



**RESOLUTION NO. 11-6**

Retaining the Locally Preferred Alternative, as Modified,  
for the  
Washington Dulles International Airport Metrorail Station and Alignment

WHEREAS, In 2007 the Authority agreed with the Commonwealth of Virginia County to construct the Dulles Corridor Metrorail Extension, from the West Falls Church Station through Washington Dulles International Airport and a new rail yard to a terminal station at Ashburn;

WHEREAS, The Authority's purpose in doing so was to assure construction of a rail line would continue to and through Dulles to serve its passengers, despite possible future disinterest by local governments, even though the Authority would be providing most of the right-of-way along the space reserved for an airport rail line down the center of the Dulles Corridor;

WHEREAS, In July 2007, the Authority entered into an "Agreement to Fund the Capital Cost of Construction of Metrorail in the Dulles Corridor" with Fairfax and Loudoun Counties, under which the Authority and the two Counties agreed to share a portion of the capital cost of the Metrorail project and the project would be managed by the Authority;

WHEREAS, The project to be constructed under the July 2007 funding agreement was described in the March 2005 Federal Transit Administration Record of Decision, as amended, and includes a station at Dulles under the "parking bowl in front of the Main Terminal" with underground approaches, which station and approaches are now called the "Modified Baseline Alternative";

WHEREAS, The Authority has conducted an extensive review of the benefits and costs of several alternative station locations at Dulles, which review has demonstrated to the Board's satisfaction that the alternatives immediately in front of or beneath the Saarinen Terminal, though superior from a transportation perspective, are too expensive, too difficult and too disruptive to construct;

WHEREAS, The review of the above-ground station location adjacent to the North Parking Garage has demonstrated that it is too remote from the terminal, is an outdoor station that would expose passengers to weather, would

have a shorter life-cycle because of its outdoors location, and would fail to deliver the quality travel experience that the Authority has always endeavored to provide to Washington Dulles passengers;

WHEREAS, The North Garage station would require additional expenses to the Aviation Enterprise fund to build and maintain a baggage tunnel and automated baggage handling system;

WHEREAS, Although mitigable, the North Garage station and its approaches would permanently damage the historic setting of the iconic Saarinen Terminal, and its selection would be inconsistent with the Authority's historic preservation responsibilities;

WHEREAS, The Modified Baseline Alternative station, to be located under the parking bowl, connects with the existing pedestrian tunnel at the point it divides to send passengers to the east or west side of the Terminal, thus providing indoor access, and excellent service, while sparing the passengers an additional 600-foot walk;

WHEREAS, The Modified Baseline tunnel alignment should not require any additional environmental or historic resource analysis;

WHEREAS, Costs of the Modified Baseline Alternative have been substantially reduced from redesign and continued close review of all costs related to it; now, therefore, be it

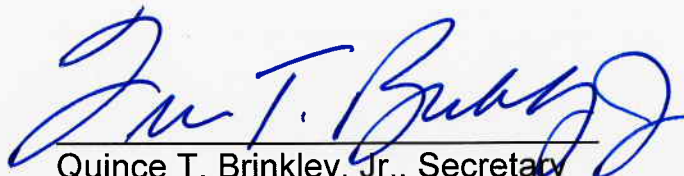
RESOLVED, That the Modified Baseline Tunnel alternative, as presented to the Board at its April 6 Meeting, remains the Locally Preferred Alternative for the location of the Metrorail alignment and station at Washington Dulles International Airport;

RESOLVED, That the staff shall continue its efforts to reduce costs throughout the Phase 2 project; and to find additional funding sources to offset the costs of the on-Airport elements of the project.

RECORDED VOTE

Members Present	<u>13</u>
Members in Favor	<u>9</u>
Members Against	<u>4</u>
Members Abstaining	<u>0</u>

Adopted April 6, 2011

  
Quince T. Brinkley, Jr., Secretary