

A Letter From:

*Senator John W. Warner
Senator Charles S. Robb*

*Governor A. Linwood Holton
Governor Gerald L. Baliles*

May 14, 2012

Todd A. Stottlemeyer
CEO, Acentia
3130 Fairview Park Drive
Falls Church, VA 22042

Dear Mr. Stottlemeyer:

The future of Dulles Rail has been the subject of much discussion—and confusion—for some time, largely because of the inability of the various parties to reach a decision on the requirements of the Phase 2 project. We are concerned.

Dulles Rail is far too important to the future vitality of the National Capital Region and Virginia to be allowed to fail now. In public office as Democrats and Republicans, we worked together to forge the foundation of the Metropolitan Washington Airports Authority (MWAA) and Dulles Rail. As Republicans and Democrats, we come together again to ask that you and your fellow decision makers on Dulles Rail continue to work with Secretary LaHood --and with each other-- to resolve your differences and move this vital project smartly forward in a cost effective manner, and without putting an unfair burden upon the Dulles Toll Road users.

Completing the Dulles Rail Silver Line project through the airport to Loudoun County will bring major benefits to:

- Activity centers throughout the National Capital Region from the provision of direct Metrorail access to one of its key economic engines, Washington Dulles, and the links to world markets it provides.
- The District of Columbia, through improved access to its international gateway for tourism, economic and employment growth.
- Maryland, by linking the entire Metrorail system to a corridor that now constitutes 25% of the Metro area's economy.
- All Virginia, including Loudoun and Fairfax counties, through increased tax revenue from the support of employment and economic growth.

The Project Labor Agreement (PLA), the key point of contention, is a political and philosophical issue upon which reasonable people can disagree. To resolve that issue, we recommend that the MWAA Board adopt the same prescription for Phase 2 as it prescribed for Phase 1 and leave it to the selected prime contractor to choose the best method to meet MWAA's requirements for Phase 2.

The root of the Latin word "compromise" is "to promise together." It is time to put ideology, partisan politics, pride and parochial interests aside so that you can all focus "together" on the important goal of moving the second phase of Dulles Rail into the design and build stage, and a brighter future for all.

It is that brighter future that is now at risk, and it is in your hands. We urge you to act in favor of the future.

Sincerely,

