



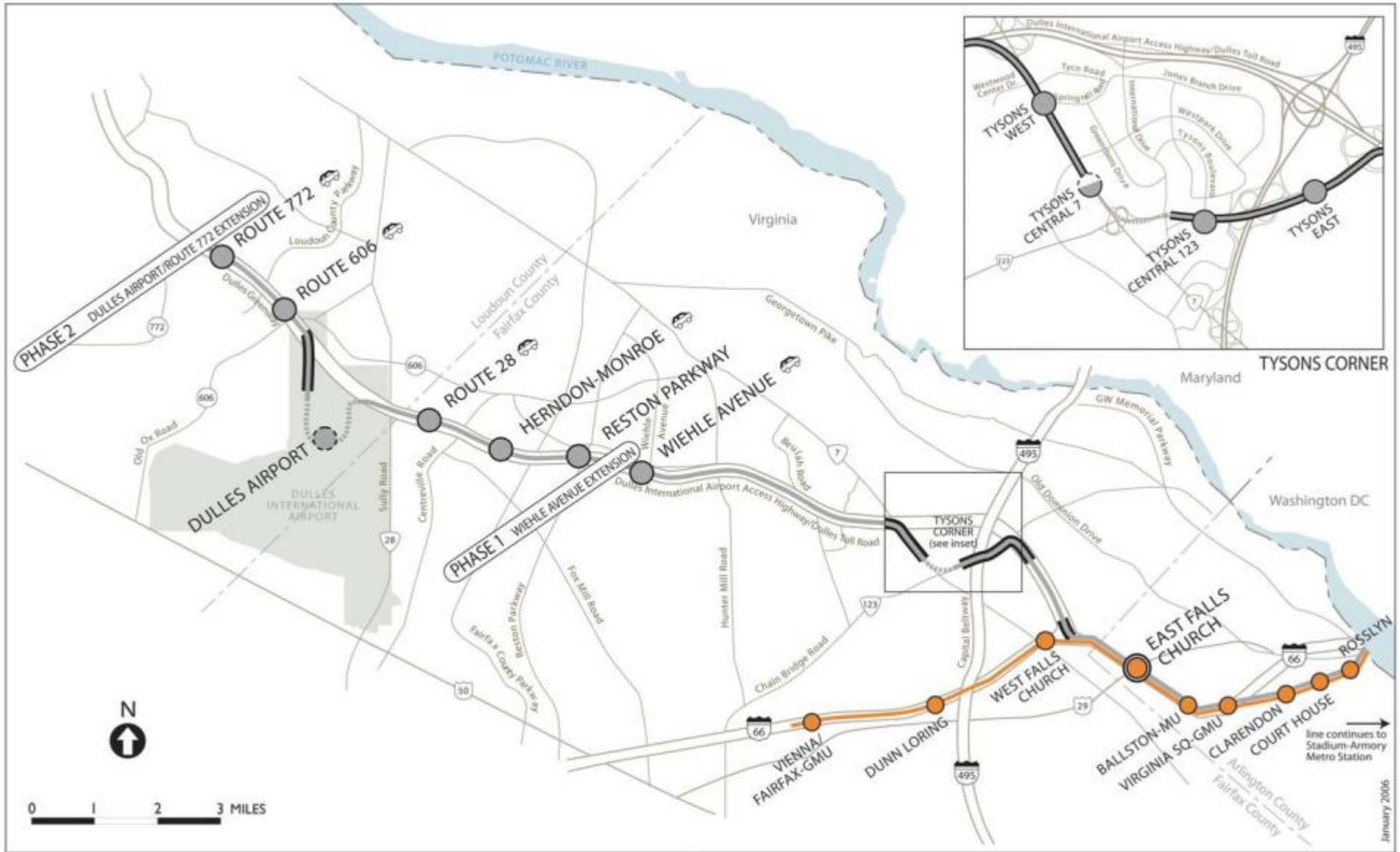
Proposed Toll Rate Increases

Public Hearing Exhibits



DULLES CORRIDOR METRORAIL PROJECT

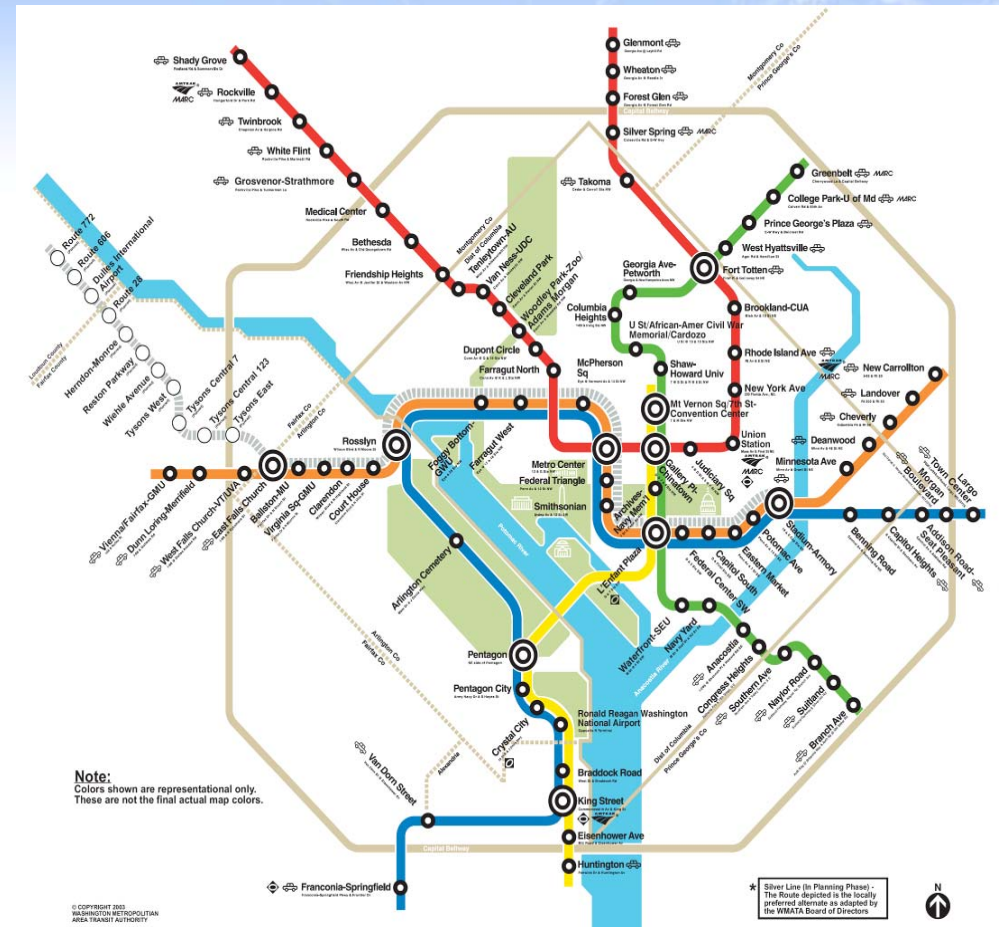
Route Map



Dulles Corridor Metrorail Project

At-a-Glance

- 23-mile new Metrorail line branching off the Orange Line after East Falls Church
- 11 new stations
 - 5 in Phase 1
 - 6 in Phase 2
 - Phase 1: East Falls Church to Wiehle Avenue in Reston
 - Phase 2: Wiehle Avenue through Dulles International Airport to Ashburn
- Seamless integration with current 106-mile system



© COPYRIGHT 2003
WASHINGTON METROPOLITAN
AREA TRANSIT AUTHORITY

* Silver Line (in Planning Phase) -
The Route depicted is the locally
preferred alternative as adopted by
the WMATA Board of Directors



Phase I Milestones

- **July 2004:** Commenced Engineering
- **May 2008:** Commenced Final Design
