

QUESTIONS IN RESPONSE TO REVITALIZING WASHINGTON DULLES INTERNATIONAL AIRPORT REQUEST FOR INFORMATION (RFI)

In DOT's December 5, 2025 Request for Information (RFI) on Revitalizing Washington Dulles International Airport, DOT provided an opportunity for prospective submitters to ask questions with a deadline of Monday, December 15, 2025. DOT committed to providing responses to questions by Friday, December 26, 2025 with answers "posted on [the DOT] website." DOT provided an email box for further information at DullesRFI@dot.gov. Some prospective submitters also asked questions through the Federal Register.

- 1. Does submitting a response to this RFI constitute an official bid or competitive proposal from potential vendors? Alternatively, is a response strictly an information-gathering exercise to inform potential future solicitations?**

Submitting a response to the RFI does not constitute an official bid or competitive proposal from potential vendors. This RFI is an information gathering exercise to inform potential future solicitations.

- 2. Would the Department of Transportation consider a RFI response highlighting certain design technologies that may enable more efficient project delivery through digital delivery and ultimately empower the operator to develop a digital twin for operations?**

Yes.

- 3. Will the Department accept submissions that address only a portion or subset of the areas outlined in the RFI?**

Yes.

- 4. Will the Department accept responses from a team, consortium, or partnership involving multiple organizations?**

Yes.

- 5. Will a physical submittal to USDOT HQ be accepted?**

The Department strongly prefers digital submission of all documents. The Department will consider physical submissions on a case-by-case basis. Requests for physical submission should be sent to DullesRFI@dot.gov. The Department understands that some responses may include Confidential Business Information (CBI). To keep such information confidential, commentors should clearly designate the submitted comments as CBI by marking each page of their comment submission containing CBI as "PROPIN." Commentors should then send their comments to DullesRFI@dot.gov. This proprietary information will be treated confidentially by the Department; however, nothing alters the Department's obligations under existing law, including any duties owed by the Department under the Freedom of Information Act. The Department may need the Respondent's justification of the proprietary designation to support withholding the documents or information from public disclosure upon request.

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6. Is there an option for confidential submission?

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7. Does the Department have an anticipated timeline for next steps following the RFI, including any planned procurement milestones?

The Department cannot share such a timeline at this time.

8. Does the Department expect respondents to submit as fully formed teams or is the RFI intended for individual organizations to provide input independently?

The Department will accept responses from teams or from individual organizations.

9. Does the Department anticipate shortlisting respondents based on the RFI submissions?

No.

10. Will participation in the RFI influence eligibility or competitiveness in any potential subsequent procurement (e.g., RFQ/RFP)?

No.

11. How will confidentiality of RFI submissions be handled (beyond clearly marking any proprietary information noted in the RFI instructions), and will any portion of the responses be disclosed publicly?

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duties owed by the Department under the Freedom of Information Act. The Department may need the Respondent's justification of the proprietary designation to support withholding the documents or information from public disclosure upon request. As noted in the RFI, the Department intends to share responses with MWWA, which is subject to obligations under its Freedom of Information Policy.

12. What process does the Department envision for further engagement with interested parties following the RFI? For example, will there be industry days, one-on-one meetings, follow-up requests for information, or issuance of a formal solicitation?

The Department is considering options for additional engagement with interested parties but cannot provide additional information at this time.

13. Can the Department clarify what external advisors (e.g., financial, technical, legal, commercial) are currently engaged to support this initiative, or whether there are plans to procure such advisory services in the near term?

The Department cannot provide additional information at this time.

14. What is the exact airport boundary of the area available for revitalization?

The RFI is intended to include all areas of Dulles for revitalization. The airport property is shown in Exhibit 2-1 of the Master Plan. A link is available [HERE](#).

15. Are there any long-term leases or other constraints that preclude re-developing certain parts of the airport?

The Department cannot provide additional information at this time. Additional information is available on the MWWA website. A link is available [HERE](#).

16. Is there a development budget?

The Department cannot provide additional information at this time.

17. Would it be acceptable for us to hand-deliver the response instead of mailing it?

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Department intends to share responses with MWWA, which is subject to obligations under its Freedom of Information Policy.

18. Will the Department provide detailed materials and imagery of Dulles Airport beyond that publicly available around which respondents may design proposals that honor the architectural heritage of the facility?

