

FINAL

(Approved during the June 20, 2013 DCAC meeting)

DULLES CORRIDOR ADVISORY COMMITTEE  
MEETING OF OCTOBER 5, 2012  
CENTER FOR INNOVATIVE TECHNOLOGY – HERNDON, VIRGINIA  
MINUTES

Attendees

Ms. Thelma Drake, Commonwealth of Virginia  
Mr. Michael Curto, Chairman, MWAA Board of Directors  
Ms. Sharon Bulova, Chairman, Fairfax County Board of Supervisors  
Mr. Jack Potter, President/CEO, MWAA  
Mr. Scott York, Chairman, Loudoun County Board of Supervisors  
Mr. Ed Long, Executive, Fairfax County  
Mr. Tim Hemstreet, Manager, Loudoun County  
(absent) Mr. Gary Garsynski, Commonwealth Transportation Board

- I. Call to Order/Welcome  
Chairman Bulova called the meeting to order at 11:00 a.m. and welcomed all attendees. Introductions were completed.
- II. Approval of the Agenda  
On a motion by Chairman York and seconded by Mr. Potter, the meeting agenda was approved.
- III. Approval of the meeting minutes from the March 29, 2012 meeting  
On a motion by Chairman York and seconded by Mr. Potter, the minutes from the March 29, 2012 meeting were approved.
- IV. Dulles Corridor Metrorail Project Update  
Mr. Pat Nowakowski, Executive Director of the Dulles Corridor Rail Project, provided an update on the construction status and schedule for Phase 1. Mr. Nowakowski provided an outline of the preliminary schedule and procurement process for Phase 2 (a copy of the presentation is attached).

Chairman Bulova asked if any of the committee members had questions on Mr. Nowakowski's presentation and commented on the resolution of issues including the Metrorail station at Dulles Airport, the Project Labor Agreement, and Loudoun County's participation in the project. Chairman Bulova also noted the Commonwealth of Virginia's commitment to contribute \$150 million to the project and the work with USDOT Secretary Ray LaHood.

Ms. Bulova noted in addition to the DCAC meeting that there are regular meetings between the project principles.

Mr. York inquired about the status of Phase 2, procurement and construction with Phase 2 service estimated in late 2018.

Ms. Bulova noted the planned timeline for Phase 2 procurement.

V. Dulles Corridor Financial Enterprise Update

Mr. Andrew Rountree, MWAA's Vice President for Finance, provided a financial update on the project and Dulles Toll Road revenue. Revenues are tracking and have tracked on target with forecasts. Mr. Rountree noted that even with higher tolls relative to the prior year, the number of transactions in four out of eight months year-to-date has also increased relative to the prior year (a copy of the presentation is attached). Chairman Bulova confirmed the status of increased revenue and relatively stable transactions, per Mr. Rountree's remarks.

Mr. Rountree outlined the United States Department of Transportation (USDOT) TIFIA Credit Assistance Program and noted that funding partners are working together on a joint TIFIA application. Mr. Rountree indicated the joint Letter of Interest seeking the maximum amount of TIFIA assistance available under the program had been filed with USDOT and provided an overview of the process for submitting the formal application and working with USDOT.

Chairman Bulova indicated she confirmed the \$150 million commitment from the Commonwealth to the project and the impact of that funding on keeping tolls low. Mr. Long indicated the partners are working to ensure TIFIA assistance can be used to the best extent possible. Mr. Potter discussed MWAA's strategy with the TIFIA loans.

Chairman Bulova noted in Phase 1 there is almost \$1 billion in Federal funding and that there is nowhere near that level of Federal support in Phase 2 and that the local funding partners will continue to work with the Congressional delegation to receive additional Federal support.

Chairman Bulova complimented MWAA and rail project staff on the successful progress of Phase 1 and inquired about the current cost estimate. Mr. Nowakowski indicated Phase 1 is scheduled to be completed as planned, August 2013, and noted there will be a testing phase prior to the start of service. Mr. Nowakowski noted that the Phase 1 budget was increased from \$2.75 billion to \$2.9 billion. Mr. Nowakowski noted \$60 million of the \$150 million increase was in part due to safety and NTSB requirements related to the 2009 WMATA Red Line Fort Totten accident.

