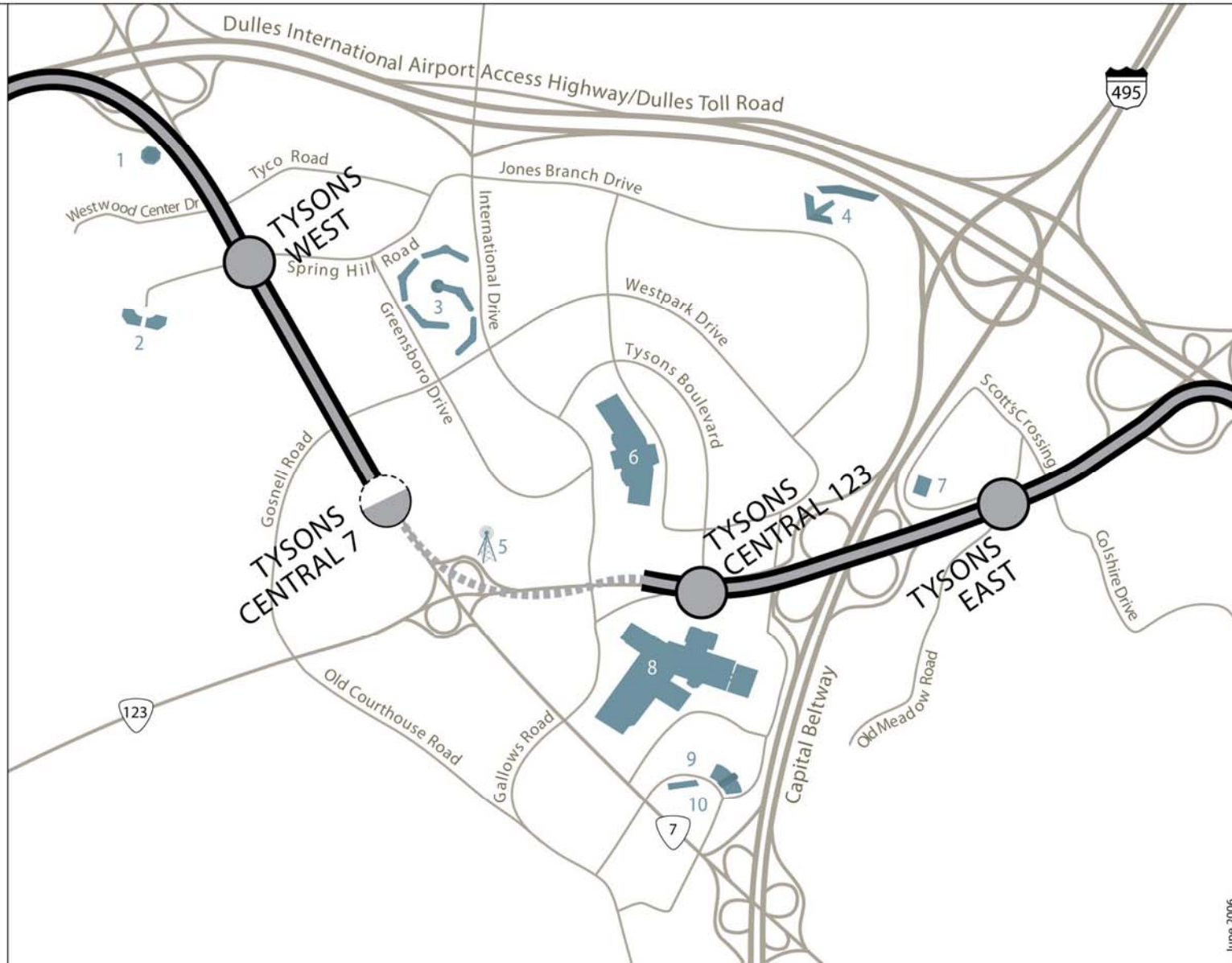
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