The Department cannot provide additional information at this time.

19. Can the Department provide or facilitate access to current MWWA or FAA as-built drawings, 3D BIM models, site sections, and topographic information beyond that publicly available?

The Department cannot provide additional information at this time.

20. Does the Department anticipate this project serving as a model for other US airports, and if so, what scalability considerations should respondents address?

This question is outside the scope of the RFI.

21. What is the Department's position on phased Dulles terminal expansion versus comprehensive redesign? Are there specific terminals (A, B, C, D) prioritized for early-stage work?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

22. Does the Department have a view on the balance between different ICAO box sizes, with thoughts on future potential for larger wingtip or even BWB aircraft deployment at Dulles?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

23. How should respondents address the growing role of narrow-body long-haul aircraft (e.g., A321 XLR) in fleet planning in the Dulles plan?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

24. What future demand volume and peak forecasts are available to plan passenger and stand profiles beyond those in the MWWA Dulles Master Plan?

The Department cannot provide additional information at this time. Additional information is available on the MWWA website. A link is available [HERE](#).

25. Given Dulles currently serves approximately 27 million passengers annually with runway capacity/planning for significantly higher throughput, how important is meeting

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the MWAA Dulles Master Plan traffic projections, or more generally, doubling or tripling passenger traffic at Dulles, and over what period, to the Department's vision?

The Department supports continued growth at Dulles airport. The Department welcomes a range of points of view and hopes to understand options better through this RFI.

26. Is expansion of wide-body gate capacity at Dulles a stated priority? What is the forecasted demand mix between regional jet, narrow-body, and wide-body aircraft, and how should that inform gate design proposals?

The Department does not have any stated priorities other than those described in the RFI. The Department welcomes a range of points of view and hopes to understand options better through this RFI. The Department does not have additional information on forecasted demand available at this time.

27. What VIP/Premium passenger segmentation forecast data is available?

The Department does not have additional information on forecasted demand available at this time.

28. What degree of segregation is anticipated?

The Department does not understand the intent of this question.

29. Does the Department anticipate changes from the current dominant carrier position of United Airlines at Dulles? Have other carriers expressed preferences on terminal and stand provisions?

This question is outside the scope of this RFI.

30. Are there specific accessibility or ADA compliance innovations the Department wishes to see beyond current FAA standards?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

31. How does the Department view proposals that materially improve the boarding and deplaning experience for passengers with disabilities?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

32. How will the Department weigh or consider the approved MWAA Dulles Master Plan in evaluating RFI responses?

The Department is seeking ideas that go beyond the existing MWAA Dulles Master Plan. The Department welcomes ideas that enhance and build on the existing master plan or reconsider key aspects of the master plan.

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33. MWAA currently has capital improvement plans for Dulles, and the RFI expressly notes that the MWAA Board approved its Washington Dulles International Airport Master Plan on July 16, 2025 (Section 2, Background) (MWAA Dulles MP), which presumably is now under consideration by the Federal Aviation Administration (FAA). What consideration, if any, should RFI submissions give to current MWAA capital improvement plans for Dulles?

The Department is seeking ideas that go beyond the existing MWAA Dulles Master Plan. The Department welcomes ideas that enhance and build on the existing master plan or reconsider key aspects of the master plan.

34. What consideration, if any, should RFI submissions give to the MWAA Dulles MP?

The Department is seeking ideas that go beyond the existing MWAA Dulles Master Plan. The Department welcomes ideas that enhance and build on the existing master plan or reconsider key aspects of the master plan.

35. To what extent, if any, will the Department weigh, in the Department's decision as to a preferred plan for Dulles, whether a proposed plan comports with, or departs from, the MWAA Dulles MP?

The Department is seeking ideas that go beyond the existing MWAA Dulles Master Plan. The Department welcomes ideas that enhance and build on the existing master plan or reconsider key aspects of the master plan.

36. Does the Department intend, in the Department's submissions to MWAA, to address the MWAA Dulles MP substantively? If so, in what manner?

This question is beyond the scope of the RFI.

37. What role, if any, does the Department anticipate the FAA will have in determining the Department's preferred plan for Dulles that the Department submits to MWAA.

This question is beyond the scope of this RFI.