VI. Toll Rate Increase Process/Recommendation on Dulles Toll Road Toll Rate Increase

Mr. Rountree outlined the regulatory process for changing Dulles Toll Road toll rates; notification of proposed changes and public hearings. Mr. Rountree indicated there were three public hearings, one each in Ashburn, Reston, and McLean. 159 individuals attended the hearings. 584 comments were received from the public, either during the public meetings or through on-line submission, from which 56% self-identified a Fairfax County residence, 32% Loudoun County, with the remainder not indicating residence location or being from outside corridor.

Mr. Rountree outlined "next steps" and the timeline for the MWAA regulatory process and a January 1, 2013 toll rate adjustment and planned contributions from the funding partners. Mr. Rountree noted the majority of the toll rate increase is needed for debt service and outlined the use of toll revenue.

Mr. Rountree discussed MWAA's proposed toll rate adjustments and noted there was no clear public preference between the two options (Options A and B) presented to the public. Option A would provide relief to short-length trips with a higher main-line toll while Option B would provide an increase to both the main-line and ramp tolls.

Chairman York asked about the percentage of traffic accessing the main-line toll plaza vs. traffic accessing the ramp toll plazas. Mr. Rountree outlined current toll rates in the Washington region, including the Dulles Greenway, Maryland's Inter-County Connector, and tentative rates for the I-495 Express Lanes (HOT lanes). Mr. Rountree stated themes from the public comment; noting 334 comments on the economic impact of the toll increase, 316 comments on alternatives to toll increases, 309 comments on the fairness of the toll increase, 62 comments on Dulles Toll Road operations, 61 comments on the tax character of the toll increase, 3 comments on the noise wall program, and 16 comments in support of the toll rate increases.

Chairman York inquired about the possibility of a third toll rate option, "Option C," adjusting the main-line plaza and ramp rates, asking Mr. Rountree about the sense from the public on the increase on the ramps vs. the main-line toll plaza. Mr. Rountree indicated MWAA heard little preference from the public on Option A vs. Option B. Mr. Potter indicated the public was more interested in the toll rates vs. interest in Option A vs. Option B.

Chairman York requested of Chairman Bulova that the DCAC consider the following motion: Option A for 2014, Option B for 2015, and consider an alternative "Option C" for 2015, with the intent to keep the ramp tolls low.

Chairman Bulova noted Chairman York's motion will be considered and noted that by 2014 and 2015 the DCAC and MWAA should be more aware of additional funding from other sources and TIFIA assistance from USDOT. Chairman Bulova noted that without the Commonwealth's \$150 million, the toll rate increases would be more severe and that the \$150 million contribution demonstrates the impact of additional funding on toll rates.

Chairman York's motion: 2013, main-line \$1.75, ramps \$1.00; 2014, main-line \$2.50, ramps \$1.00; 2015, main-line \$3.00, ramps \$1.50 with a request for an "Option C" consideration of main-line \$3.25, ramps \$1.25.

Chairman Curto noted additional funding received for the rail project from other sources would allow for lower toll rates.

The question was called and approved by unanimous voice vote with Chairman Curto abstaining.

Chairman York requested that the Washington Metropolitan Area Transit Authority (WMATA) consider a surcharge on Silver Line passengers who enter or exit the system at future Silver Line stations and requested a report on potential revenue from such a surcharge and a report from MWAA on potential revenue achieved from tolling the Dulles International Airport Access Highway with the intent of obtaining revenue from all potential sources. Chairman Bulova noted the Silver Line surcharge report is a request for the WMATA Board and WMATA staff.

Chairman Bulova noted the DCAC will consider a December 2012 meeting optional with the next scheduled meeting for March 2013. Ms. Drake noted Governor McDonnell's next transportation conference will be held in Tysons Corner.

VII. Other Items

Chairman York nominated Chairman Bulova to continue as DCAC Chairman with a motion of the same. The motion received a second from Ms. Drake.

The question was called and approved by unanimous voice vote.

VIII. Adjournment

Chairman Bulova adjourned the meeting at 12:14 p.m.