



COMMITTEE FOR DULLES

2009 GENERAL ASSEMBLY LEGISLATIVE POSITIONS

The Committee for Dulles represents the interests of individuals, organizations and businesses, both on and off Dulles Airport that are dedicated to developing and utilizing the full potential of Washington Dulles International Airport. The Committee for Dulles (the Committee) advocates the interests of airport-oriented businesses and airport users in close cooperation with the Metropolitan Washington Airports Authority (MWAA), the Washington Airports Task Force, and air service providers. Founded in 1966, the Committee, which is entirely privately funded, is the oldest organization fostering the growth and development of the airport and its environs.

Dulles Airport has made tremendous advances during the forty-three years of our organization's existence. Today, the airport represents one of the primary engines driving the economy of the Washington region and the entire State of Virginia. The Committee for Dulles is pleased to have participated in the growth of Dulles Airport. We urge the Virginia General Assembly to play a proactive role in the future growth of this vital Virginia resource.

OVERVIEW

As a result of its strategic location in the Mid-Atlantic region of the United States, Washington Dulles Airport is one of the primary national and international air transportation gateways connecting the United States with all parts of the world. Dulles Airport serves the nation's fourth largest economic market and is the eighth largest port of international air commerce in the United States. The airport is clearly one of the Commonwealth's primary economic generators. Dulles Airport is planned for an operating capacity of more than 55 million passengers per year, double its current level of operation.

The primary mission of the Committee for Dulles is to foster the effective and orderly growth of Washington Dulles Airport and its environs with the provision of exemplary air travel service enabling the achievement of the airport's full economic potential. Transportation issues affecting Dulles Airport remain the dominant concern of our organization. Failure to maintain an effective ground transportation system serving Dulles, and throughout Northern Virginia, will do irreparable damage to the economy of Northern Virginia, and to the entire Commonwealth. The Committee's position with respect to these and other issues over which the 2009 Virginia General Assembly will have significant influence in its coming session are noted below:

AIRPORT EXPANSION

The Committee for Dulles, in cooperation with MWAA, Washington Airports Task Force, Dulles Area Transportation Association, Washington Air Cargo Association, and the Northern Virginia Coalition of Chambers of Commerce strongly supports the continued expansion of air passenger and air cargo service at Dulles Airport.

As the Airports Authority undergoes its major capital facilities development program to sustain the growth of passenger and

cargo services at Dulles, the on-going support of the Virginia General Assembly, local governments, and the entire Commonwealth will be essential to assuring the successful realization of this work. The special support of the Commonwealth and its agencies will be required especially during the planning and construction of the second east-west runway and a future second air terminal at Dulles located north of U.S. Route 50.

AIRPORT ACCESS AND TRANSPORTATION

The Committee for Dulles strongly endorses the position statement adopted by the united Northern Virginia business community that forcefully urges the Virginia General Assembly to show aggressive leadership in coordinating the federal – state – regional – local responsibilities in resolving the continuing Northern Virginia transportation funding crisis.

It is absolutely essential to the long-term well being of the

citizens and the economy of the Commonwealth that Dulles Airport and its environs be served by an efficient and effective system of access and supporting transportation facilities. The Committee for Dulles strongly urges the Virginia General Assembly to invest the Virginia resources necessary to assure that a comprehensive multi-modal transportation system is developed to effectively serve Dulles Airport and its environs.

TRANSPORTATION FUNDING MECHANISMS

Even though state revenues are always constrained, the addition of new and sustainable funding sources is essential to finance critically needed transportation infrastructure improvements in

Northern Virginia and throughout the Commonwealth, particularly those relating to access to Dulles Airport. Current levels of statewide transportation funding are still not adequate

to meet essential capital facility needs today and for future demand.

Northern Virginia businesses and residents demand decisive action in dealing with Northern Virginia transportation issues. The Virginia General Assembly must, in the 2009 Session, continue to develop a workable comprehensive plan for transportation facility financing that is based on sustainable, long-term transportation funding sources. Significant portions of the future revenues that are essential for the well-being of the entire Commonwealth will be derived from the vital Northern Virginia economy if it is allowed to grow effectively. A significant portion of these revenues must be reinvested each year in order to finance the essential transportation system improvements that make continued economic growth possible.

Over and above the essential statewide funding of the

Commonwealth's transportation system, the Committee for Dulles supports a Northern Virginia transportation funding provision whereby specific revenues are earmarked to be used only in Northern Virginia and administered solely in Northern Virginia. However, such revenues must be guaranteed as being over and above the proportion of statewide revenues routinely allocated to Northern Virginia. In no way must revenues derived solely in Northern Virginia for the sole benefit of Northern Virginia be seen as justifying a reduction in the fair and reasonable allocation of Virginia statewide transportation funds otherwise specified for Northern Virginia.

