



DTR Public Hearing September 2012

General Questions

1. When are tolls going up and how much is the new toll?

- The Airports Authority is holding three public hearings to solicit public input on the proposed toll rate adjustments and to provide information about the Metrorail Project and its finance plan, and about other improvements to be undertaken in the Dulles Corridor. Information about the meetings and a web-based presentation can be found at <http://mwaaopenhouse.net/>
- The public comment period is open from August 17-September 16. Staff will then prepare a report for the Metropolitan Washington Airports Authority Board of Directors.
- The Board will decide whether to adopt the proposed toll rate adjustments at a meeting that is currently anticipated to take place in November 2012.
- If toll rate adjustments are approved by the Board, the next toll increase will become effective January 1, 2013.
- The proposed new tolls can be located at <http://mwaaopenhouse.net/>

2. Why are the tolls increasing now?

- Several factors influence the timing and size of the proposed toll rate adjustments. The primary considerations are the annual debt service requirements on approximately \$1.3 billion of Dulles Toll Road (DTR) revenue bonds that have already been issued, the potential debt service on bonds that will be issued over the next few years, the anticipated cash expenditures for improvements to the Dulles Toll Road and other infrastructure in the Dulles Corridor, and the desire to minimize year-to-year toll rate increases.

3. I'm not planning to ride rail so what's the benefit of the toll increase for me?

- Users of the Dulles Toll Road are paying for a safe and reliable trip, just like the customers of the other toll facilities in the area (the Dulles Greenway and the new 495 Express Lanes).
- All toll revenue collected on the DTR will be used for transportation infrastructure in the Dulles Corridor including investments in the toll road, for example, that will enhance DTR operations and benefit DTR customers.
- Completion of the Dulles Metrorail Project will benefit DTR customers by providing another option for people who may otherwise travel by car and increase congestion on the DTR and the local roadway network, particularly during peak travel hours.

4. How will the increased toll road revenues be spent?

- All revenue generated by the tolls will be invested entirely in the Dulles Corridor where it will be used to finance and fund construction of the Metrorail Project and improvements to the Dulles Corridor including: 1) improve DTR interchanges and other roads identified as part of the Corridor, 2) upgrade toll collection and management system, 3) construct flyovers, 4)

upgrade traffic management infrastructure, 5) improve the toll plazas, 6) improve and replace noise walls.

5. Why is the Airports Authority now in charge of the Dulles Toll Road (DTR) and the Dulles Metrorail Project?

- In 2005, the Virginia Department of Transportation (VDOT) received five proposals from private consortiums to operate the Dulles Toll Road. The Airports Authority submitted an alternative “public-public” partnership proposal to operate the DTR to guarantee that all toll revenue would be invested in the Dulles Metrorail Project and other transportation improvements within the Dulles Corridor.
- After extensive negotiations with VDOT, the Airports Authority assumed responsibility for operating the DTR on November 1, 2008, under a Permit and Operating Agreement with a 50-year term.
- The Airports Authority has had experience managing major construction programs at Dulles International and Reagan National Airports and operates and maintains the Dulles Airport Access Highway as well as the Dulles Toll Road.
- Most of the new Metrorail line will be built on Airports Authority property with a large segment of the 23-mile line constructed in the median of the Dulles Access Highway and a new station at Dulles International Airport.

6. Is the Airports Authority also raising tolls on the Dulles Greenway?

- At the mainline toll plaza on the Dulles Greenway, the private operator collects an amount equal to the Dulles Toll Road ramp toll rate (currently, \$0.75 for a 2-axle vehicle) from each driver using the Greenway to access the Dulles Toll Road. The revenue from that ramp toll is remitted to the Airports Authority. When the DTR ramp toll rate is increased, the amount collected at the Dulles Greenway toll plaza is increased by the same amount.

7. Who can I talk with to support or protest the proposed toll rate adjustments?

- The Public hearings are set up specifically to inform you about the proposed increases and to listen to what you have to say. You can do that either by completing a comment card or speaking to a court stenographer who will record your comments.
- Your opinions will be represented to our Board of Directors before they decide on the proposal. Additionally, your comments will be provided to the Dulles Corridor Advisory Committee, which includes members of Fairfax and Loudoun’s Board of Supervisors and representatives from the Commonwealth of Virginia.
- In addition, you can complete a comment form online at http://www.mwaa.com/net/dtr_toll.aspx.

8. When will the Airports Authority Board be voting on the proposed toll rate increase and can I attend?

- It is expected that the responsible Committee will receive a staff report at the October 17th meeting and the Board will consider the proposal at its monthly meeting on November 20th.
- The Board and Committee meetings, which are usually held at the Airports Authority offices at National Airport, are public.

9. When will the Authority next consider another toll rate increase? Can we expect to have hearings like this every few years?

- The Airports Authority solicited public input on proposed Dulles Toll Road toll rate adjustments in 2009, and set tolls for a three year period through 2012. Additionally, informational meetings were held for the public in 2010 and 2011. The public hearings scheduled in September 2012 will help determine the toll rates for 2013, and possibly 2014 and 2015.

- Toll increases beyond the period that will be set by the Board will be based upon actual financial performance and potential receipt of any additional grants or Federal financing assistance.

Rail Questions

10. Why are Dulles Toll Road (DTR) drivers paying for Dulles Metrorail Project?

- The Commonwealth of Virginia has been using revenues from the Dulles Toll Road for transit related improvements in the Dulles Corridor since the 1990s.
- In 2005, the Airports Authority submitted a proposal to the Commonwealth under which it would assume the state's responsibilities relating to the financing and construction of the Dulles Metrorail Project, which included using Dulles Toll Road revenues to supplement Federal, state, regional and local resources committed to Metrorail.
- Proceeds from Dulles Toll Road revenue bonds are currently expected to cover approximately \$3 billion, or 54% of the total cost of the Dulles Metrorail Project. That is the amount remaining after subtracting existing Federal, state and local funding commitments.
- The Airports Authority and its funding partners are pursuing additional funding and financing to help minimize future toll rate increases on the Dulles Toll Road.

11. Who will operate the Metrorail line after it is completed by the Airports Authority?

- The Washington Metropolitan Area Transit Authority (WMATA), the operator of the Metrorail system throughout the Washington, D.C. Metropolitan area, will operate the Silver Line, the new Dulles Corridor Metrorail extension once it is constructed.
- WMATA will be fully responsible to operate, maintain and improve the new rail line.
- Dulles Toll Road revenues will not be used for operating the new Metrorail line.

12. Is the project on schedule and on budget?

- Phase I is on schedule to be in operation at the end of 2013, and it is within the current budget. \$150 million was added to the original budget primarily to fund safety enhancements required by WMATA following the deadly crash in 2009.
- Phase II is scheduled for completion in 2018.

13. Why aren't there any designs for the stations in Phase II? When will you have those?

- The final station designs will be produced under the Phase II design and construction contract that is currently out to bid.
- Other than the Dulles Airport station, all other stations will be similar in design to the Wiehle Avenue station. This is due to the fact that these stations, like Wiehle Avenue, will be situated in the median of the Dulles Airport Access Highway or the Dulles Greenway.

14. Can there be changes to those stations since they aren't designed yet?

- The Airports Authority will work with the project partners, WMATA, Fairfax and Loudoun Counties, when the designs are underway to incorporate their input.
- If modifications resulting in increased costs are requested by a funding partner, that partner will bear the additional cost.

15. Give me an idea how much will it cost the customer to ride a train from Dulles to downtown D.C. when the line opens?

- WMATA and its Board of Directors will set the fare.
- Based on WMATA's proposed FY2013 fares, the cost to travel from Washington Dulles International Airport to destinations in Washington, DC and Maryland during peak hours would be approximately \$5.75.

Engineering/Improvements

16. When will you have more toll lanes for E-Z Pass customers? Why don't you make it more attractive to drivers to use E-Z Pass?

- Approximately 77% of current customers use E-ZPass. Airports Authority management is evaluating potential options to optimize toll plaza operations and to provide additional incentives to E-ZPass customers.

17. Will you put HOT lanes on the Toll Road and charge even more to use them?

- The Airports Authority is not considering the High Occupancy Toll (HOT) lane approach at this time, but it is evaluating the transition costs and technology associated with all-electronic toll collection and peak hour pricing.

18. Why don't you put a toll on the Access Highway?

- The use of the Dulles Access Highway is restricted by Federal law. If there were tolls on the Access Highway, use of the resulting revenue would be limited by Federal regulations and by the Authority's use and lease agreement with the airlines at Dulles Airport. The Authority will continue to evaluate whether additional use of the Access Road is an option.

19. Now that the Airports Authority is operating the Dulles Toll Road, when can I expect to see sound walls built/improved? What criteria/standard is going to be used to decide where sound walls will be located?

- On June 20, 2012, the Airports Authority announced a program to repair and replace existing sound walls and to build new walls where necessary in accordance with federal noise standards. Repair work began this year on approximately 4.2 miles of existing walls at a cost of \$2.4 million. Construction is expected to begin in 2013 on new walls estimated to cost \$13 million.
- Additional detail is available on the website: <http://www.mwaa.com/tollroad/3010.htm>

Finance/Toll Rate Proposal

20. Why can't the Airports Authority get more federal money for the Dulles Metrorail Project?

- The Airports Authority and its funding partners are actively pursuing Federal financing available under the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit program that was recently expanded by Congress.

21. What happens if the rail project budget increases?

- The Local Funding Partners (the Airports Authority, Fairfax and Loudoun Counties) have agreed to cover 25 percent of any cost increase not related to a change in the project scope. The remaining part of any cost increase will be funded by the Dulles Toll Road if additional funding is not secured from other sources,
- If a partner requests a scope change that increases the cost of the project, that particular partner will bear the additional cost.

22. Has the Airports Authority taken into account the financial impact to the driver when the Greenway tolls go up?

- The DTR toll revenue projections do take into account the anticipated toll rate increases on the Dulles Greenway in future years and the expected cost of the 495 Express Lanes scheduled to open in late 2012.

23. How long will it take to pay off the DTR debt?

- Bonds may be issued with maturities as long as 40 years in order to allocate debt service costs over the useful life of the Dulles Metrorail Project. The Airports Authority will actively pursue opportunities in future years to reduce or eliminate toll increases by using available revenue to retire debt early and/or by refinancing debt.