- **June 2008:** Commenced Utility Relocation
- **March 2009:** FFGA Approved for Phase 1; NTP issued to Phase 1 Design-Build Contractors
- **July 2013:** Phase 1 Substantial Completion
- **December 2013:** Begin Service to Wiehle Station



Phase II Milestones

- **July 2009:** Issued RFP for Phase 2 Preliminary Engineering
- **January 2010:** Commence Phase 2 Preliminary Engineering
- **February 2011*:** Phase 2 Preliminary Engineering Completed
- **Summer 2011*:** Issue RFP for Phase 2 Design Build Contract
- **January 2012*:** Issue NTP to Phase 2 Design-Build Contractors
- **December 2016*:** Full Project Substantial Completion; Commence Service to Route 772

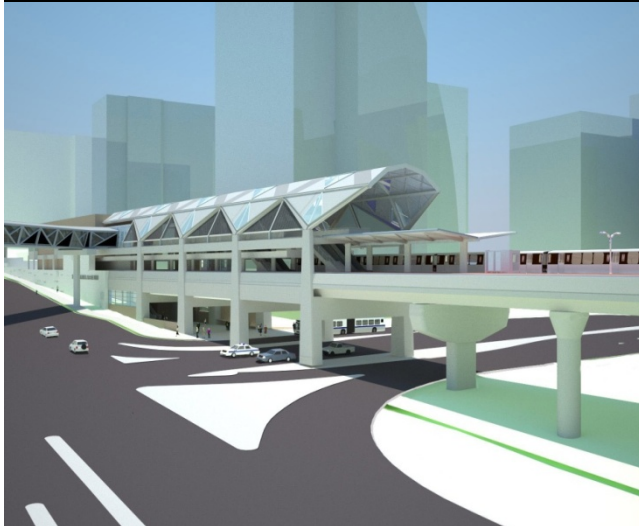
* Upon completion of Phase 2 preliminary engineering, the Airports Authority has the ability to adjust the Phase 2 milestones.



