



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

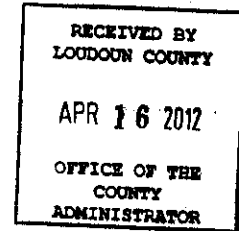
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April 10, 2012

Mr. Michael A. Curto, Chairman
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001



Dear Chairman Curto:

On behalf of the Dulles Corridor Advisory Committee (DCAC), I am writing to inform you of a motion that was approved by a 5-3 vote during our March 29, 2012 meeting.

The DCAC approval recommends the Metropolitan Washington Airports Authority (MWAA) drop the Project Labor Agreement preference language in the Phase 2 solicitation for the Dulles Corridor Metrorail Project. It also recommends MWAA focus on workforce issues without incentivizing the use of a Project Labor Agreement consistent with the letter dated February 29, 2012 (attached).

Thank you for your consideration of this matter.

Sincerely,

Sharon Bulova
Chairman, Dulles Corridor Advisory Committee
Chairman, Fairfax County Board of Supervisors

MC/mc

Attachment: a/s

cc: Members, Fairfax County Board of Supervisors
Scott K. York, Chairman Loudoun County Board of Supervisors
Sean T. Connaughton, Virginia Secretary of Transportation
Thelma D. Drake, Director, Virginia Department of Rail and Public Transportation
J. Douglas Koelemay, Commonwealth Transportation Board
Anthony H. Griffin, County Executive, Fairfax County
Tim Hemstreet, County Administrator, Loudoun County
John E. Potter, President and CEO, Metropolitan Washington Airports Authority



February 29, 2012

Mr. Michael Curto, Chairman
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, D.C. 20001

Dear Chairman Curto:

We are writing to express our concern over the recent decision by the Metropolitan Washington Airports Authority's (MWAA) board to use a 10 percent incentive to encourage the use of a Project Labor Agreement (PLA) for Phase II of the Dulles Corridor Metrorail Project. While we appreciate the board's decision to not mandate a PLA for Phase II, the decision regarding the 10 percent incentive is being interpreted as a way of guaranteeing union labor on the project.

As you know, the funding partners are not opposed to the use of voluntary PLAs in major construction projects. In fact, such agreements are being used in Phase I of the Silver Line as well as other transportation projects in Northern Virginia such as the I 495 Express Lanes.

None of the funding partners support a requirement for, or a prohibition against, a PLA for public procurements.

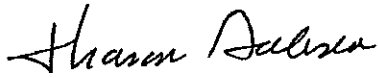
Legislation has passed both houses of the Virginia General Assembly that prohibits state agencies from providing financial assistance or entering into cooperative agreements on projects that require or prohibit PLAs, or otherwise discriminate due to labor affiliation. The Governor intends to sign this legislation into law shortly.

The MWAA Board's decision to use a 10 percent incentive to encourage the use of a PLA for Phase II of the Dulles Corridor Metrorail Project is being viewed as a potential violation of the pending law. It would be a tragic loss and a detriment to the project if the Commonwealth withheld its \$150 million contribution, as well as its ability to cooperate with MWAA, in the construction of Phase II.

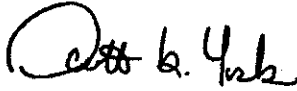
We urge you to ask the MWAA Board to consider substituting language that calls for an effective plan for the management of workforce issues without specifically incentivizing the use of a PLA.

Thanks so much for your consideration and for your good work on the Board.

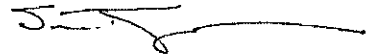
Sincerely,



Sharon S. Bulova
Chairman,
Fairfax County
Board of Supervisors



Scott K. York
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Sean T. Connaughton
Virginia Secretary of
Transportation