



November 29, 2010

Scott K. York, Chair  
Loudoun County Board of Supervisors  
1 Harrison Street, SE, 5<sup>th</sup> Floor  
Leesburg, VA 20177

Dear Chairman York:

As the Committee for Dulles has noted to the MWAA Dulles Rail planning team on several occasions, we feel strongly that certain significant modifications are needed at several and other Loudoun transit stations, including the one at Route 606. We repeat these points to you because Loudoun County must play the lead role as a key partner in the process assuring that these stations work effectively to the benefit of all County residents.

Some of the comments below apply to all station areas in Loudoun County. Some are station specific. Specifically at the Route 606 Station -

1. We strongly support immediate planning for a south station parking garage and station access to be built on Airport property south of the Greenway so as to intercept the very heavy ridership demand that will be coming from the south along Route 606. This traffic, if not intercepted here, will overwhelm the Route 789 north station access road, the Rt. 606 - Greenway interchange, and the currently planned but very inadequate parking facilities at the station north of the Greenway.

Due to cost considerations it may not be possible to actually build the south parking and station access today. Nevertheless, it is essential that current station design fully consider the need for future addition of this facility and access today, and provide for its future addition. Nothing must be allowed in the current design work that would preclude the expeditious addition of this facility in the future.

May we suggest that it is not too soon for the county to continue earnest negotiations with the Airports Authority to assure that this land area is committed by MWAA, maintained and is readily available for this facility in the future.

2. With the essential parking area to be located to the south of the Greenway, we wonder if the currently proposed station location in the middle of the Greenway - 606 interchange provides the best long-term access to all parking and to the adjacent economic development potential of this important station. We urge you to re-evaluate the long-term consequences of this location while there is still an opportunity to do so. Please avoid a short-term, expedient solution.

3. May we also suggest that locating a massive parking garage at the immediate station access touchdown point on the north side of the Greenway is an ineffective use of a very scarce and valuable potential transit oriented development site, as well as presenting a glaring visual eyesore. Would it not be far more effective to move the garage slightly to the east allowing taxable economic

development to utilize all of the most prime locations in the vicinity while still providing effective access to the parking garage? We believe a better, more aesthetically inviting and impressive entrance portal for visitors to Loudoun County solution is possible here. and that It would be to Loudoun County's long-term benefit to reinforce this prime Gateway location space for highly effective, taxpaying economic development.

In general -

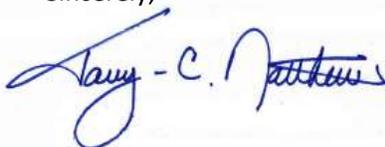
1. While we strongly advocate optimal economic development at each station location, we cannot advocate any use of MWAA-controlled lands for this purpose that unfairly disadvantages adjacent private development. We urge all parties to assure an economically level playing field among all private and public development interests.

2. Please do all that can be done at this stage of design to assure that potential future additional access points to the various stations in Loudoun are not precluded. Beyond 2016 we want the Dulles Rail system to be sufficiently flexible that significant additional improvements can be put in place added by others at key station locations as the ridership demand and the availability of additional funding permit. As Loudoun and Northern Virginia traffic congestion grows exponentially, feeder bus access and Dulles Rail will become the obvious choice for our residents.

3. We are concerned that the current severe shortage of funds may cause Loudoun County and MWAA to accept a less than effective Dulles Rail interface with the air terminal at Dulles. We greatly appreciate the care being taken by the County and the Dulles Rail team in attempting to effectively manage the very scarce funding available. We are not unmindful that a potential savings of more than 600 million dollars by considering an aerial station option at the Airport cannot be summarily dismissed. Obviously, delays in the design process add to the cost. However, this extremely critical element of the project must serve Loudoun and regional air passengers and airport employees effectively for at least the next fifty years. Even though we are aware that there are now at least four options for your consideration, all modified somewhat from the original ideal plans, let's please make no short-term expedient decisions today that reduce the long-term effectiveness of Dulles Rail at Dulles Airport.

The Committee for Dulles remains an ardent supporter of the Dulles Rail project, and we are proud that Loudoun County is our home base. We hope that you and the Board will continue your diligent efforts to make the Dulles Rail project a tremendous asset contributing to the long-term well-being of Loudoun County.

Sincerely,

A handwritten signature in blue ink that reads "Tanya - C. Mathews". The signature is written in a cursive style with a large initial 'T'.

Tanya Mathews, President

Cc: Members, Loudoun Board  
Tim Hemstreet  
Thomas Flynn  
Charles Snelling, MWAA Chair  
Pat Nowakowski, Dulles Rail