

**DULLES CORRIDOR ADVISORY COMMITTEE MEETING**  
**Monday, November 24, 2008, at 6:00 p.m.**  
**1593-1595 Spring Hill Road**  
**First Floor Conference Center**

The Dulles Corridor Advisory Committee Meeting was called to order at 6:10 p.m. by Mr. H.R. Crawford, Chairman of the Board of Directors of the Metropolitan Washington Airports Authority (Airports Authority).

The Dulles Corridor Committee Members were introduced to the meeting's attendees.

Dulles Corridor Advisory Committee Members or their representatives included: Chairman of the Loudoun County Board of Supervisors Scott York; Loudoun County Administrator Kirby Bowers; Matt Tucker representing the Virginia Department of Transportation (VDOT) Secretary Pierce Homer; Jim Bennett, President and Chief Executive Officer of the Metropolitan Washington Airports Authority (Airports Authority); and Fairfax Board of Supervisor Chairman Gerald "Gerry" Connolly (arrived at 6:25 p.m. and was escorted into the Conference Center by Rick Stevens). There was no member from the Commonwealth Transportation Board.

Mr. Crawford mentioned that two other members are expected to attend. Mr. Bowers said he was excited about this project in view of the difficult times. He wants to catch rail from Loudoun County to the District of Columbia.

Mr. Tucker said that he has been working on the project since 2006 and complimented Jim Bennett and his team.

Mr. Crawford expressed his excitement over the project.

This meeting was being held consistent with the provisions of the Transfer Agreement which took effect on November 1, 2008.

Andy Rountree provided a ten minute briefing on the Status of the Toll Road Transition. Kirby Bowers requested an electronic copy of Mr. Rountree's PowerPoint Presentation, a copy of which is attached to these Minutes.

Key Points of the Rountree Briefing:

- Update on Dulles Toll Road Transition
- Transition Period - VDOT operates the Toll Road as the contractor to the Airports Authority.
- Transition Period Operations

- Various Provisions from the Agreement
- Related Transition Activities.

The Committee next heard a briefing by Sam Carnaggio on an Update on the Metrorail Construction Project. Again, the PowerPoint is attached to these Minutes.

The Key Points of Mr. Carnaggio's presentation are as follows:

- Project History with regard to the Metrorail Stations and the Status of the Project as of November 24, 2008.
- Growing Congestion Slide: "Five out of Eight Main Roads in the corridor will be gridlocked by 2010."
- Mr. Carnaggio described the Project Partners who include Fairfax County, the Federal Transit Administration, the Federal Aviation Administration, the VDOT, the Town of Herndon, the Department of Rail and Public Transportation, and Loudoun County.
- PowerPoint Slide focused on the "Route Map" which includes Phase 1 and Phase 2 of the Metrorail extensions to Dulles International Airport.
- PowerPoint Slide on West Falls Church S & I Yard.
- PowerPoint Slide on Tysons Corner Stations with key businesses marked on the slide and Routes 7 and 12 noted. Further development was noted with regard to businesses in Tysons Corner.

Chairman Connolly had a question with regard to the alignment issue which is of interest to Fairfax County. He also commented that Providence Supervisor Cathy Hudgins has commented on the size of the parking garage at Tysons. The community felt that the size was ok.

Preparations are underway for the Metrorail's arrival at Tysons. The design-build will begin in March 2009. The utility relocation began in the fall of 2008 with the work occurring in different areas as approval from land owners is acquired.

Mr. Connolly focused on the slide relating to "Enhancing Route 7 (Leesburg Pike) and Improving Travel Flow and Pedestrian Access." The slide shows the current road with six traffic lanes and four lanes for the service road. During utility relocation, there will be six traffic lanes and no service lanes so that the utility relocation work can occur in the service lanes. The future Route 7 will have the two tracks for Metrorail, the 6 traffic lanes, two thru/right-hand turning lanes, a sidewalk on both sides of the highway and no service lanes.

Mr. Connolly seemed a bit perplexed by the new lanes that were being added to Route 7. He said that “we have to work with the business community by: 1) “adding capacity to Route 7 – they (the business owners do not understand) will have more capacity than less capacity” and 2) Mr. Connolly works at Science Applications International Corporation and he commented with daily comment of business owners: “Let’s think about meeting someplace other than here.”

Sam Carnaggio of the Rail Office said that the Airports Authority is communicating with the business community.

Mr. Bennett said that we have also built sidewalks.

A slide on the Dulles Metrorail . . . Moving Forward focused on the key dates in the Metrorail Project. “We are currently doing Federal Transit Administration (FTA) - Final Full Funding Grant Agreement (FFGA) Review – November 18, 2008 and the FTA is reviewing the FFGA Package on November 19, 2009 (Mr. Connolly notices this typographical error [2009 should read 2008!] which also appears on the attached version of the PowerPoint.

Gerry Connolly said that it doesn’t mater that a new Congress will begin in January 2009. He said he spent the last 14 years in local government and will continue to be a passionate advocate of local government in Congress. Congressman-elect Connolly has applied to be on the Transportation and Infrastructure Committee. “We need this project,” said Connolly, “above ground or below ground.” “We need to do anything we need to get this along. The new Administration will be supportive.”

Mr. Bennett announced at 6:45 p.m. that the meeting portion had ended and he inquired whether there were any questions from the audience. Mr. Rob Whitfield said that he wanted to speak about the Toll Road. During a lengthy comment session, he alleged that the fees would go from 20 percent to 50 percent. Some 80 percent of cost overruns were to be taken care of by Toll Road revenue. Finally, he asked his question: “Why is the public not told that the cost overruns put on the Toll Road users and how did it change from 2005 until now?”

Mr. Bennett said that the cost overruns were handled in the Intergovernmental Agreement between the Project Partners. If the cost overrun occurs by a partner, then the partner pays for it. Mr. Bennett directed Mr. Whitfield to the documents on the Airports Authority’s Website.

Mr. Whitfield continued: “Do cost overruns relate to Phase 1 and Phase 2?”

Mr. Connolly said that in the ideal world that the State of Virginia would pay but the State has entered into an arrangement to have the Dulles Toll Road operated by the Airports Authority. And in an ideal world, the U.S. Government should pay up some money. But the state’s fiscal situation has evaporated.”

Mr. Fairfield said the Springfield Area of Fairfax County got \$3 billion for construction. He said that the Toll Road should be established on I-95 near Springfield. He then said that he had one more question concerning what improvements to the Dulles Toll Road had the Airports Authority undertaken.

Mr. Bennett said that "all toll road improvements are still programmed for improvements on the Dulles Toll Road and will show up in the Airports Authority's Budget each year.

The meeting was adjourned at 6:56 p.m.

Within ten minutes after adjournment, Mr. Chris Walker appeared carrying a camera and a tripod. At that time, Mr. Bennett, Mr. Cooper and I were in the room. Mr. Walker asked Mr. Bennett about the congestion on the Toll Road and made a reference to the Metropolitan Washington Council of Governments. He also asked Mr. Bennett to attend an event on December 4.

The attendance roster is attached to these Minutes.

Attachments: PowerPoints titled "Update on Dulles Toll Road Transition" and "Project Update"