Dulles Corridor Metrorail Project Construction



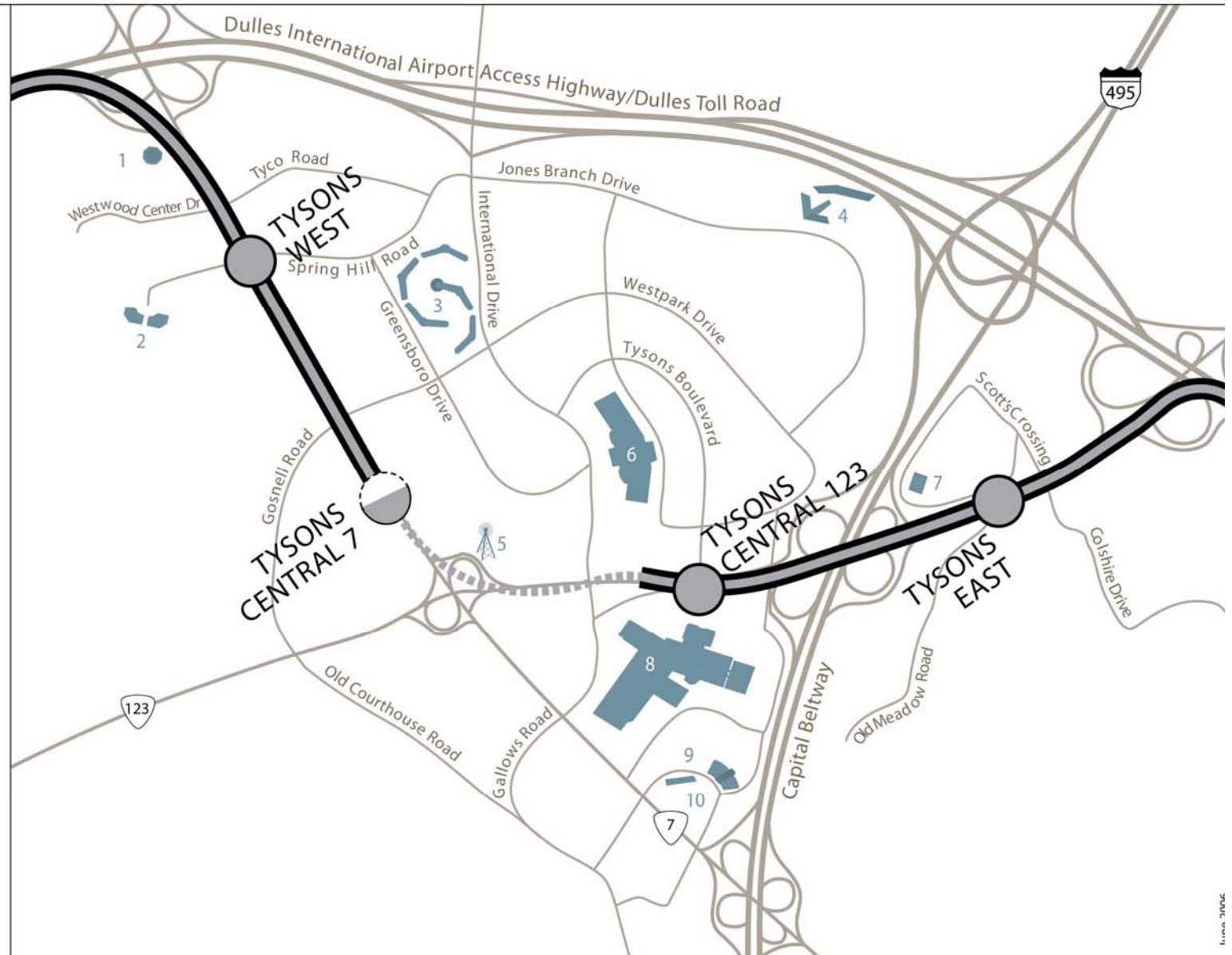
Dulles Corridor Metrorail Project Phase I Metrorail Stations



A Closer Look at Tysons Corner Stations

TYSONS CORNER LANDMARKS

- 1 Sheraton Premiere
- 2 Dulles Metrorail Project Office
- 3 The Rotonda Condominiums
- 4 Gannett/USA Today
- 5 Communications Tower
- 6 Tysons Galleria/Ritz Carlton
- 7 Capital One
- 8 Tysons Corner Center
- 9 Tycon Towers
- 10 Tysons Marriott





Dulles Corridor Improvements

DRIVE TO RIDE

Dulles Corridor Improvements

Proposed Improvements

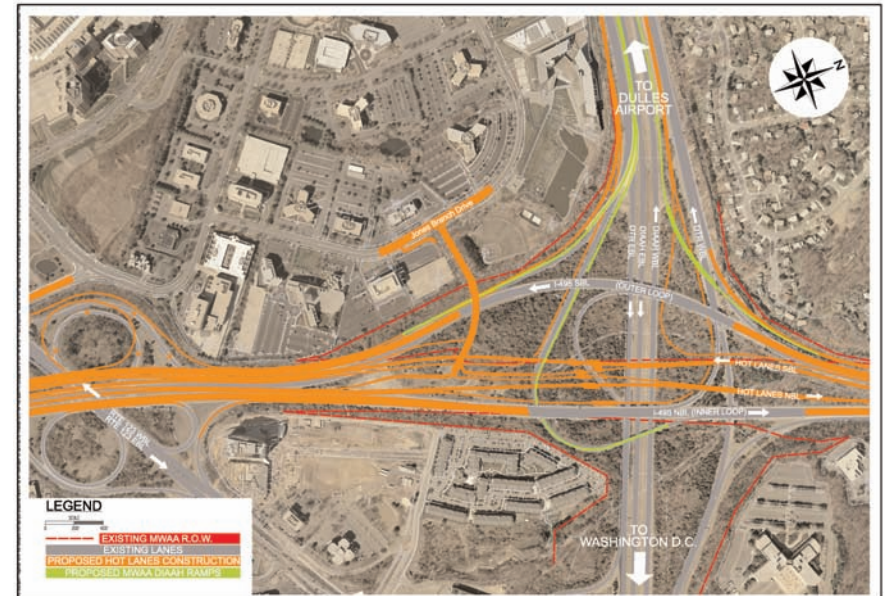
- ❖ Reinvesting all revenues into Dulles Corridor
- ❖ Improving the Dulles Toll Road travel experience
- ❖ Improving interchanges
- ❖ Improving key roads within the Dulles Corridor
- ❖ Upgrading traffic management infrastructure
- ❖ Improving sound walls



Dulles Corridor Improvements

Status Update

- ❖ Physical conditions assessment of Toll Road and related facilities is complete
- ❖ Dulles Corridor/I-495 Interchange Improvements
 - Currently under design
- ❖ Route 606 Widening
 - Regional Study complete
 - Preliminary Engineering to start in Fall 2009
- ❖ Analyses Starting Fall 2009
 - Toll Plaza Analysis
 - Safety Enhancement Analysis
 - Sound Wall Improvement Analysis



Dulles Corridor Improvements

Initial Interchange Improvement Focus



Dulles Corridor Improvements

Sound Walls

- ❖ Determine the current noise environment and past commitment and decisions
- ❖ Develop and adopt a Dulles Corridor noise policy
- ❖ Communicate with community groups
- ❖ Develop long range plans to replace/construct three to five miles of sound walls and repair/maintain ten additional miles of sound walls



