

DULLES CORRIDOR ADVISORY COMMITTEE
MEETING OF NOVEMBER 18, 2010
MINUTES
(Approved)

Attendees: Charles Snelling, Chairman of the Board of Directors of the Metropolitan Washington Airports Authority; Lynn Hampton, President & CEO of the Airports Authority; 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 9:45 a.m. by welcoming and introducing all the attendees (the agenda for the meeting is attached as Attachment A).

II. Approval of Minutes of April 21, 2010 Meeting

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

III. Dulles Corridor Improvements Update

Frank Holly, the Airports Authority's Vice President for Engineering, provided an update on the Airports Authority's Renewal and Replacement (R&R) Program and its Capital Improvement Program (CIP) for the Dulles Corridor (see Attachment B which is a copy of Mr. Holly's power point presentation).

Following Mr. Holly's presentation, Mr. Koelemay asked whether the next generation of toll collection technology was being incorporated at the Dulles Toll Road (DTR). Mr. Holly responded that the work planned for DTR toll collection equipment as part of the R&R Program was largely of a repair nature, but that staff would, in the future, be studying new generation of toll collection technology that could integrate DTR toll collections with the new I-495 HOT lanes project and other toll-collecting roadways in Virginia and beyond.

Secretary Connaughton asked whether the Airports Authority was participating in the toll road working group that was advising VDOT on possible legislative changes relating to toll roads in Virginia. Ms. Hampton replied that the Airports Authority was working with the group, and that the Authority was represented on the group by the manager of the DTR.

IV. Dulles Toll Road Highway Noise Policy

Mr. Holly provided an update on the development of the Airport Authority's noise policy for the DTR (see Attachment C which is a copy of Mr. Holly's power point presentation).

Following the presentation, Chairman Bulova asked for an explanation of the difference between the work on existing sound walls being undertaken as part of the R&R Program and the replacement of existing walls that may occur under the new DTR noise policy. Mr. Holly explained that the R&R program was intended to make relatively small repairs to deteriorating sound walls that posed safety hazards. That work, he indicated, was in contrast to the replacement of existing walls that might occur under the proposed new noise policy.

Secretary Connaughton stated that a revised VDOT noise policy would be presented to the Commonwealth Transportation Board in December, and asked whether the Airports Authority was working with VDOT to ensure that the VDOT and DTR policies were generally in line. Mr. Holly replied that the two entities were in contact and were working toward the goal of having policies that were reasonably consistent.

Secretary Connaughton asked when construction on new sound walls along the DTR might begin. Mr. Holly stated that the Airports Authority hoped to begin designing new walls in the second half of 2011.

Secretary Connaughton pointed out that VDOT will be undertaking sound wall work under the Dulles Connector Road, and asked whether economies could be achieved if VDOT and the Airports Authority joined forces in the design and construction of these facilities. Ms. Hampton replied that VDOT and Airports Authority staff would get together to pursue this topic.

V. Rail 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, as well as the planning for Phase 2 (see Attachment D which is a copy of Mr. Nowakowski's power point presentation).

Following the presentation, Chairman Bulova asked whether rail service on Phase 1 would begin in late 2013 in the event the new railcars that have been ordered for Phase 2 have not yet arrived. Mr. Nowakowski stated that, were the new cars delayed, WMATA has stated that it would assign existing Metrorail system cars to the new Silver Line and, as a result, that Phase 1 would be able to open in late 2013 even if none of the new Phase 2 railcars had been delivered.

Secretary Connaughton asked about VDOT's ability to approve or disapprove, under its permit and operating agreement with the Airports Authority, the extension of the current substantial completion date for the Project, which is December 31, 2016. Mr. Nowakowski replied that, under the terms of that agreement, the Authority is able, within 60 days following completion of the preliminary engineering for Phase 2, to extend the Project's substantial completion date on its own. If it chooses to do so, the Authority is to provide the reasons for the extension to VDOT, but VDOT is not required to approve the extension. However, Mr. Nowakowski stated, any further extension of the Project's substantial completion date would require concurrence by VDOT.

Chairman York asked about the North Garage station alternative at Dulles Airport and the extent to which a station in that location would block the views of the main terminal building which are

not already blocked by the North Garage and adjacent office buildings. Mr. Nowakowski replied that the North Garage station, along with its associated facilities within Dulles Airport, would have some impact on the views of the main terminal building that are available to individuals entering the airport from east. He explained that these and any other impacts on the historic main terminal building would be reviewed by the Virginia Historic Preservation Office and would likely lead to some mitigation and treatment efforts by the Airports Authority.

Mr. Koelemay asked about the percentage of total Silver Line passengers that would or are expected to be passengers traveling to and from Dulles Airports. Mr. Nowakowski stated that 7 to 8 percent of silver line passengers have been projected to use the station at Dulles.

Tony Griffin asked about the weight that the Airports Authority's Board will give, in deciding the alignment of the Dulles rail station, to employees and office users at Dulles who would be using the Silver Line. Chairman Snelling answered that he believed the North Garage to be a reasonable location for the Dulles station, and that the Board, in its exploration of the alternative station locations, would give consideration to the needs of all persons who will be using the Dulles station.

Secretary Connaughton asked when the Airports Authority expected to make its Dulles alignment decision. Chairman Snelling stated that he hoped the decision would be made in January 2011. Ms. Hampton added that, in the event a new alignment option at Dulles were selected, there would likely be a slip in the delivery of final preliminary engineering plans for Phase 2.

Chairman Bulova asked whether the Airports Authority was exploring federal funding opportunities for Phase 2. Chairman Snelling replied that the Authority was doing this, and that Board member Tom Davis was involved in the effort.

V. 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 D which is a copy of Mr. Rountree's power point presentation).

Following Mr. Rountree's presentation, Chairman Bulova asked whether the Airports Authority was planning to maintain a certain level of funding in the Toll Road Stabilization Fund that Mr. Rountree has identified. Mr. Rountree replied that the Authority was not planning to do so, but intended to place a significant amount of DTR net revenues in the fund which would then be available to be used as cash capital to fund Dulles Corridor capital improvements in addition to those funded by DTR revenue bonds. Mr. Rountree stated that \$100 million of DTR bonds have been issued to date for Dulles Corridor capital improvements.

Secretary Connaughton asked, with respect to the plan of finance of the Project, about the amount of federal TIFIA loan assistance that might be available in Phase 2. Mr. Rountree replied that the Airports Authority will seek to maximize the amount of TIFIA assistance provided in Phase 2. He also explained that the TIFIA program capped the amount of assistance

available to any one “project” at one-third the project’s total cost. Thus, taking the current estimated cost of Phase 2 of approximately \$3.8 billion, the maximum TIFIA loan assistance for Phase 2 would be on the order of \$1.3 billion.

VI. New Business Items.

There were no new items of new business.

VII. Adjournment

Lynn Hampton announced that DCAC members would be notified of an upcoming public meeting on the proposed Airports Authority’s proposed noise policy for the Dulles Toll Road.

The meeting adjourned at 11:20 a.m.