The Commonwealth of Virginia should continue to proactively encourage the use of the Public-Private Transportation Act process to fund the design and construction of high priority transportation projects where it is prudent to do so.

MASS TRANSIT

The Committee for Dulles continues to strongly support the management of the operation of the Dulles Corridor Rail extension, as well as the Dulles Toll Road, by the Metropolitan Washington Airports Authority.

We strongly urge the Commonwealth of Virginia to continue its funding of, and support for, the extension of Metrorail from East Falls Church to Dulles Airport and Loudoun County. This project must remain the Number One transportation priority in Virginia in 2008. In addition, the Committee strongly urges the continued Virginia funding needed to match the proposed Federal grant designated for revitalizing the existing Metrorail system that is so critical to the well-being of Northern Virginia.

We salute the leadership of the Governor and the Virginia Department of Rail and Public Transportation, and the Washington Metropolitan Airports Authority in authorizing continuing engineering of the completion of the Dulles Corridor Metrorail Extension project through Dulles Airport and into Loudoun County. We urge adoption of a long-term funding mechanism that will assure the expeditious construction and on-going financial viability of the entire rail extension with less dependence upon Dulles Toll Road tolls generated from Northern Virginia motorists. Reliable long-term Virginia

funding sources and revenues must more aggressively supplement limited Federal funding, local funding and Dulles Toll Road revenues.

In order to optimize the benefits to be derived from rail transit we encourage Loudoun and Fairfax Counties to continue to implement Transit Oriented Development policies in the Dulles Rail Corridor.

Additionally, the Commonwealth, working closely with the local jurisdictions surrounding Dulles Airport, must continue to fund the development of an affordable feeder bus transportation system that will make the Airport, the Dulles Udvar-Hazy Center of the National Air & Space Museum, and the extensive Dulles-area employment centers more accessible for both employees and the general public.

We support immediate planning for the eventual extension of a permanent transit connection to the Town of Leesburg. We support the extension of the current Metro Orange Line from Nutley Street to Centerville and beyond via the I-66 right-of-way, and its eventual extension to Manassas and Prince William County. The Committee supports the development of a future transit connection between the Dulles Corridor rail line and the I-66 rail system to the south via the VA Route 28 corridor.

DULLES AIRPORT ACCESS/TOLL ROAD

The Committee for Dulles strongly supports the Federal government's and the Metropolitan Washington Airports Authority's position restricting the use of the Dulles Airport Access Road limited to airport-related and mass transit trips. We strongly support the management of the operation of the Dulles Toll Road, in addition to the Dulles Corridor Rail extension, by the Metropolitan Washington Airports Authority.

The current level of congestion on the Dulles Toll Road during peak commuting hours dramatizes the importance of

maintaining these airport only restrictions on the Airport Access Road in order to preserve high-speed highway access to the rapidly increasing number of flights at Dulles Airport.

As significant elements of the on-going effective maintenance and improvement of this Dulles highway, the Committee for Dulles urges that high priority be given to the significant redesign and reconstruction of the interchanges at Hunter Mill Road (VA Rt.674) and Centerville Road (VA Rt.657).

WESTERN TRANSPORTATION CORRIDOR

The Committee for Dulles urges the Virginia General Assembly,

VDOT and local government officials to continue planning for

this important interstate transportation facility. The Round 7.1 Cooperative Forecast recently released by the Metropolitan Washington Council of Governments (COG) predicts that by 2030, the number of jobs in the Washington region will rise by 1.2 million – an increase of 43%. During the same period, the region’s population is expected to increase by 1.6 million people and more than 661,000 households. The forecast predicts the greatest employment and population growth will occur in outlying portions of Northern Virginia. This dramatic growth will occur in the years ahead regardless of short-term governmental land use policies. The Western Transportation Corridor will be absolutely essential to sustaining mobility and the associated economic growth of the region. We urge the Commonwealth to intensify efforts to establish a productive planning and implementation dialogue with affected local

governments and the State of Maryland relative to additional bridge crossings of the Potomac River and other pressing regional transportation concerns.

We support the Western Transportation Corridor as absolutely essential to the long-term well being of Dulles Airport, Northern Virginia and the Commonwealth. Local governments and VDOT must be directed to proceed immediately to carry out those steps that assure the reservation and acquisition of right-of-way for this expressway. Although full construction of a specific transportation facility may be deferred until clearly warranted by traffic demand, rapidly escalating land costs, declining land availability and local land development pressures dictate that the transportation corridor right-of-way must be acquired immediately.