Existing Sound Walls



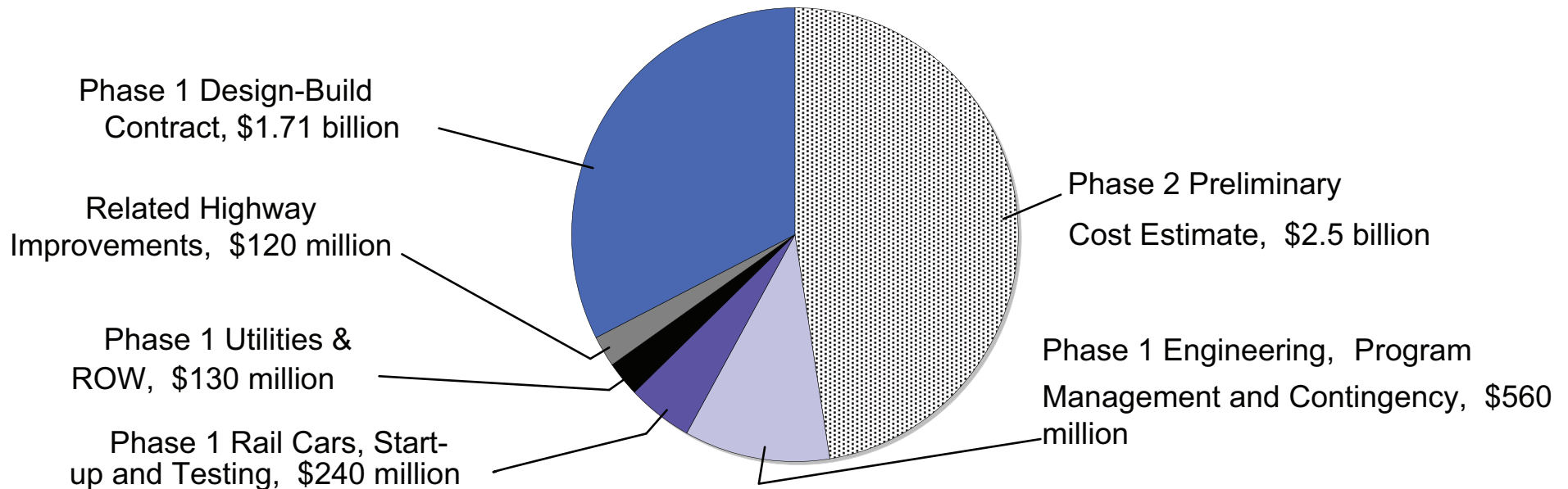


Dulles Corridor Metrorail Project Finance Plan

Dulles Corridor Metrorail Project Finance Plan

Capital Cost Estimate

Current Capital Cost Estimate for the Estimated \$5.25 Billion Metrorail Project

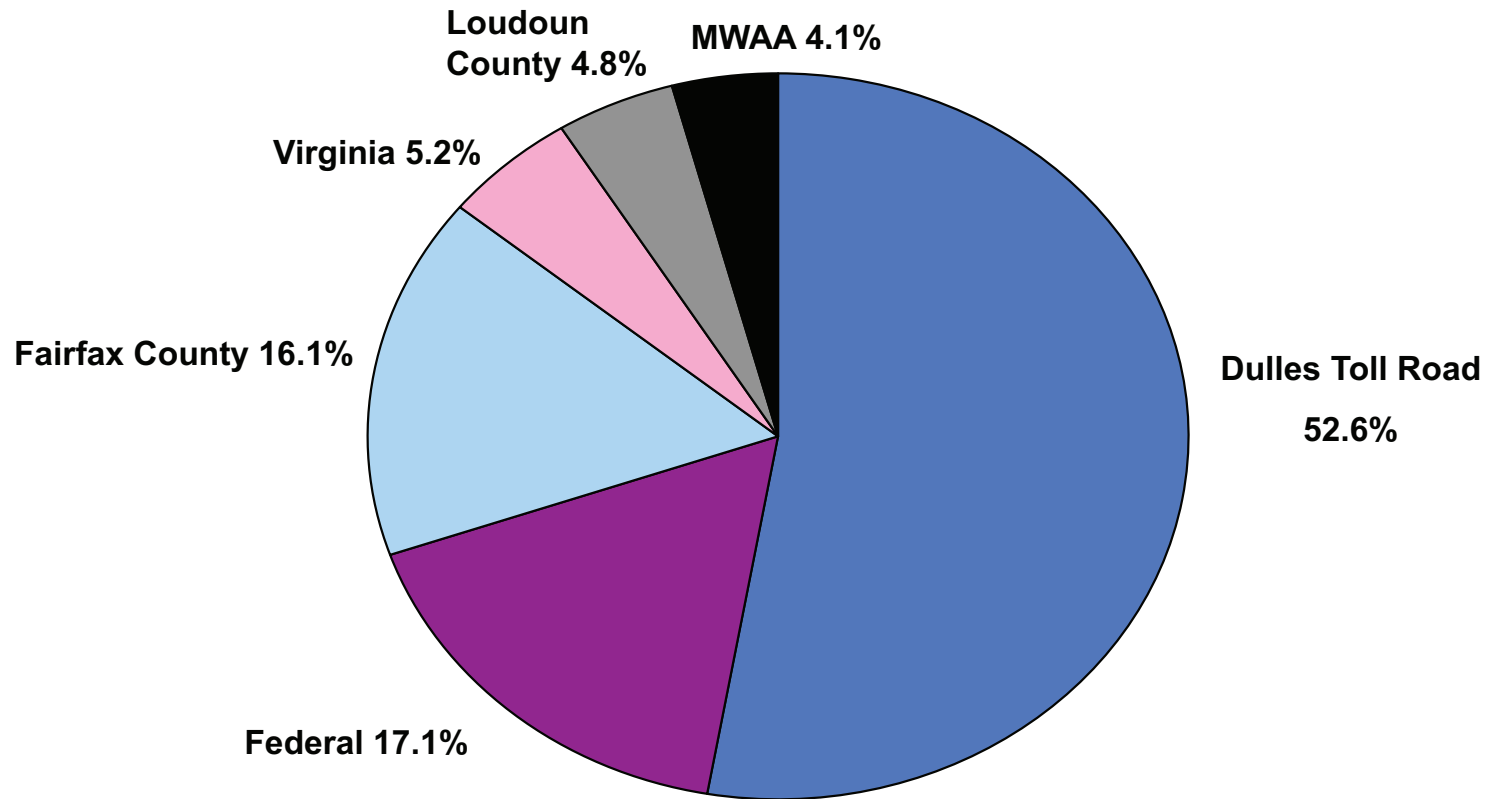


Total estimated capital cost of \$5.25 billion includes the \$2.75 billion budget for Phase 1 that has been evaluated and accepted by FTA and the \$2.50 billion preliminary cost estimate for Phase 2.



