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For Immediate Release
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DCRA Corrects Washington Post Story on Herndon Town Council Vote

The Washington Post got it wrong this morning when it published an article saying that financing for the Dulles rail project had collapsed. While former Senator Charles S. Robb and former Governor Linwood Holton may think that the project is dead, DCRA thinks that the concerns of the Town Council, citizens, and property owners about equity and commitment to the entire 23-mile project can be addressed in time for the project to be included in the federal surface transportation reauthorization scheduled for passage early next spring.

Dulles Corridor Rail Association (DCRA) Chairman Ken Plum said, "The Post did a grave disservice to its readers and the Town of Herndon. Far from rejecting rail, the Town has expressed its desire to see rail extended by asking that it be included in Phase 1. Our challenge will be to see how the financing can be structured to address expediting rail out to Dulles Airport and beyond. The opening of the Udvar-Hazy Center of the National Air and Space Museum in a few weeks adds increasing pressure to bring rail out the corridor. Anyone who has traveled in the corridor recently in the peak periods knows we need Dulles rail now!"

The Herndon Town Council met Tuesday evening to consider a resolution supporting the proposed Dulles Rail Transportation Improvement District. The Council approved unanimously a resolution that includes commercial, industrial, and multi-unit rental residential uses within the Town in the creation of the District with several conditions:

The first set of conditions adjusts the boundary lines of the district to remove some properties and add another. Another condition modifies the language of Paragraph 4(f) in the Petition by removing some language and modifying the first sentence to read, "The District would continue to pursue funding for and construction of the remainder of the Transportation Improvements within the District". A third condition calls for "the extension of the interim terminus of the rail line in Phase I to the Herndon-Monroe Park and Ride Station".

The petition, which has been signed by commercial-property owners of a minimum of 51 percent of the assessed value of property in the corridor requests that the Board create a Dulles Rail Transportation Improvement District to fund the Fairfax County share of the cost of extending Metrorail from West Falls Church to Route 772 in Loudoun County.

In accordance with state law, the County Board fixed a date for a public hearing on the question of creating the proposed district for December 8, 2003. It also directed that a copy of the petition and notice of public hearing be delivered to the Herndon Town Council along with a request that the Town Council promptly take such steps as are required by law to permit property located within the Town and the proposed district to be included in the District.

Plum said, "The conditions dealing with boundaries and extent of the project should not be a deal-breaker. The condition that phase 1 end at Herndon Monroe is one that has growing support in the Herndon and Reston communities, which do not want to see Wiehle as more than a temporary terminus for the project."