38. Does the Department have questions or concerns regarding the consistency between the Master Plan's long-term vision and current capital commitments, such as the ongoing Passenger Transfer Vehicle refurbishment program?

The Department is seeking ideas that go beyond the existing MWAA Dulles Master Plan. The Department welcomes ideas that enhance and build on the existing master plan or reconsider key aspects of the master plan. The Department supports proposals that reduce the need or accelerate the timeline for removal of people movers.

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39. F-7 VIP Terminal is mentioned in the Dulles Master Plan but not shown on associated images. What are plans to include the VIP Terminal at Dulles in this larger improvement initiative?

The Department does not take a position on this question. The Department welcomes a range of points of view and hopes to understand options better through this RFI.

40. F-8 Vertiport is mentioned in the Dulles Master Plan but not shown on the associated maps? What are plans to include a Vertiport in this larger improvement initiative?

The Department does not take a position on this question. The Department welcomes a range of points of view and hopes to understand options better through this RFI.

41. How does the Department view the integration of aviation modernization with broader infrastructure systems, including air traffic control modernization and NextGen integration?

This topic is beyond the scope of the RFI.

42. Are there interagency coordination requirements respondents should anticipate regarding terminal control, departure control, area control, and en-route control handoffs for flow control and airspace planning?

This topic is beyond the scope of the RFI.

43. Does the Department require proposals to maintain compatibility with the existing Automated People Mover (APM) system, or is wholesale replacement acceptable?

The Department supports proposals that reduce the need or accelerate the timeline for removal of people movers.

44. Does the Department have specific goals for reducing passenger transfer times, minimum connection times (MCTs), and limiting exposure to extreme weather during future construction phases?

The Department does not have specific goals.

45. Would the Department consider concepts that improve airside safety by reducing vehicle intermixing through improved routing and digital fleet management?

Yes.

46. Does the Department have perspectives on future operational efficiency through automation and AI?

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47. Given the RFI’s openness to retaining all or part of the historic Saarinen terminal, would the Department consider concepts that honor the original architectural vision while modernizing the passenger experience through innovative mobility solutions?

Yes.

48. The Department’s initiative creates an opportunity to reassess current capital allocations at Dulles. Can the Department clarify whether proposals that enable reallocation of existing committed funds toward transformational solutions would be considered favorably?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

49. Has the Department assessed the refurbishment cost and timeline of the existing Passenger Transfer Vehicle fleet?

No.

50. Can the Department explain the relationship between the current refurbishment program—which targets keeping vehicles operational through 2045—and the Master Plan’s indication that these vehicles would be eliminated in the 2030s? Would the Department consider alternative approaches that resolve this apparent inconsistency?

The Department supports proposals that reduce the need or accelerate the timeline for removal of people movers.

51. Given that TIFIA financing for airports expired in September 2025 and is under Congressional review, should respondents assume TIFIA eligibility will be restored/enhanced?

Though the Department has no additional information regarding the future availability of TIFIA eligibility for airport projects, respondents can assume such authority is extended for purposes of submissions in response to this RFI so that the Department receives the most comprehensive responses.

52. Are there material considerations respondents should address if TIFIA is renewed?

Though the Department has no additional information regarding the future availability of TIFIA eligibility for airport projects, respondents can assume such authority is extended for purposes of submissions in response to this RFI so that the Department receives the most comprehensive responses.

53. For traditional P3 structures, what debt-to-equity ratios does the Department consider acceptable for airport infrastructure of this scale?

The Department does not have specific goals but will accept feedback on this topic.

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54. The RFI references “innovative financing.” Can the Department clarify what financing structures would be considered innovative versus conventional?

For the purposes of this RFI, the Department is considering a broad definition of “innovative financing.” This may include any approach that leverages private capital, new or non-traditional revenue sources, or alternative risk- and reward-sharing structures to deliver additional value when compared to conventional financing methods, which typically include public funding, airport revenue bonds, or municipal bonds.

55. Are revenue-sharing arrangements with non-aeronautical income acceptable? What availability of guarantees might be possible beyond TIFIA?

The Department will accept feedback on this topic.

56. Would the Department consider alternate financing approaches—such as a lease-purchase or P3 for Passenger Transfer Vehicle fleet decommissioning — that allow MWAA to redirect capital funds toward long-term terminal redevelopment?

The Department will accept feedback on this topic.