Dulles Corridor Metrorail Project Finance Plan

Where Does the Money Come From?



* Percentages do not add up to 100% as numbers are rounded

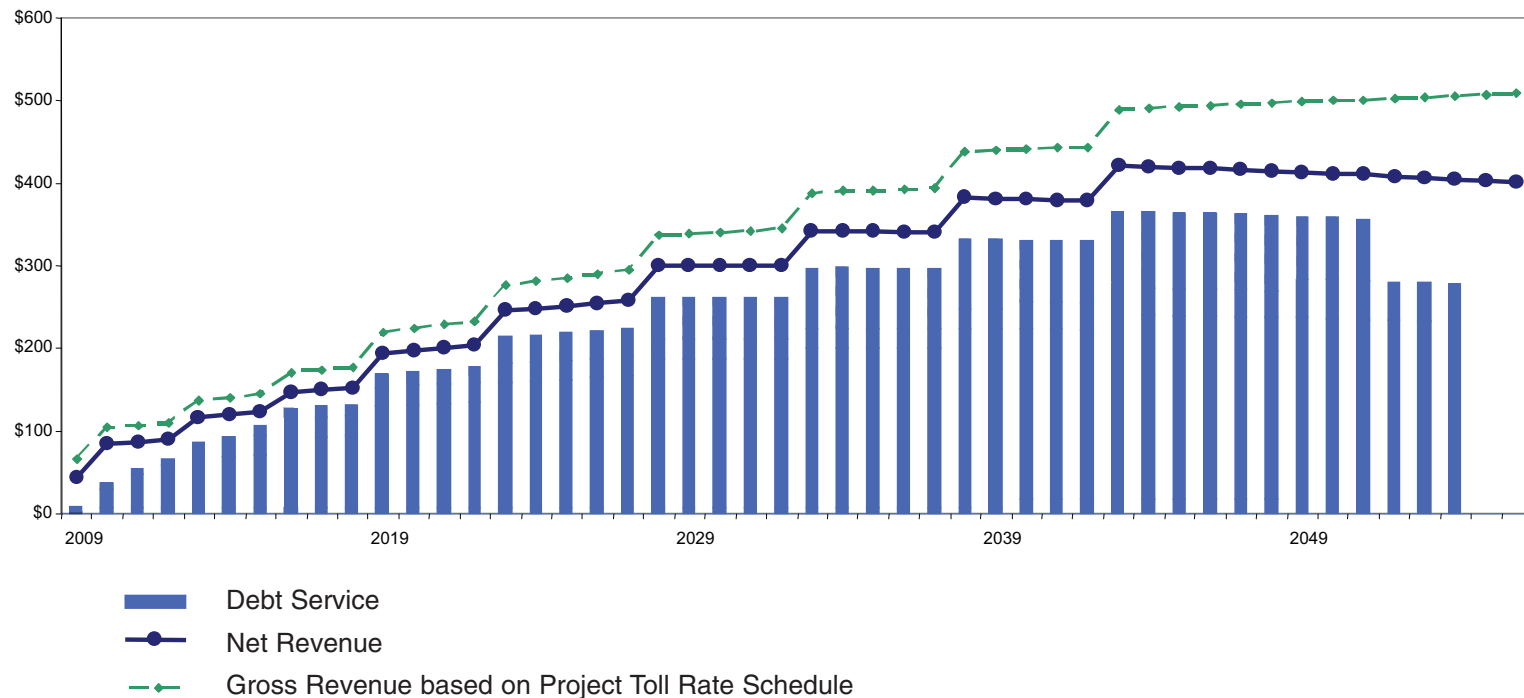
Funding Sources - Phases 1 and 2



Dulles Corridor Metrorail Project Finance Plan

DTR Revenue Required to Support Anticipated Bond Issues

The Airports Authority will issue approximately \$2.7 billion of debt over the next seven years. This debt will be secured by toll road revenues.



Gross toll revenue collected on the DTR will need to increase from approximately \$65 million in 2008 to \$87 million in 2010 and \$220 million by 2020 to cover potential debt service costs.





METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

D U L L E S T O L L R O A D

Toll Rate Proposal

DRIVE TO RIDE

Toll Rate Proposal

Proposed Toll Rate Schedule

Effective Friday, January 01, 2010				
Tolls				
	Main Line Plaza		Ramps	
2-axle	\$0.75	\$1.00	\$0.50	\$0.75
3-axle	\$1.00	\$1.25	\$0.75	\$1.00
4-axle	\$1.25	\$1.50	\$1.00	\$1.25
5-axle	\$1.50	\$1.75	\$1.25	\$1.50
6-axle	\$1.75	\$2.00	\$1.50	\$1.75

Effective Saturday, January 01, 2011				
Tolls				
	Main Line Plaza		Ramps	
2-axle	\$1.00	\$1.25		\$0.75
3-axle	\$1.25	\$1.50		\$1.00
4-axle	\$1.50	\$1.75		\$1.25
5-axle	\$1.75	\$2.00		\$1.50
6-axle	\$2.00	\$2.25		\$1.75

