

DULLES CORRIDOR ADVISORY COMMITTEE  
MEETING OF NOVEMBER 28, 2011  
MINUTES

Attendees: Charles Snelling, Chairman of the Board of Directors of the Metropolitan Washington Airports Authority; John Potter, President & CEO of the Airports Authority; Thelma Drake, Director of the Virginia Department of Rail and Public Transit (representing Sean Connaughton, Virginia Secretary of Transportation); Doug Koelemay, Northern Virginia Representative to the Commonwealth Transportation Board; Sharon Bulova, Chairman of the Fairfax County Board of Supervisors; Tony Griffin, Fairfax County Executive; Scott York, Chairman of the Loudoun County Board of Supervisors; and Tim Hemstreet, Loudoun County Administrator.

I. Welcome

Mr. Snelling opened the meeting at 11:10 a.m. by welcoming and introducing all the attendees (the agenda for the meeting is attached as Attachment A).

II. Approval of Minutes of November 18, 2010, Meeting

The minutes of the April 21, 2010 meeting were approved unanimously.

Following the approval of the minutes, Jack Potter offered some introductory remarks, conveying MWAA's ongoing commitment to maintaining a strong relationship with its partners in conjunction with the Dulles Corridor Metrorail Project, the Airports Authority's operation of the Dulles Toll Road, and development activities within the Dulles Corridor.

III. Dulles Corridor Metrorail Project Update

Pat Nowakowski, Executive Director of the Dulles Corridor Metrorail Project (Project), provided an update on the construction progress on Phase 1 of the Project (see Attachment B which is a copy of Mr. Nowakowski's power point presentation). Mr. Potter then briefly discussed the projected schedule for Phase 2 of the Project (also addressed in Attachment B).

Following the presentation, Ms. Bulova asked about the proposed July 2013 substantial completion date for Phase 1 and asked about the possibility of a later completion date. In response, Mr. Nowakowski described a number of construction-related events that had the potential to delay the substantial completion date. He indicated, however, that those potential delays have been effectively offset through various schedule recovery activities that had been or will be undertaken by Dulles Transit Partners, the Phase 1 design-build contractor.

Ms. Bulova asked about the 180-day substantial completion delay that has been reported in the media. Mr. Nowakowski stated that this reported delay did not take into account any of the schedule recovery activities that, in fact, have already been implemented or that are planned for the future. He reiterated that he anticipates Phase 1 substantial completion to occur in the summer of 2013.

Ms. Bulova then asked about the Phase 1 budget and, in particular, the Phase 1 budget contingency fund and whether it is expected that it will be depleted, resulting in the cost of Phase 1 exceeding its budget. Mr. Nowakowski replied that, of the \$312 million contingency in the Phase 1 budget, \$72 million currently remains. He stated that the rail project is making every effort both to mitigate any further cost increases in Phase 1 and to recover funds potentially owed the project. He indicated that, if these mitigation and recovery efforts are unsuccessful, his “worst case” budget overrun is on the order of \$150 million, or approximately 5% of the Phase 1 budget of \$2.755 billion. Mr. Nowakowski went on to describe the major reasons for the utilization of contingency funds as: (1) the design-build contract “allowance” items which have been competitively procured during the construction of Phase 1 at prices higher than the estimates in the contract ; (2) utility relocation work; (3) project management expenses, largely due to the substantial delay in securing federal “New Starts” funding and the execution of the Full Funding Grant Agreement; and (4) design changes required by WMATA and VDOT.

Mr. Potter then provided an update on the MWAA Dulles Toll Road Noise Policy. He stated that the MWAA Board had approved a noise policy in February 2011, and that a plan for the implementation of the policy would be announced in 2012 which would describe the locations that have been determined eligible under the noise policy for new sound walls and a schedule for the construction for at least of some of those walls. He also stated that work would be undertaken in 2012 on existing sound walls determined to be need of repair and, in addition, on construction of new walls to replace existing structures determined to have deteriorated to the point that repairs are infeasible.

Mr. Koelemay asked whether the new MWAA noise policy applied to noise from both the rail line and traffic along the Dulles Toll Road, or the latter only. Mr. Potter replied that it addressed noise associated with toll road traffic only, and that measures to mitigate noise from the rail line are being undertaken as part of the construction of the rail project.

#### IV. Dulles Corridor Enterprise Financial Update

Andy Rountree, the Airports Authority’s Chief Financial Officer, provided a financial update on the Dulles Corridor Enterprise (see Attachment C which is a copy of Mr. Rountree’s power point presentation).

#### V. Other Items.

There were no items of old business.

As to new business items, Mr. York requested that two items be added to the agenda for the upcoming DCAC meeting on December 20, 2011. The first was the DCAC Chairman position and whether it should change on a rotating or other basis. The second related to a bus rapid transit system that would potentially serve as an alternative for rail project’s Phase 2, and, more specifically, to the activities that would need to be undertaken at or near Wiehle Avenue to accommodate bus rapid transit operations along some or all of the corridor currently planned to be occupied by Phase 2..

Ms. Bulova thanked Mr. Snelling and the MWAA Board of Directors for their efforts in reducing the cost of Phase 2, for working with Secretary LaHood to identify federal financing for Phase 2 and for working to reduce the impact of the rail project's construction cost on users of the Dulles Toll Road. She also stated that she believed that the coordinating committee, which is called for by the Phase 2 Memorandum of Agreement recently approved by the rail project funding partners, represents a workable vehicle for the sharing information among project partners and for resolving difficult issues.

## VI. Adjournment

The meeting adjourned at 12:05.