



Dulles Metrorail Station

Mame Reiley

Chair, Dulles Corridor Committee

The North Garage

*A Second Class Station for a
First Class Airport?*

The North Garage

- The North Garage alignment is approximately 600 feet beyond the Modified Locally Preferred (MLP) option.
- Service is inferior:
 - Station Platform is outdoors, interrupted by escalator and elevator shafts.
 - Inadequately protected from the elements.
 - More appropriate for a suburban commuter station.
- Location is tight, it will not be possible to expand significantly

The North Garage

- The walk through the tunnels is not attractive or efficient.
 - There are large gaps between moving sidewalks.
 - Moving sidewalks are not conducive for luggage, carts or wheeled baggage.
 - The entire tunnel is drab, cheaply finished and quite frankly depressing.
- Arriving at the North Garage station is not arrival at the airport – it is yet another trek at an airport that has too many treks.

The North Garage

- It is clear that the Department of Historic Resources does not like this alternative; how much they object and what they will seek in mitigation is not known.
- MWAA already has a track record for use of a mislocated rail station: the station at Reagan National Airport started with a long hike (outdoors) to the old main terminal; when the new terminal opened, adjacent to the rail station, air passenger ridership more than doubled.

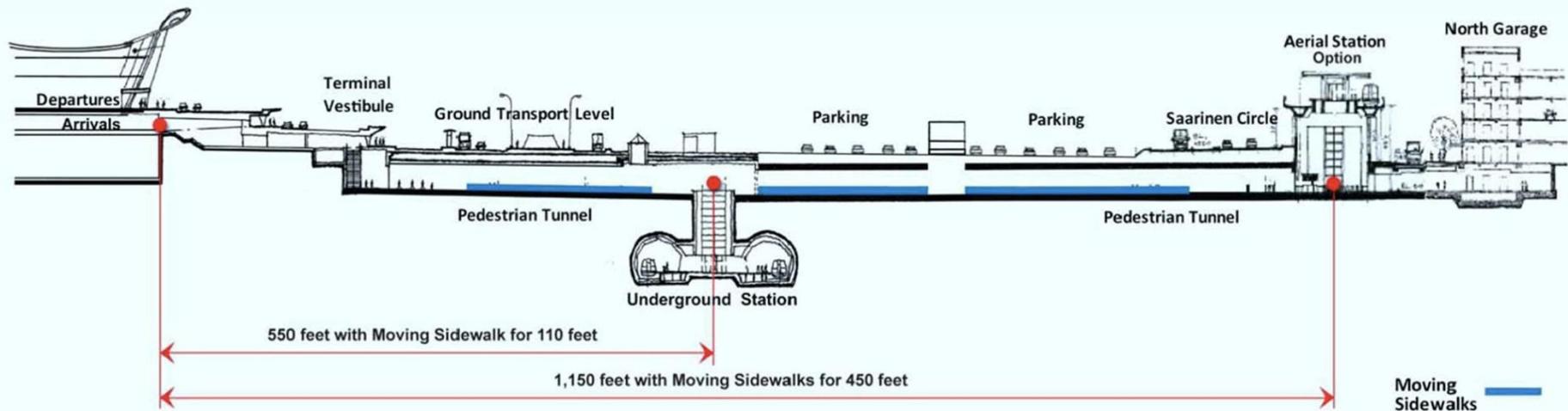
Locally Preferred Alternative

- Although not at the front door, passengers will already have a sense that they are at the airport; they will come up from the Metro to a tunnel area that splits east and west, with a pair of moving sidewalks in each direction, both of which head towards an elevator bank and escalator that go into the main terminal.

Locally Preferred Alternative

- It goes without saying, a tunnel sits well with the Dept. of Historic Resources – there will be no need for mitigation which also reduces construction schedule risk.
- The station of course provides all-weather protection, you will not need a coat when you are on a train – no dash to the escalator to get out of the weather.

Locally Preferred Alternative



Unlike the North Garage alignment which is 1150 ft to the terminal, this option is less than half of the distance (550ft); thereby making it more convenient for airport passengers and employees who work at the terminal; also improving regional transit ridership; and reducing regional highway congestion.

Metro Ridership

- Currently, there are more than 18,000,000 non-connecting passengers at Dulles.
- By our own estimates (on our website), we expect Dulles to grow to 42 million non-connecting passengers a year.
- The potential at the low-end is for Metro to Dulles to service 10% of all non-connecting passengers in addition to employees who work at Dulles Airport. We will be starting with more than 1.8 million people a year or at least 5,000 people per day using Metro.

That's taking a lot of cars
off the road!

JD Power & Associates 2010 Survey

Medium Airport Ranking

(10 million to fewer than 30 million passengers per year)

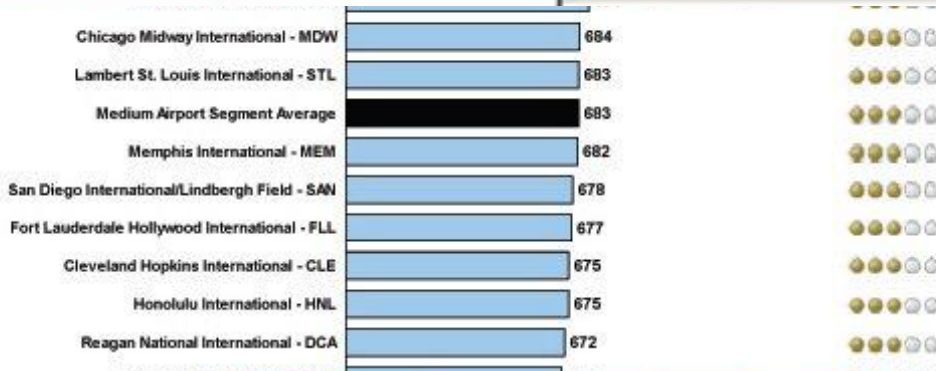
Overall Airport Satisfaction Index Score
(Based on a 1,000-point scale)

JDPower.com
Power Circle Ratings™
for consumers:

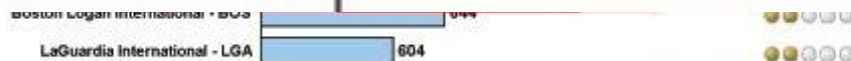
500 550 600 650 700 750 800



Baltimore Washington International - BWI 707



Dulles International - IAD 646



Power Circle Ratings Legend

- Among the best
- Better than most
- About average
- The rest

Source: J.D. Power and Associates 2010 North America Airport Satisfaction Study™

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