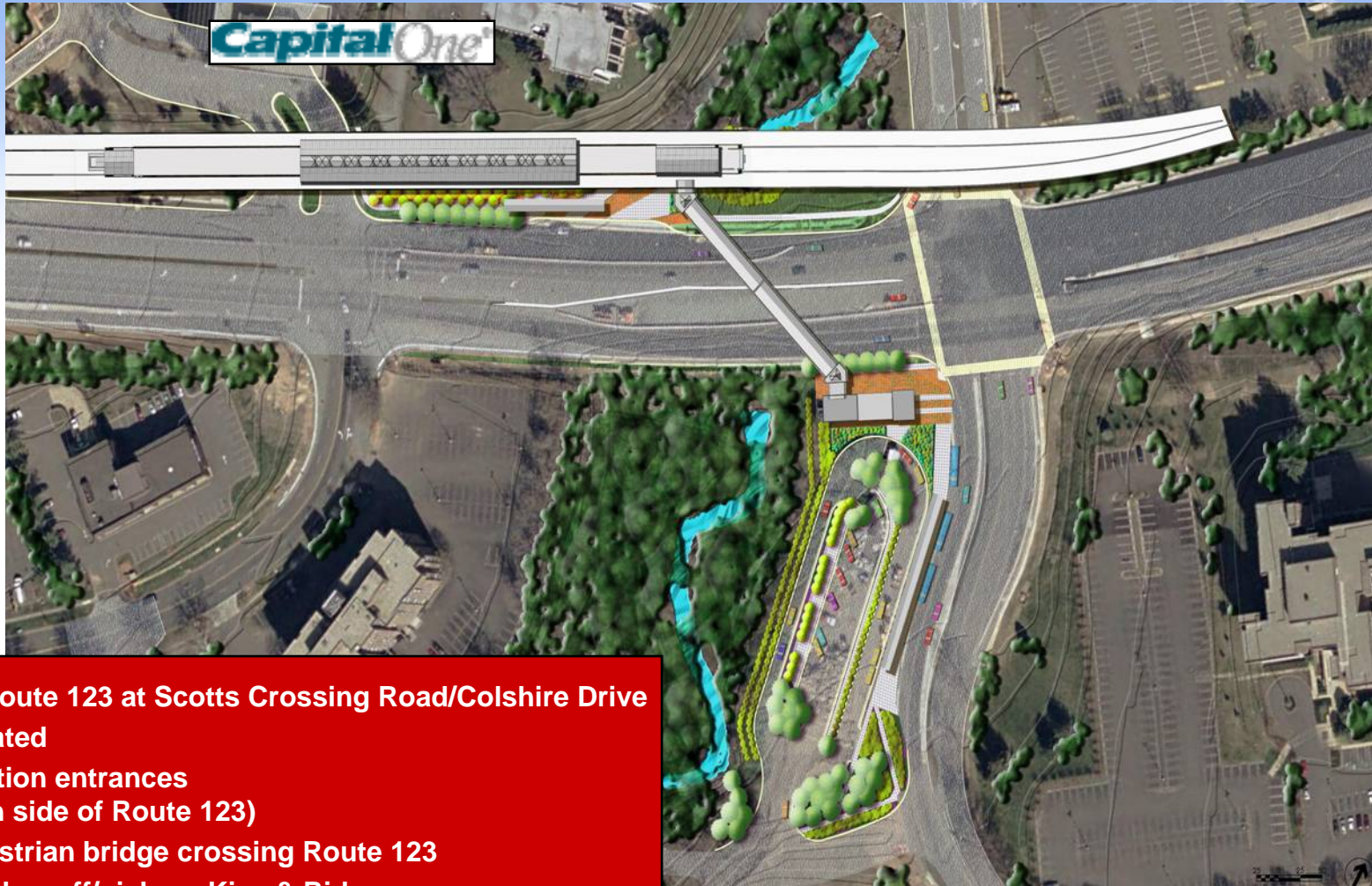
A Closer Look at Tysons Corner Stations

