



**STATEMENT BY MAME REILEY
CHAIR, DULLES CORRIDOR COMMITTEE
JULY 20, 2011**

Thank you, Mr. Chairman, for affording me a few minutes today.

Several months ago, this MWAA board made the decision to retain the underground station at Dulles, which was included in the original Record of Decision previously agreed upon by our funding partners, Loudoun and Fairfax County.

Today, I reiterate that I think we made the right decision for MWAA, our region, and our travelling public for two key reasons:

- One, the Underground Station would simply provide easier, quicker, and more pleasant access for Metro riders going to and from Dulles Airport. It's just better planning for those actually using the system.
- Two, the Underground Station is a more strategic use of public funds, invested in a station that will last longer, with less maintenance.

But today, we're apparently reversing course.

And although the difference in cost between the two choices has no direct impact on the cost of the tolls, our decision has become a political football. Elected Officials running for re-election want the public to believe that the Underground Station = higher tolls. That is simply not the case. As our Financial Advisors have shown us, it is the Federal TIFIA Loan that has the greatest impact on reducing the cost of the Tolls and not what station location we choose. However, during this process I've learned an unfortunate lesson: ***don't ever let doing the right thing stand in the way of politics.***

It is a disappointment to me that other great international cities place a higher priority on their public transportation and airport rail systems than we seem to do. I believe, to our detriment, we are preparing to act in a short-sighted way.

But that said, as I indicated from the onset, I would never let my support for the Underground Station jeopardize Phase 2 and the Authority's objective in taking on this project – getting Rail to Dulles. As such, under certain conditions I am prepared to accept the Aerial Station with the understanding that we will leave the door open to an Underground Station under a scenario I will address shortly.

Today, we will consider a Memorandum of Understanding that has been prepared by Secretary LaHood and the USDOT. Mr. Chairman, it was my intention to offer a substitute resolution but as I understand we are not going to adopt the MOU as written today and I believe my concerns can all be addressed in our review of the MOU over the next few weeks.

Based on The Secretary's MOU that you circulated this weekend, I would like to see changes along the following lines:

1. To reflect in Section 3.3 of the MOU that MWAA grants access to the Dulles Airport property to Loudoun County and retains full jurisdiction over the County's Project there to assure consistency with airport operations;
2. That none of the property leased by the Airports Authority or any air rights over it may be transferred to the Commonwealth, the County governments, or the Transit Authority as a result of any adjustments to the project;
3. That the Airports Authority reserves the right to construct the Phase 2 project as encompassed in the Locally Preferred Alternative, if it can produce a funding plan that costs both the funding partners and the toll payers less than they would be obliged to pay under the Secretary's proposed scope and reductions;
4. That DOT agrees to provide at least \$400 million in TIFIA financing to the project itself, where such a loan will provide significant relief to future toll payers;

5. That the staff shall do its best throughout the project development, regardless of funding developments, to assure that the DBE (minority contractor) participation rate that was reached on Phase 1 of the project be duplicated or exceeded in Phase 2.

In summary, my proposed alternative will keep the door open to a better plan in the future, provide even greater protection to toll road users, and help ensure that a project of this magnitude helps grow small and medium-sized businesses and put our value of inclusion in writing in the process.

I want to thank my fellow Board members, those who chose the Underground Station for looking out for the Travelling Public, our Region, and our Authority. I would also like to thank our fellow board members who chose the Aerial Station. I know they were concerned with the viability of financing and they too had the best interest of the Authority and the Region in mind.

I would like to thank Senators Warner and Webb, Congressmen Moran, Connolly and Wolf for their support of this project and the Authority.

Thank you Mr. Chairman.