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CHAIRMAN**

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April 29, 2011

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

Dear Chairman Snelling:

I want to thank you for initiating the discussion between the County and members of your Board of Directors on Phase 2 of the Dulles Rail project.

After our meeting on April 25, 2011, I met with the Board of Supervisors to relay the discussion we had on Phase 2 and the various alignment alternatives. My Board is unanimously in favor of completing the Dulles Rail project through the western portion of the County in Reston and Herndon, and to Dulles International Airport and to Loudoun County. This remains our top transportation priority, and we are committed to full implementation of the project. However, the Fairfax County Board of Supervisors continues its unanimous concern regarding the tunnel alignment and underground station at the airport because of the additional financial burden placed on County residents and users of the Dulles Toll Road.

I reviewed your offer to fund Fairfax County's additional cost for the tunnel alignment and underground station, and while my Board appreciated the offer, it was not sufficient. The Fairfax County Board of Supervisors does not want any resident of the County or user of the Dulles Toll Road to fund any portion of the additional cost of the tunnel alignment and underground station. In other words, the Board of Supervisors is reiterating its previous position: If the Airports Authority wants a tunnel alignment and an underground station at Dulles International Airport, it must pay the full additional cost of this alignment. The Board is also very concerned about the assumptions the Airports Authority has made regarding the amount of TIFIA loans that may come to Phase 2. Based on the skepticism expressed by you and your Board Members at the meeting, we are doubly concerned about the advisability of assuming a \$1.7 billion TIFIA loan. Perhaps a financial plan that assumed a TIFIA loan in the approximate value of \$750 million to \$800 million would be more reasonable.

The Board very strongly believes that there is a more cost effective solution that will provide necessary transit access to the airport via an aerial alignment and station at the North Garage. The Board and our staff will work diligently with you to implement the North Garage station and alignment, and to seek cost saving approaches to implementing Phase 2. We appreciate your determination to

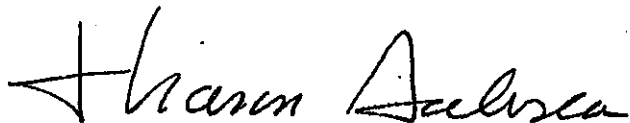
reduce overall costs through Value Engineering, and we will be part of the effort to find the least costly path to constructing and implementing Phase 2.

With that in mind, Fairfax County has additional principles that must be addressed before the County reaches a decision to participate in Phase 2:

- a. Value Engineering and an Independent Cost Estimate must be performed on the full length of Phase 2 to include both the North Garage station and the tunnel alignment and underground station.
- b. If Fairfax County is able to fund the parking garages at Reston West-Herndon and Herndon-Dulles East stations through public-private partnerships or other mechanisms, MWAA must provide a credit to Fairfax County for the full cost saving of these facilities.
- c. The use of a *mandatory* Project Labor Agreement (PLA) will increase labor costs in the Preliminary Engineering Cost estimate. We encourage the Airports Authority to employ a voluntary PLA as was done in Phase 1 of the project to encourage competition among contractors.
- d. All Principals and funding partners including Fairfax County, Loudoun County, the Commonwealth, MWAA, and WMATA need to jointly approve all value engineering concepts and the funding approach to Phase 2 before an agreement can be reached on an alignment decision.
- e. MWAA must provide a financial plan for funding Phase 2 to include a comprehensive analysis of Dulles Toll Road rates, impact on traffic, and the impact of future economic development in the corridor and how it may be affected by high toll rates. The analysis also must address a reduced level of TIFIA loans.
- f. MWAA must aggressively seek additional federal funding for Phase 2 from all sources including additional Passenger Facility Charges (PFCs).

Thank you for the opportunity to express the Fairfax County Board of Supervisors' concerns about the current direction of Phase 2 of the Dulles Rail project.

Sincerely,



Sharon Bulova,
Chairman

cc:

Fairfax County Board of Supervisors
Anthony Griffin, County Executive
The Honorable Scott York, Chairman, Loudoun County Board of Supervisors
Sean Connaughton, Virginia Secretary of Transportation
Lynn Hampton, President and CEO, MWAA