Effective Sunday, January 01, 2012				
Tolls				
	Main Line Plaza		Ramps	
2-axle	\$1.25	\$1.50		\$0.75
3-axle	\$1.50	\$1.75		\$1.00
4-axle	\$1.75	\$2.00		\$1.25
5-axle	\$2.00	\$2.25		\$1.50
6-axle	\$2.25	\$2.50		\$1.75

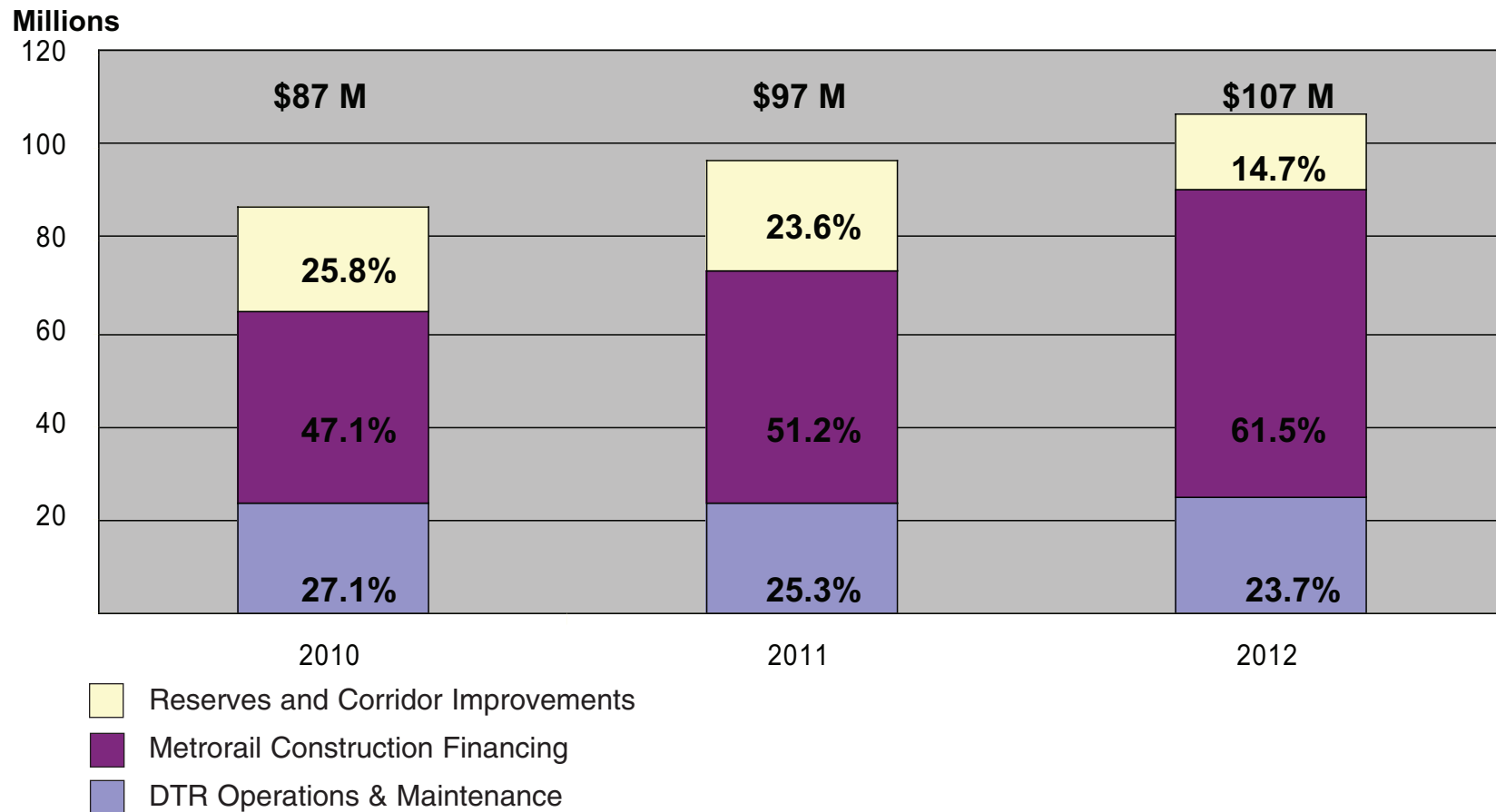
Toll increases beyond 2013 will be analyzed based upon actual financial performance and potential receipt of any additional Federal monies



Toll Rate Proposal

How Will the Toll Revenues be Spent?

All toll revenue collected will be spent on the Dulles Corridor.



Toll Rate Proposal

Toll Rates Across Virginia and the United States

Commonwealth Toll Roads:

<u>Facility Name</u>	<u>Length of Facility</u>	(Maximum 2 Axle) <u>Trip Rate</u>
<i>Dulles Toll Road</i>	14 miles	\$1.75 (2010)
Dulles Greenway	14 miles	\$4.50 *
Chesapeake Expressway	17 miles	\$2.00
Pocahontas Parkway	8.8 miles	\$2.75
Powhite Parkway	12 miles	\$2.15

Other US Toll Roads:

<u>Facility Name</u>	<u>Length of Facility</u>	<u>Trip Rate</u>
<i>Dulles Toll Road</i>	14 miles	\$1.75 (2010)
San Joaquin Hills Corridor (CA)	17 miles	\$5.25
Tampa Crosstown Expressway (FL)	14 miles	\$3.00
Miami Dade Expressway (FL)	16 miles	\$2.25
Northwest Parkway (CO)	11 miles	\$2.50
Mass. Turnpike, Boston Extension	13 miles	\$2.50