TYSONS CORNER LANDMARKS

- 1 Sheraton Premiere
- 2 Dulles Metrorail Project Office
- 3 The Rotonda Condominiums
- 4 Gannett/USA Today
- 5 Communications Tower
- 6 Tysons Galleria/Ritz Carlton
- 7 Capital One
- 8 Tysons Corner Center
- 9 Tycon Towers
- 10 Tysons Marriott

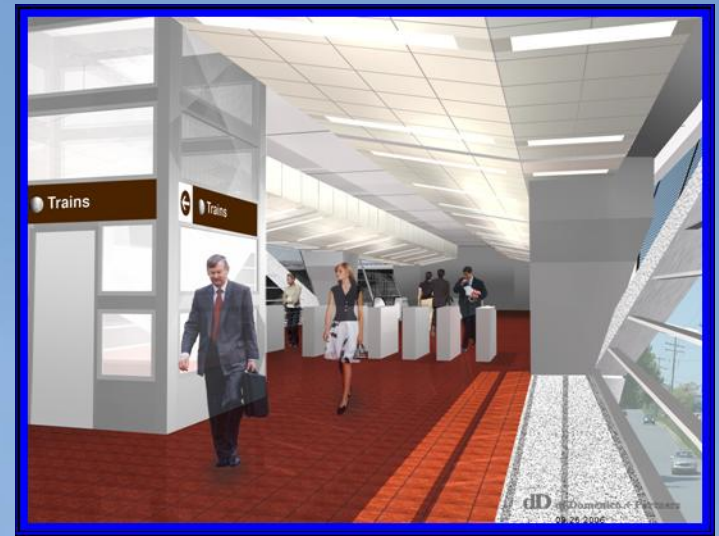


Tysons East



- On Route 123 at Scotts Crossing Road/Colshire Drive
- Elevated
- 2 station entrances (each side of Route 123)
- Pedestrian bridge crossing Route 123
- Bus dropoff/pickup; Kiss & Ride
- 2 escalators, 2 elevators in station
- 2 escalators, 2 elevators in North entrance
- 2 escalators, 2 elevators in South entrance

Tysons East Station Draft Design



Tysons Central 123



- On Route 123 at Tysons Boulevard
- Elevated
- 2 station entrances on each side of Route 123
- Pedestrian bridge crossing Route 123
- Bus dropoff/pickup on both sides
- 2 escalators, 2 elevators in station
- 1 escalator, 2 elevators in North entrance
- 1 escalator, 2 elevators in South entrance



Tysons 123 Station Draft Design



Tysons Central 7

Booz | Allen | Hamilton



- On Route 7 just northwest of Route 123
- Partially Underground
- 2 station entrances (each side of Route 7)
- 2 escalators, 2 elevators in station
- 1 escalator, 2 elevators in North entrance
- 1 escalator, 2 elevators in South entrance

Marshalls

Tysons Central 7 Station Draft Design



Tysons West



- On Route 7 at Spring Hill Road
- Elevated
- 2 station entrances (each side of Route 7)
- Pedestrian bridge crossing Route 7
- Bus dropoff/pickup, Kiss & Ride
- 2 escalators, 2 elevators in station
- 2 escalators, 2 elevators in North entrance
- 1 escalator, 2 elevators in South entrance

