

Congress of the United States
Washington, DC 20515

April 30, 2009

The Honorable Ray LaHood
Secretary
US Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood,

We were pleased to join you last month to celebrate the signing of the Full Funding Grant Agreement for Phase 1 of the Dulles Corridor Metrorail Project. Providing a mass transit link to the premier international gateway of the nation's capital is long overdue. As you know, this region has been advocating for this critical connection since Washington Dulles International Airport first opened in 1962. Thank you for your continued support for finally delivering this project of regional and national significance.

The Metropolitan Washington Airports Authority, which is managing the project, already has begun constructing the 23.1 mile extension of the Washington Metropolitan Area Transit Authority's (Metro's) 106-mile Metrorail System from Fairfax County to Dulles International Airport and beyond to Route 772 in Loudoun County. Phase 1 will extend 11.7 miles from Metro's Orange Line near the West Falls Church Station to Wiehle Avenue in Reston. Phase 2 will complete the rail line to the Airport and Route 772.

We write today to urge your serious consideration of an innovative transportation financing proposal, which the Airports Authority recently submitted to the Federal Transit Administration (FTA) – see attached. It seeks to leverage federal funding in the most cost-effective manner to achieve new cost savings on Phase 1, create additional jobs and advance preliminary engineering work on Phase 2 to fulfill the vision for providing transit service through the entire Dulles corridor.

To summarize, the Airports Authority seeks a strategic infusion of federal dollars through the following:

- Allowing the project to spend its annual federal appropriation at a faster rate month-to-month, which could reduce financing costs by up to \$12 million a year;
- Allocating \$100 million from American Recovery and Reinvestment Act New Starts funding to accelerate the pay-out of already-committed federal dollars from FY2014-2016 to FY2009 - 2013, which could reduce overall financing costs by up to \$20 million; and
- Allocating from ARRA (through either New Starts funding, or the Secretary's discretionary funds) an additional \$100 million, which could reduce overall financing costs by at least \$360 million and potentially as much as \$750 million.

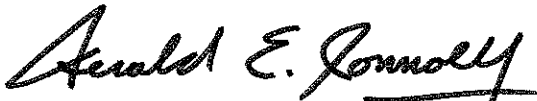
One of the objectives of the ARRA is to make investments in transportation that will provide long-term economic benefits. Not only will this project link the nation's capital with its premier international airport, but it also will connect the national capital region's second largest job center (Tysons Corner and the Dulles corridor) with the rest of the Metro system. Over the next 20 years, employment in the Dulles corridor will increase by 63 percent, population by 45 percent and travel demand by 45 percent. Metrorail service in the

corridor will improve mobility and serve increased travel demand; buttress air quality, energy conservation and climate change goals; increase transit capacity to address limitations of the existing roadway network; promote job growth and improve quality of life.

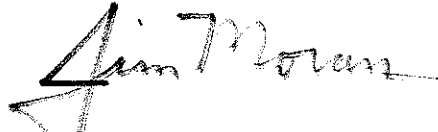
Given the challenges of financing large-scale transportation projects, this proposal should be lauded for maximizing the use of limited federal funding and seeking to use public funds to create new jobs, not simply incur more debt.

We strongly urge you to engage the Airports Authority in a discussion to pursue this proposal moving forward, and we would be happy to meet with you to discuss this exciting opportunity at your earliest convenience.

Sincerely,



Gerald E. Connolly
Member of Congress



James P. Moran
Member of Congress