* This price is for a.m. and p.m. peak periods





METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

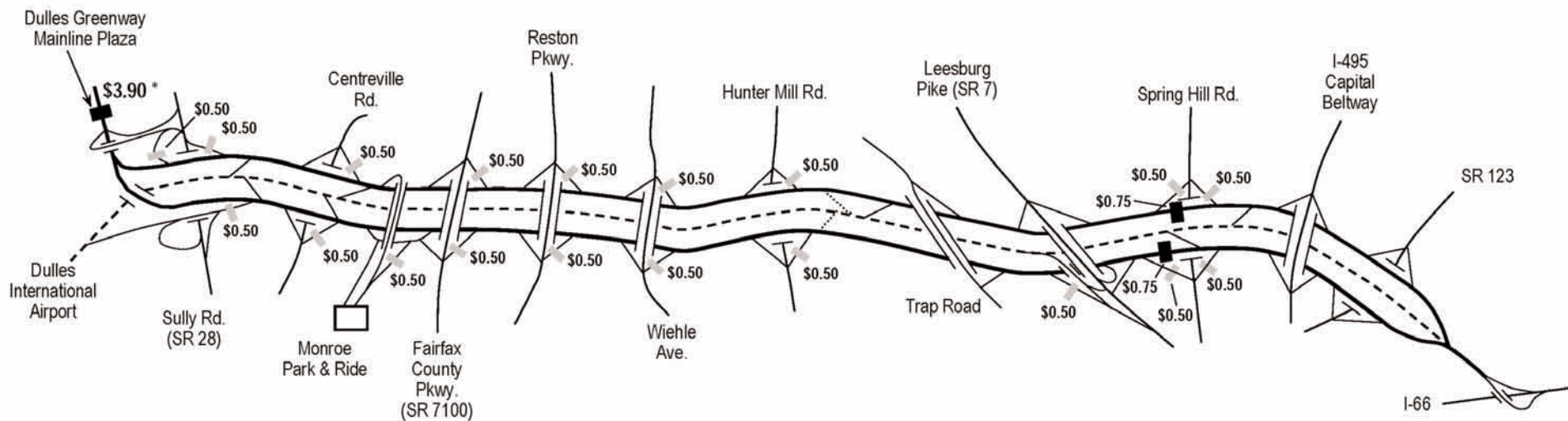
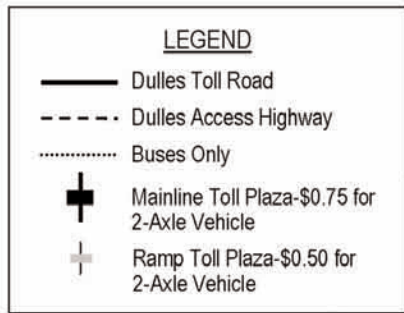
D U L L E S T O L L R O A D

Dulles Toll Road Operations

DRIVE TO RIDE

Dulles Toll Road Operations

2009 Toll Collection Points and Rates



* \$3.90 collected (\$4.50 during peak period in the peak direction) by the Dulles Greenway for a 2-axle vehicle; \$0.50 is remitted to DTR



Dulles Toll Road Operations

E-ZPass

Here's How E-ZPass Works

- ❖ Simply breeze through any E-ZPass toll lane and your account is automatically debited
- ❖ E-ZPass works on many other toll roads on the East Coast
- ❖ E-ZPass toll rates on the Dulles Toll Road are the same as cash
- ❖ You can open and maintain an E-ZPass account by visiting www.ezpassva.com
- ❖ E-ZPass is not administered by the Dulles Toll Road or the Metropolitan Washington Airports Authority



Accepted on the Dulles Toll Road





Metropolitan Washington Airports Authority

DRIVE TO RIDE

Who We Are:

The Metropolitan Washington Airports Authority manages and operates Washington Dulles International and Ronald Reagan Washington National Airports. Since its creation in 1987, the Airports Authority has focused on modernizing Reagan National and upgrading and expanding Dulles International.

Airports are Economic Generators

Reagan National and Washington Dulles International Airports have a tremendous impact on the state and regional economy. Whether it's site-generated activity, direct or indirect employment, or the tourism industry, the two Airports have a significant impact on the state and local economy.

Total Economic Impacts from Reagan National and Washington Dulles International Airports Combined*

Economic Impacts (Direct)	Total
Jobs (Thousands)	28,570
Employee Earnings (Millions)	\$ 1,283
Business Revenue (Millions)	\$ 6,471
State and Local Taxes (Millions)	\$ 326
Federal Aviation Specific Taxes (Millions)	\$ 547

*Source: 2005 Economic Impact Study conducted for the Metropolitan Washington Airports Authority by Martin Associates.



Washington Dulles International Airport



Ronald Reagan Washington National Airport

Board of Directors Metropolitan Washington Airports Authority



Chairman

The Honorable H.R. Crawford

Immediate Past Chairman

Mame Reiley

Vice Chairman

Charles D. Snelling

Robert Clarke Brown

The Honorable William W. Cobey Jr.

