



**POSITION OF THE COMMITTEE FOR DULLES
WITH RESPECT TO PRELIMINARY PLANS FOR PHASE 2
OF DULLES CORRIDOR RAIL
October 1, 2010**

As the Metropolitan Washington Airports Authority and the Dulles Rail Project Team should be well aware, the Committee for Dulles has strongly supported the concept of rail to Dulles Airport since our founding in 1966. Today we are even more dedicated supporters of the Dulles Corridor Rail Project.

We are very pleased with the aggressive posture the Dulles Corridor Rail Project has been taking. We are also pleased that there is a concerted effort to attempt to create seamlessness between Phase 1 and Phase 2 of the project.

As loyal to the project as the Committee for Dulles is, we must express some concern about certain elements of the project which it still may be possible to affect as you and your jurisdictional partners evaluate and decide the course you must take ahead:

1. Of particular importance, we are concerned that the current severe shortage of funds may cause a less than effective Dulles Rail interface with the air terminal at Dulles. We greatly appreciate the care being taken by the Dulles Rail team in attempting to effectively manage the very scarce funding available. We are not unmindful that a potential of more than \$600 million dollars savings by considering an aerial station at the Airport cannot be summarily dismissed. However, this extremely critical element of the project must function effectively for at least the next fifty years. Even though we are aware that even the tunnel option must be modified somewhat from the original ideal plans, let's make no short-term expedient decisions today that reduce the long-term effectiveness of Dulles Rail for airline passengers and employees at Dulles.

We cannot hold great hope that some of the potential players will be able to find the needed funding for the underground option in the foreseeable future. Nevertheless, by whatever means, including some increased Toll Road tolls if necessary, let's try even now to find the money to achieve the optimum Dulles Rail interface with the Dulles terminal. Please do not let short-term expediency result in a bad compromise in design with which we must live for many years to come.



If all else fails, please continue to consider imaginative alternatives such as remote baggage check-in at the rail station location.

2. With respect to specific station design within the Phase 2 portion of the line, the Committee for Dulles continues to support -

- Assuring that the Dulles Rail Project Phase 2 designs do nothing to preclude the future addition of bridges or tunnels in Reston that may be possible to cross the Dulles Corridor and lessen the current congestion due to the funneling effect of the limited number of current corridor crossings.
- Likewise we are extremely supportive of any potential effort to allow for future building in air rights in the Dulles Corridor connecting north and south Reston, or elsewhere in the Dulles corridor. There are indications that MWAA may also see some future potential in utilizing its own proprietary interests in this regard. Please do all that can be done to assure that no action taken today precludes what may be possible in the future.
- Likewise, while today's costs are of critical importance, please do all that can be done to assure that potential future additional access points to the various stations are not precluded. Beyond 2013 and 2016 we want the Dulles Rail system to be flexible enough that significant improvements can be added by others as the ridership demand and the availability of additional funding permit.
- Specifically at the Route 606 Station in Loudoun County, we strongly support planning for the current or future addition of a south station parking garage on Airport property south of the Greenway so as to intercept the very heavy ridership demand coming from the south along Route 606. This traffic, if not intercepted here, will overwhelm the Route 789 station access road, the Rt. 606 - Greenway interchange, and the currently planned parking facilities at the station north of the Greenway.

The Committee for Dulles wishes MWAA and its County partners the wisdom of Solomon in wrestling with these extremely difficult issues while staying within an acceptable overall budget.

9/30/10