Tyson's West Station Draft Design

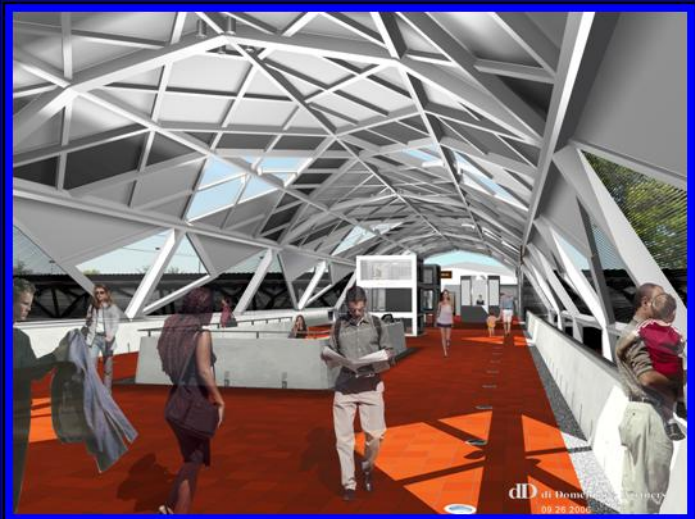
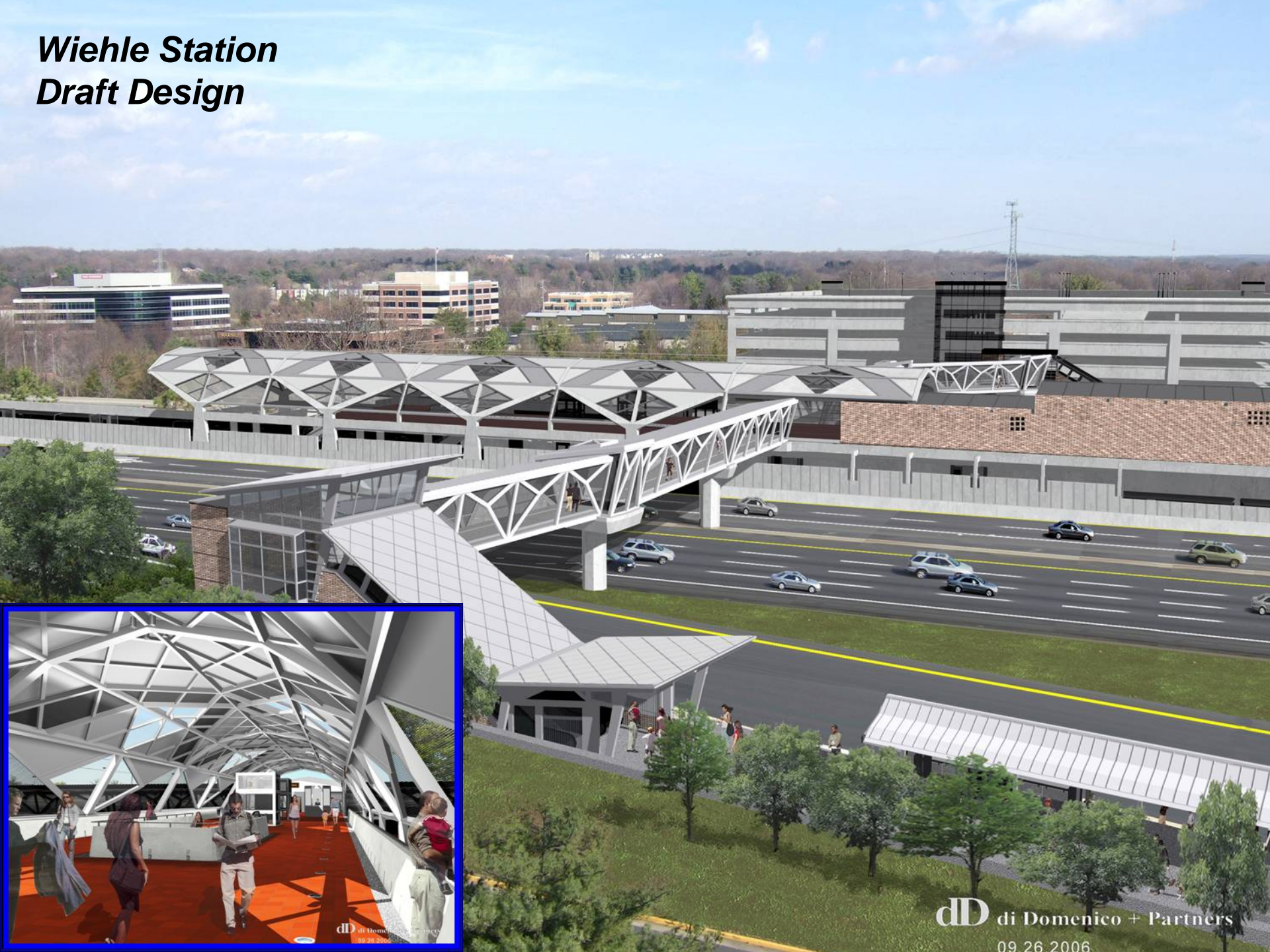


Wiehle Avenue

- In median of Dulles Airport Access Highway
- 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)
- 2 escalators, 2 elevators in station
- 4 escalators, 3 elevators in North entrance
- 2 escalators, 2 elevators in South entrance



Wiehle Station Draft Design





MOVING FORWARD
Work to Begin This Year

PREPARING FOR METRO'S ARRIVAL TO TYSONS

Utility Relocation to Begin this Year

- Anticipated start of work – Fall 2007
- Working with landowners and residents along Route 7 to provide information about likely impacts
- Official notifications was sent to adjacent commercial landowners in June
- Relocating utilities prior to construction reduces risk and saves dollars