Frank M. Conner III

Mamadi Diané

Michael David Epstein

Jack Andrew Garson

Leonard Manning

Dennis L. Martire

Michael L. O'Reilly

The Honorable David G. Speck

President and

Chief Executive Officer

James E. Bennett

Executive Vice President and

Chief Operating Officer

Margaret E. McKeough

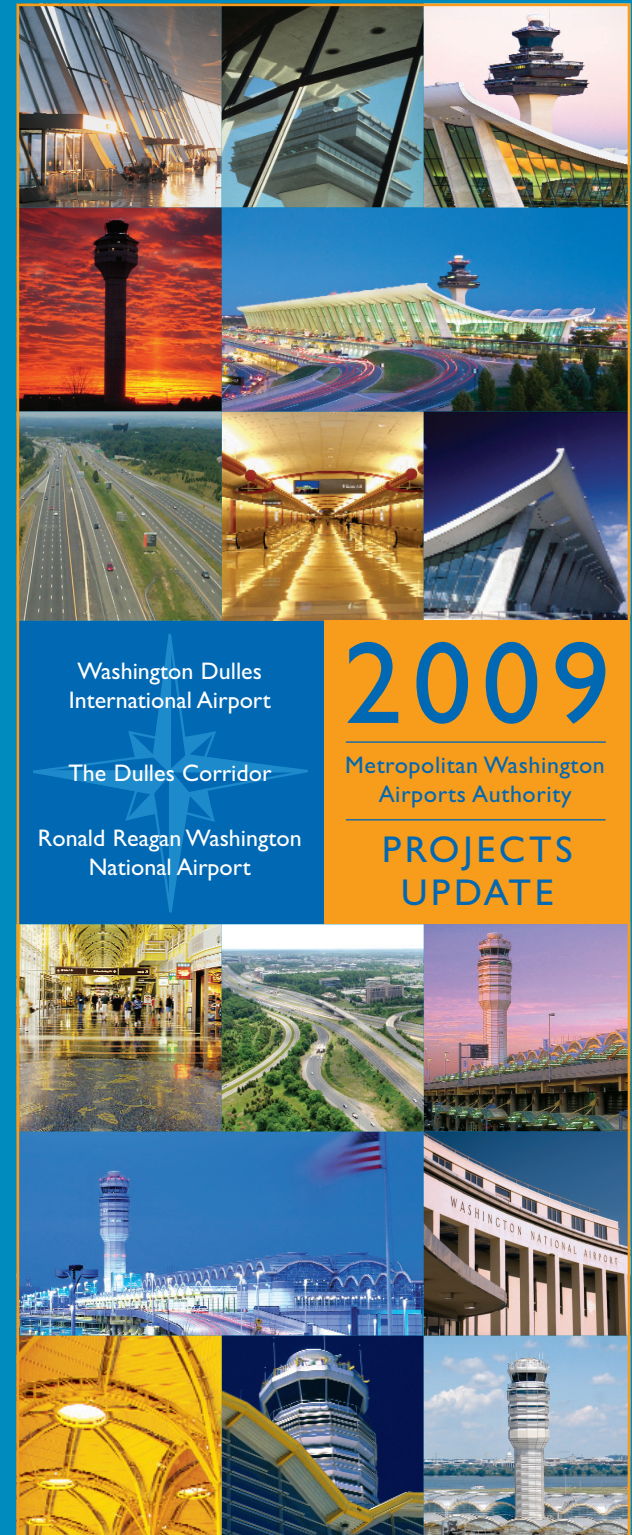


METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

1 Aviation Circle, Washington, D.C. 20001-6000

www.mwaa.com • 703-417-8600

8/09



Ronald Reagan Washington National Airport

Reagan National serves the region primarily with domestic air service. Flights are limited to ensure that the Airport does not become congested and continues to operate efficiently.

Fast Facts – Air Service

In 2008, Reagan National handled:

- 2,600 weekly flights to 72 locations;
- 391 daily flights to 66 domestic cities; and 9 daily flights to 4 international cities;
- nearly 18 million passengers; and
- 276,000 aircraft operations.

Fast Facts - Construction

In 2008, Reagan National:

- completed restoration of the historic Terminal A façade;
- opened a new Airport Fire and Rescue facility;
- completed a new consolidated communications and emergency operations center to handle emergency communications for Reagan National and Washington Dulles International Airports;
- updated restrooms; and
- improved lighting and carpeting in public areas.

The Airports Authority continues to focus on maintaining the standard of excellence provided by the facility improvements with customer service initiatives.

In 2009, construction will:

- add over 1,400 parking spaces to the parking garages.



The Dulles Corridor

The Airports Authority has been responsible for a key part of Northern Virginia's transportation network since its inception in 1987 when it took over the operation of the two Airports and the Dulles Airport Access Highway, a critical link between Dulles International Airport and the region. In 2006, the Airports Authority signed a Memorandum of Understanding with the Commonwealth of Virginia that would enable the Airports Authority to operate the Dulles Toll Road and to issue bonds backed by the Toll Road revenues to build rail through the Dulles Corridor to Dulles Airport and beyond to Loudoun County. In 2007, the Airports Authority signed a contract with Dulles Transit Partners on behalf of the Commonwealth of Virginia and began to put in place the construction program. Effective November 1, 2008, the Virginia Department of Transportation transferred responsibility for the daily operation, maintenance and control of the Dulles Toll Road to the Airports Authority. On March 10, 2009, the U.S. Department of Transportation committed \$900 million in federal funds so construction of the first phase of the Dulles Corridor Metrorail Project could begin. The Airports Authority is working to complete the first phase of the Project to Wiehle Avenue by 2013 and the final phase to Loudoun County by the end of 2016.



Washington Dulles International Airport

Dulles International is one of the busiest and fastest growing airports in the mid-Atlantic region and the 4th busiest trans-Atlantic gateway to the U.S. from Europe.

Fast Facts – Air Service

In 2008, Dulles International handled:

- 2,400 weekly flights to 102 international and domestic locations;
- 333 daily flights to 83 U.S. cities; and 59 daily flights to 43 international cities;
- approximately 24 million passengers; and
- 360,000 aircraft operations.

Fast Facts - Construction

D2/Dulles Development Program

To keep pace with future growth and to continue to provide the traveling public with improved services and facilities, the D2 (Dulles Development) program has been in progress since 2001 with nearly \$3 billion invested in Airport improvements, to date.

In 2008, the Airports Authority:

- expanded B Concourse and added 15 new gates and several new concessions;
- opened the 4th runway; and
- opened a new Airport Fire and Rescue facility.

In 2009:

- a new, on-Airport, automated train system called AeroTrain will begin operation;
- expanded terminal and security screening facilities will be completed;
- the International Arrivals Building expansion will continue; and
- rehabilitation of the center runway will proceed.

All of these efforts are designed to keep Dulles International a prominent international gateway to the Nation's Capital and a major economic contributor to the region well into the future.



Thank You for Driving Transformation in the Dulles Corridor!



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE