

DULLES CORRIDOR ADVISORY COMMITTEE MEETING

Tuesday, July 10, 2007, at 6:00 p.m.

Center for Innovative Technology

Introductions of meeting attendees.

Virginia Department of Transportation (VDOT) Secretary Pierce Homer noted that "this is a transportation corridor – at one end of the corridor is Tysons and the other end is Dulles." Secretary Homer requested that the committee be convened by the Airports Authority. He expressed the fact that the committee not "get overly formal." Secretary Homer also discussed the organizational structure of the committee.

Mr. Bennett said that the Airports Authority needs to start a public hearing process to adopt the proposed regulations. The proposed Toll Road Regulations were given to the attendees at the committee meeting. "The Airports Authority needs to adopt it into regulation so that we can enforce regulations, who are allowed to use the toll road, etc."

Mr. Faggen said that "we will adhere to Virginia law as it is today."

Unknown speaker: "This toll road is a bargain at \$.06 a mile."

Fairfax County Board of Supervisors Chairman Gerry Connolly commented on the toll rates and the operation of the toll roads. Chairman Connolly noted that it was important for members to attend the meetings of the Dulles Corridor Advisory Committee.

For future public hearings, Fairfax County Executive Tony Griffin and Loudoun County County Administrator Kirby Bowers said that public hearings should be held at "a more convenient place. Fairfax County and Loudoun County offered to identify a site."

For the Toll Road and Rail Projects, all of the local jurisdictions have executed documents for this project.

Mr. Bennett commented on the cooperative agreements between the Washington Metropolitan Area Transit Authority and the Authority and the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation and the Airports Authority.

Mr. Bennett briefed the attendees on the fact that the Federal Transit Administration (FTA) is continuing their risk assessment workshop. The goal is to start the early utility work in the fall of 2007 and the early design of the tunnel under Routes 7 and 123 will start in the fall. The goal is for final design approval by the FTA in the fall of 2007 and start with full construction in 2008. The project workers are to be housed in a facility at Tysons. Thus, the activity level is beginning to intensify.

Chairman Connolly inquired about the FTA risk assessment. Chairman Connolly referenced his request to Secretary Homer with regard to "the need to talk about

congestion mitigation at Tysons. We can't have people doing pieces of the pie. We need a coordinated strategy -- not like the Springfield Mixing Bowl."

Chairman Connolly stated that 21 million people visit Tysons Mall each year. "It is the largest source of sales tax revenue in Fairfax." Chairman Connolly referenced the fact that there needs to be a war room for this project.

There was mention of a number of Public-Private Transportation projects with the two additional lanes on the Beltway; work on Interstate 95; Work on Route 7 – there is \$2.5 Billion of public sector structure.

Chairman Connolly asked Mr. Bennett about the risk assessment and Mr. Bennett described the process. The FTA gets comfortable with the project's sponsor. Mr. Bennett stressed three points: 1. Is the number reasonable and can the project be done in budget? 2. Are there appropriate contingencies in the project? 3. Is the construction schedule achievable?

FTA then asks the project team questions on the design and the intergovernmental funding agreements. Matthew Tucker said that we had raised numerous questions.

Doug Koelemay, Managing Director of Qorvis Communications and a member the Commonwealth Transportation Board (CTB), said that the CTB adopted a \$50 million to handle "a type of congestion management." He also viewed that adoption as disrupting traffic and an effort to institutionalize the process.

Tony Griffin wondered whether the risk assessment process has one day or two days to go?

Mr. Bennett described the process with the FTA's schedule with the workshop and the contingency workshop. "One thing we have learned about the FTA is they are into process."

Loudoun County Board of Supervisors Chairman Scott York wondered "Where are we on getting it to Moorefield Station? 12/31/2015 is the goal to completion for that Metro Station. The goal is to get it started as soon as the first portion of the project is underway."

Chairman York commented on the station at 606 as "giving him heartburn. He asked if there is any possibility to have four lanes of 606. We need improvements to 28."

Chairman Connolly commented on Phase 2 and said that "it is not too early to begin discussions with the landowners in Phase 2 with regard to the renewal of a Special Tax District. That share of the project without the Special Tax District is problematic."

Chairman York said that "you could do Phase 1 first."

Chairman Connolly “wanted to work on a strategy to work with the landowners.”

Secretary Homer concluded that “we have some tools that we may not have had before.”

Discussion of the Proposed Toll Road Regulations

Chairman Connolly: “We are just codifying what is in place.”

There was a question with regard to the effective date of the regulations. Mr. Faggen responded that the effective date is either immediately or a date set by the Board. This is the same process that the Airports Authority uses for regulations.

There will be two public hearings and there will be an advertisement in the Washington Post on Friday, July 20, 2007. The Airports Authority’s Board will consider comments and then the Board will adopt regulations. Airports Authority Chairman Mame Reiley requested additional information on advertising for the regulations. Mr. Faggen said that the Washington Post satisfies legal requirements for advertisement notice. The Airports Authority sent a press release to the local papers and posted the press release on the Airports Authority web site. [Note attachments]. The Airports Authority will also accept public comments on the Airports Authority Website. Chairman Connolly suggested that public comments at the public hearing be limited to five minutes.

Fairfax County Executive Tony Griffin asked if the proposed regulations, which he reviewed, “Were the substance of the ad? and the response was “Yes.” He also suggested that the following sentence in the first paragraph of the proposed regulations be bold faced and underscored: “**The tolls set out in the proposed regulation are the same as now in effect, as established by VDOT.**”