

Tab 4: PUBLIC AND GOVERNMENT SUPPORT**4.A Identify who will benefit from the project, how they will benefit, and how the project will benefit the overall transportation system.**

In combination, the three components of the DCMI Proposal – construction of DTR improvements, enhanced DTR operations, and funding for both phases of the Rail to Dulles project – will provide substantial benefits to the many DTR stakeholders. These stakeholders include: toll-payers on the DTR; residents of the Dulles Corridor; customers and employees of Dulles Airport; businesses and industries in the area; local governments; the Commonwealth of Virginia; and Virginia taxpayers.

Toll-Payers on the DTR

While the Rail to Dulles project enjoys broad public support throughout Northern Virginia and the Greater Washington area, there has been significant concern expressed by toll-payers on the DTR who feel that their increased tolls under the CTB Resolution will be paying for mass transit improvements, but not for improvements that more directly effect their daily experience – improvements to the DTR itself. The DCMI Proposal directly addresses these concerns by designing and funding 19 significant improvements to the DTR which will be provided beginning immediately upon the award of the Concession, including state-of-the-art technology enhancements under the same toll program. None of these improvements and enhancements would otherwise be provided in the foreseeable future, and therefore these toll-payers will be receiving direct and tangible benefits exclusively as a result of the private investment and management capabilities of the DCMI Team.

Residents of the Dulles Corridor

Residents of neighborhoods adjacent to the DTR will experience an enhanced quality of life through an anticipated reduction in emissions resulting from reduced congestion on the DTR as a result of the installation, ultimately, of a free-flow, open road system.

Customers and Employees of Dulles Airport

Dulles Airport is a major generator of traffic on the DTR, including both customers and employees. The integration of the DTR and the DIAAH at both the eastern and western ends of the two highways, as well as the slip ramps between them, mean that efficient operations of the two are interdependent. The proposed improvements to the DTR will necessarily improve traffic flow on the DIAAH. More especially, the proprietary design of the proposed new dedicated ramp between the Outer Loop of the Capital Beltway and the DIAAH included in the DCMI Base Proposal will dramatically improve the flow of traffic approaching the Dulles Airport from that portion of Northern Virginia, as well as Maryland and the District of Columbia.

Furthermore, with the potential to accelerate the Rail to Dulles project, those whose destination is Dulles International Airport may receive the long-awaited benefits of traveling by rail sooner than expected or planned.

Businesses and Industry in the Area

The DTR is the main transportation artery providing access from throughout Northern Virginia and the Greater Washington Area to businesses in and around the Dulles Corridor. Accordingly, improved flow on the DTR will necessarily enhance the movement of customers, employees, goods and services to these stakeholders, thus improving operations and increasing land values. And this increase in commercial and industrial land values will be an important support to the financial integrity of the two Transportation Improvement Districts being formed to partially fund the Rail to Dulles Project.

Local Governments

As in the case of commercial interests, Fairfax County will be a significant direct beneficiary of the DCMI Proposal. An increase in land values in the Dulles Corridor will enhance the tax base of the county. More directly, at present, the DTR pays no local taxes. In contrast, it is projected that the SPV will make significant annual payments to the county, and these will therefore be incremental revenues for the county's budget.

Increased throughput on the DTR also benefits commuters in Loudoun and points west by decreasing travel time and additionally may stimulate increased demand for commercial and industrial space in the Route 28 corridor and thereby increase the County's tax base.

The Commonwealth of Virginia

VDOT and the state government will benefit from the project in several important ways. These include:

- The ability to avoid any need for the issuance by the CTB of bonds in support of the rail project;
- The ability to deliver at least 19 significant improvements, including enhanced technology, to the DTR in the immediate future with private funds;
- The ability to improve the environmental impact of the DTR on the area by reducing emission pollution through less idling of vehicles;
- The ability to continue to attract leading national and international firms to the Dulles Corridor on the basis of an optimized transportation infrastructure; and
- The resulting ability to enhance the tax base of this critical Virginia economic development asset.

Virginia Taxpayers

Taxpayers throughout the Commonwealth will be the beneficiaries of this project as well through avoidance of any possible need to issue state revenue bonds for the Rail to Dulles project.

4.B Identify any anticipated government support or opposition, or general public support or opposition, for the project.

The DDCMI Team anticipates that the general reaction from both the public and private sectors will be overwhelmingly positive because the proposal offers substantially greater value for the toll program adopted in the CTB Resolution and applies that additional value primarily to the toll-payers themselves. The DDCMI Team has held preliminary conversations with federal, state and local officials, as well as with MWAA, and the response to these initial contacts has been uniformly positive. The benefits outlined above seem self evident to these officials and therefore the DDCMI Team is encouraged that their support will be enthusiastic.

Nonetheless, projects of this magnitude in the highly charged political environment of Northern Virginia, no matter how well conceived, can be expected to attract some opposition. The DDCMI Team will affirmatively reach out to address any concerns through public hearings, direct meetings, an interactive website and regular press briefings. We are confident that through these efforts, and through close cooperation with elected officials and government agencies, any concerns will be resolved.

On the other hand, we also anticipate that there will be strong support of the DDCMI Proposal from the constituencies most directly affected by the project. Among these will be the toll-payers who are likely to be pleased that, in addition to the important mass transit improvements, the DTR itself will be upgraded concurrently, without a further increase in their costs of daily travel. And as noted above, commercial interests in the area are bound to see the value enhancement that will result from the project

4.C Explain the strategy and plans that will be carried out to involve agencies and the public in areas affected by the project.

The success of the DDCMI Proposal will depend on the informed support of the public, which can only be achieved through its direct participation. The DDCMI Team is committed to soliciting that active participation from the outset and will work closely with VDOT in disseminating accurate information on a timely basis to earn and build that public support.

The DDCMI Team includes members who have successfully completed PPTA projects which included such outreach efforts, and all of the DDCMI Team members have in-depth experience in dealing with the public's interest and concerns regarding major transportation initiatives. The entire DDCMI Team is dedicated to an inclusive, transparent and, ultimately, successful project.