DULLES AIRPORT LOOP

The Committee for Dulles strongly supports completion of major improvements to U.S.Rt.50 between VA Rt.28 and VA Rt.606. We further urge the upgrading of VA Route 606 as a

portion of the high capacity connector loop around Dulles Airport from the Town of Herndon on the north to US Route 50 on the south.

OTHER REGIONAL TRANSPORTATION IMPROVEMENTS AFFECTING DULLES AIRPORT

The Committee for Dulles supports other key regional transportation improvements that are essential to providing effective accessibility to Washington Dulles Airport:

- Expedient completion of the scheduled VA Route 28 improvements, including all of the 10 grade-separated interchanges planned between I-66 and VA Route 7.
- Upgrading of VA Route 606 as a portion of the high capacity connector loop around Dulles Airport from the Town of Herndon on the north to US Route 50 on the south;
- Continued planning, design and construction of the Dulles Connector (Route 234 Bypass Extension / VA Route 659 relocation) between I-66 and the Dulles Greenway,

- Construction of the Tri-County Connector
- Final completion of the Fairfax County Parkway to I-95, including the grade-separation of major intersections that are currently at grade;
- The completion of the Rock Hill Road overpass of the Dulles Airport Access and Toll Road from the CIT Building on the north to Fox Mill Road on the south;
- Improvement of the carrying capacity of the Capital Beltway Corridor between Alexandria and the American Legion Bridge

TRANSPORTATION MANAGEMENT ASSOCIATIONS

The Committee for Dulles urges the Virginia General Assembly to continue its support of the work of public-private transportation management organizations such as the Dulles Area Transportation Association (DATA), Tysons Transportation Association (TYTRAN) and Reston’s LINK.

The efforts of these organizations are critical to developing effective means of offsetting total dependence upon single-occupant vehicles, and of helping employers assist their employees in improving access to their jobs.

USE OF NEW TRANSPORTATION TECHNOLOGIES

The Virginia General Assembly should continue to direct state transportation officials to give high priority to research relating to new developments in transportation management technologies. If they are found to be effective, VDOT should incorporate quickly these new Intelligent Transportation Systems (ITS) technologies, such as the development of High

Occupancy Toll (HOT) lanes, into agency operation standards. Virginia should be in the forefront of transportation technology innovation worldwide.

We urge the Commonwealth to continue to support and encourage Telework initiatives including Telework VA.

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UDVAR-HAZY CENTER OF THE SMITHSONIAN'S NATIONAL AIR AND SPACE MUSEUM

The Committee for Dulles strongly supports the continued commitment of the Commonwealth of Virginia and local governments in Northern Virginia to the development of the full potential of the Dulles Udvar-Hazy Center of the National Air & Space Museum as a Virginia and Nation's Capital resource.

We urge the General Assembly to assure the full appropriation of the funds necessary to aggressively promote tourism related to this museum. The National Air and Space Museum Dulles Center must be viewed as the most spectacular new gem among the Commonwealth's array of exceptional tourist destinations.

AIRCRAFT NOISE AND COMMUNITY DEVELOPMENT

The Committee for Dulles continues to support strict, but reasonable and enforceable, governmental land use policy that prevents the development of all types of housing and other noise-sensitive land uses within areas heavily impacted by

aircraft noise and airport operations. The Committee supports the development of a variety of alternative compatible land uses within these high impact areas.

GENERAL ECONOMIC DEVELOPMENT

The Committee for Dulles strongly supports public policy initiatives at the state, national, regional and local levels which foster the expansion of the economic strength of the Northern Virginia region and the Commonwealth without adversely

impacting the quality of life for citizens of the region and the state of Virginia. The Committee for Dulles strongly supports public-private economic development partnerships.

AFFORDABLE/WORKFORCE HOUSING

The Committee for Dulles continues to strongly support state and local government initiatives leading to the development of high quality, affordable housing adjacent to and interspersed with appropriate employment areas in the general area surrounding Dulles Airport, except in those areas severely affected by aircraft operations.

Providing an adequate supply of housing for the continued

workforce growth of the Dulles-area remains essential to economic development as well as an important community development goal. We urge local governments and the General Assembly to continue efforts to provide effective incentives to encourage the development of housing for the growing workforce throughout Virginia. The Committee opposes, however, the construction of any type of housing in areas of high aircraft noise or aircraft operational impact.

EDUCATION AT ALL LEVELS

Even during these difficult economic times the Committee for Dulles strongly supports increased state and local funding of education programs and facilities at all levels throughout the Commonwealth. We encourage imaginative new techniques that will provide improved access to educational programs via the latest computer technology. We support efforts to upgrade

the quality of educational programs in Virginia at all levels. The quality of the state's educational system and its programs has a very direct bearing upon Virginia's ability to compete in the world economy and to attract new business development and investment. Even during difficult times this investment is essential to assure a bright future for the Commonwealth.

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