57. Is the Department open to consortium submissions, and if so, what lead entity requirements apply?

Yes. The Department has not set lead entity requirements.

58. Does the Department seek options that can be structured for rapid procurement and delivery, such as modular or off-site fabricated systems, which reduce the need for early large-scale capital mobilization?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

59. What operational milestones does the Department expect within the current Administration’s term? Are there specific deliverables targeted for 2026-2028?

The Department hopes to accelerate the timeline for significant improvements at Dulles. The Department has not set specific deliverable timelines.

60. Given the 250th Anniversary of American Independence in July 2026, are there opportunities to align visible progress with national celebrations?

The Department will accept feedback on this topic.

61. How does the Department view the synchronization between the current Passenger Transfer Vehicle refurbishment program and the Master Plan’s longer-term construction timeline?

The Department will accept feedback on this topic.

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62. Are there opportunities to align PTV fleet investment decisions with broader revitalization objectives?

The Department will accept feedback on this topic.

63. Will the Department provide guidance on the go/no-go gates in the forward process?

The Department cannot provide guidance at this time. Note that submitting a response to the RFI does not constitute an official bid or competitive proposal from potential vendors. This RFI is an information gathering exercise to inform potential future solicitations.

64. At what stages will respondents be eliminated or advanced?

The Department cannot provide guidance at this time. Note that submitting a response to the RFI does not constitute an official bid or competitive proposal from potential vendors. This RFI is an information gathering exercise to inform potential future solicitations.

65. For proposals involving new tunnel construction, what geological survey data is available regarding the Dulles substrate conditions?

The Department cannot provide additional information at this time. Some information may be publicly available from the airport authority.

66. What were the primary cost and schedule drivers in previous tunneling work at the facility?

The Department cannot provide additional information at this time. Some information may be publicly available from the airport authority.

67. Are there tunneling priorities the Department has identified? What operational continuity plans would be required during tunneling?

No. DOT welcomes feedback on this topic.

68. Is a passenger tunnel adjacent to the APM a mandatory consideration?

No. DOT welcomes feedback on this topic.

69. Beyond the criteria listed in the RFI, are there unstated priorities the Department wishes respondents to address (e.g., American manufacturing content, union labor requirements, security integration, speed of visible deliverables, Scope 3 environmental analysis, local air quality, health and safety considerations)?

No.

70. How will the Department weigh innovation versus proven deployment history?

The Department cannot provide guidance at this time.

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71. Is there a preference for novel approaches or risk-minimized conventional solutions?

The Department cannot provide guidance at this time.

72. What role will MWAA play in evaluating submissions?

DOT intends to work collaboratively with MWAA on reviewing submissions.

73. How does the Department envision coordination between Department objectives and MWAA operational requirements?

DOT intends to work collaboratively with MWAA on reviewing submissions.

74. How will the Department evaluate proposals that minimize passenger disruption versus those requiring phased terminal closures?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

75. Are there particular operational continuity thresholds that would disqualify approaches?

No.

76. What is the current capacity utilization of Terminals C and D, and are there periods of reduced operations that could accommodate construction staging?

The Department cannot provide additional information at this time. Additional information is available on the MWAA website. A link is available [HERE](#).

77. Are there MWAA plans or considerations for temporary relocation of airline operations during redevelopment phases?

DOT cannot provide guidance at this time.

78. During Terminal D reconstruction, what arrangements are foreseen for international arrivals and CBP clearance?

DOT cannot provide guidance at this time.

79. What is the Department's attitude to apron buses in temporary or permanent deployment? What is the appetite for expanded use of apron buses for hardstand operations?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

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80. How does the Department view interim solutions that preserve passenger throughput and reduce capital expenditure on aging systems while major terminal and concourse replacements are being planned?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

81. Is the Department seeking alternative concepts that can sustain current capacity for a decade or more, thereby allowing the larger terminal replacement program to proceed at a financially and operationally controlled pace?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

82. Is the Department seeking alternative design solutions that can be deployed with minimal airfield or terminal disruption, particularly during the early phases of a new terminal or concourse construction program?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.

83. Would the Department view modernized modular passenger movement systems as a way to maintain gate access continuity during construction phasing that might otherwise require temporary or remote gate facilities?

The Department welcomes a range of points of view and hopes to understand options better through this RFI.