



SHARON BULOVA  
CHAIRMAN

COMMONWEALTH OF VIRGINIA  
**County of Fairfax**  
BOARD OF SUPERVISORS

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April 1, 2011

Mr. Charles Snelling, Chairman  
Metropolitan Washington Airports Authority  
1 Aviation Circle  
Washington, D.C. 20001

Dear Mr. Snelling:

On Wednesday April 6, 2011, the Board of Directors of the Metropolitan Washington Airports Authority will make a decision for the Dulles Rail Project - - on a location and a design for a station at Dulles International Airport.

For the past seven months, the MWAA Board of Directors has deliberated over this decision and has undertaken considerable analysis to determine which alignment to choose: an underground alignment near the main terminal or an aerial alignment at the North Garage. Over this period, your funding partners have expressed concern regarding the costs of alternatives, with cost and the impact on Dulles Toll road users being a major concern. Your staff met with the County on March 24, 2011 and shared cost and operational information for two tunnel alignments and the aerial alignments. We now understand there is a \$330 million cost differential between a modified tunnel (\$3.50 billion) and the North Garage aerial alignment (\$3.17 billion). Approximately 75% of this cost differential will be funded by Dulles Toll Road users which is an unacceptable burden.

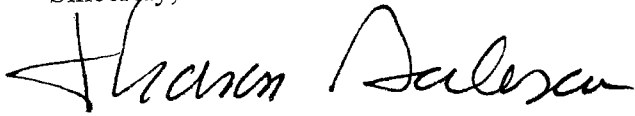
The County has noted that the walking distance from the tunnel to the main terminal is 550 feet while the walking distance to the aerial station at the North Garage is 1,150 feet. However, since the North Garage entrance to the terminal is enclosed with a moving sidewalk over much of this distance, the difference in unassisted walking distance is only 260 feet between the tunnel station and the aerial station, this is less than most city blocks. We were also informed that most people who work at the airport are in close proximity to the North Garage station location. Additionally, based on traffic at WMATA's Reagan National Airport Station, the majority of rail passengers are workers, not airline passengers.

With this information, it is the consensus of the Fairfax County Board of Supervisors that there is a significant difference in the cost of the two alternatives and the impact to Dulles Toll Road

Mr. Charles Snelling, Chairman  
Metropolitan Washington Airports Authority  
April 1, 2011  
Page 2

users. Therefore, the Fairfax County Board of Supervisors urges the MWAA Board of Directors to select the aerial alignment at the North Garage.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon Bulova". The signature is fluid and cursive, with a large initial "S" and "B".

Sharon S. Bulova  
Chairman

cc: Sean T. Connaughton, Secretary of Transportation, Commonwealth of Virginia  
Scott K. York, Chairman At Large, Loudoun County Government  
E. Lynn Hampton, President and Chief Executive Officer, MWAA  
Fairfax County Board of Supervisors  
Anthony H. Griffin, County Executive  
Robert A. Stalzer, Deputy County Executive  
Tom Biesiadny, Acting Director, Fairfax County Department of Transportation (FCDOT)  
Richard F. Stevens, Dulles Rail Project Coordinator, FCDOT