Utility Relocation: Scheduled to Begin This Fall

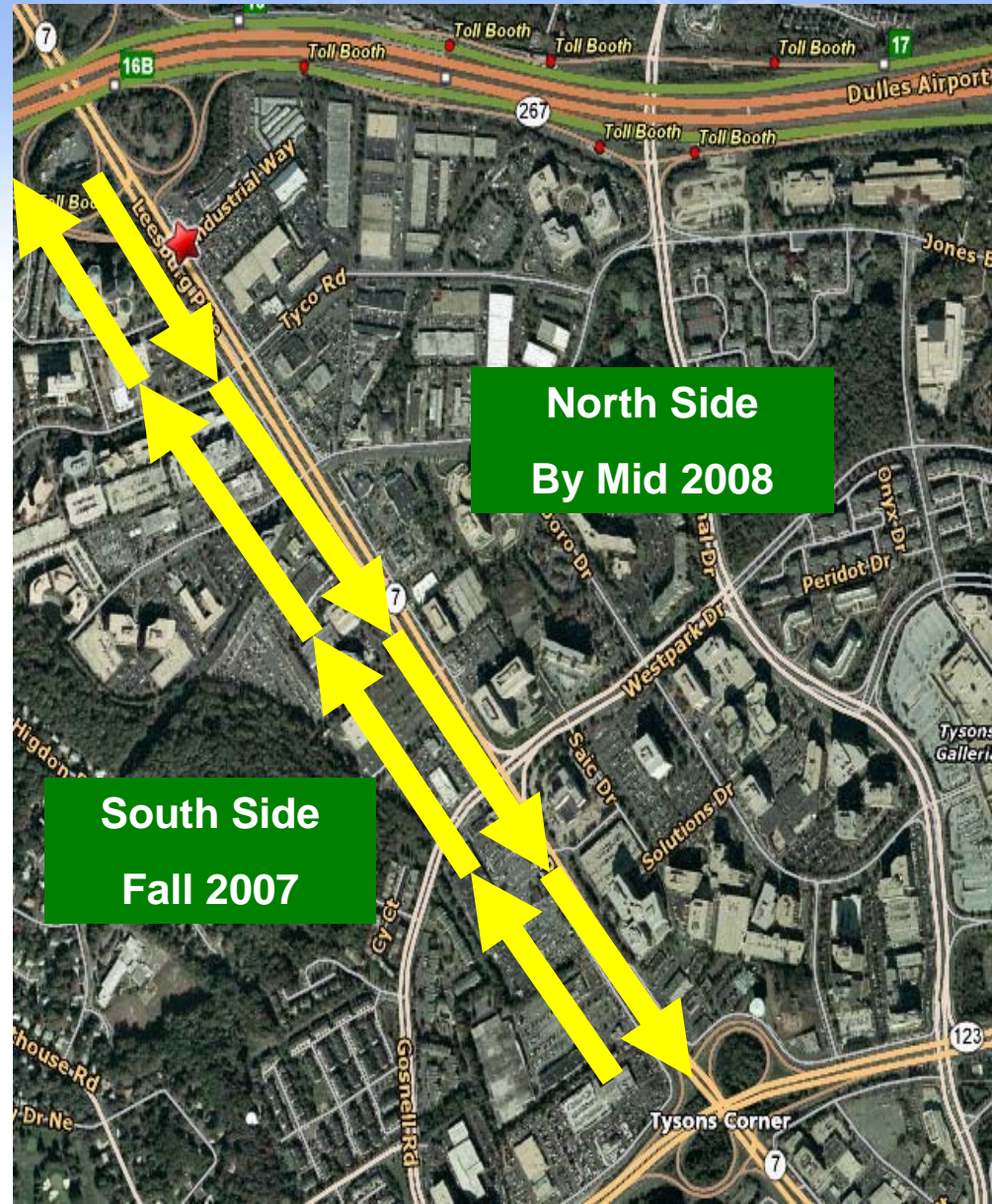
Route 7

- Start at east end of southern side
- Business access maintained during work/business hours

Route 123

- Relocations only at station sites

No lane closures during peak rush hours on Route 7 or Route 123



Construction Communications

Keeping your business informed

- Businesses will receive regular updates on project activity via email, fax or mail
- HOTLINE will be setup to answer community and business concerns or issues
- HOTLINE number will be provided to all residents and businesses along the alignment
- Our Project Office is located right off Route 7 on Springhill Road
- **We're in this together!**



Contact Information



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