

Dulles Corridor Enterprise Financial Update

Dulles Corridor Advisory Committee Meeting

December 15, 2014



Discussion Outline

Finance Plan for the Metrorail Project

- Allocation of Estimated Capital Costs and TIFIA
- Status of Committed Funding
- MWAA TIFIA Loan

Dulles Toll Road Update

- Toll Revenue and Transactions
- Estimated DTR Trip Costs

Allocation of Estimated Capital Costs and TIFIA

(\$ in millions)

SOURCES OF CAPITAL FUNDS \$ Millions	PHASE 1	PHASE 2 ⁽¹⁾	RAIL PROJECT BUDGET		TIFIA Credit Assistance
			Total	% of Total	
Federal	\$ 900	\$ -	\$ 900	15.8%	
Commonwealth of Virginia ⁽²⁾	252	323	\$ 575	10.1%	
Fairfax County	400	515	915	16.1%	403
Loudoun County	-	273	273	4.8%	195
MWAA (Aviation Funds)	-	233	233	4.1%	-
MWAA (Dulles Toll Road)	\$ 1,354	\$ 1,434	\$ 2,788	49.0%	1,277
TOTAL SOURCES OF FUNDS ⁽³⁾	\$ 2,906	\$ 2,778	\$ 5,684	100.0%	\$ 1,876 33.0%

Fixed amount

Fixed percentage of total cost

Residual

(1) Phase 2 Parking Garages are assumed to be funded directly by the Counties and are not included in the \$5.684 billion project budget.

(2) Does not include \$150 million of Commonwealth funds that will be used to pay interest on Dulles Toll Road revenue bonds.

(3) Totals may not sum due to rounding.

(4) Unallocated Phase 2 contingency as of October 31, 2014, is approximately \$541 million.

Status of Committed Funding

(\$ in millions)

Rail Project Budget Source of Funds	Amount Committed	Amount Funded As of November 2014	Remaining Commitment	Note
Federal – FTA Full Funding Grant Agreement (FFGA)	\$ 900	\$ 798	\$ 102	(1)
Commonwealth – Federal Surface Transportation Program	75	75	-	
Commonwealth – Virginia Transportation Act of 2000	75	75	-	
Commonwealth – Commonwealth Transportation Board (CTB) Bonds	125	125	-	
Commonwealth – Highway Maintenance and Operating Funds	300	100	200	(2)
Loudoun County	273	0	273	(3)
Fairfax County	915	400	515	(4)
Airports Authority - Aviation Funds	233	0	233	
Airports Authority - Dulles Toll Road	2,788	1,510	1,277	(5)
TOTAL SOURCES (6)	\$ 5,684	\$ 3,084	\$ 2,600	

(1) Through Federal fiscal year (FY) 2014, Congress has appropriated, and the FTA has awarded, \$797,844,869 in Section 5309 New Starts funds.

(2) State legislation enacted in 2013 provides \$100 million in each of FY2014, 2015 and 2016.

(3) Loudoun County expects to finance \$195 million (71%) of its remaining funding obligation with TIFIA Loan proceeds.

(4) Fairfax County expects to finance \$403 million (78%) of its remaining funding obligation with TIFIA Loan proceeds.

(5) The Airports Authority expects to finance 100% of its remaining DTR funding obligation with TIFIA Loan proceeds secured by Toll Road Revenues.

(6) The total sources of committed funding does not include (a) Fairfax and Loudoun Counties' funding of the Dulles Metrorail Project Phase 2 garages, and (b) \$150 million of Commonwealth funds that will be used to pay interest on Bonds.



MWAA TIFIA Loan

Secured by Dulles Toll Road Revenue

- Executed on August 20, 2014.
- Provides up to \$1.278 billion of financing for Phase 2 of the Rail Project.
- Interest rate is 3.21 percent. (*Interest does not accrue until loan proceeds are drawn and no debt service payments are required before April 1, 2019.*)
- The TIFIA loan requires establishment of a ten percent debt service reserve fund and is subject to mandatory prepayment from reserves after substantial completion of Phase 2.





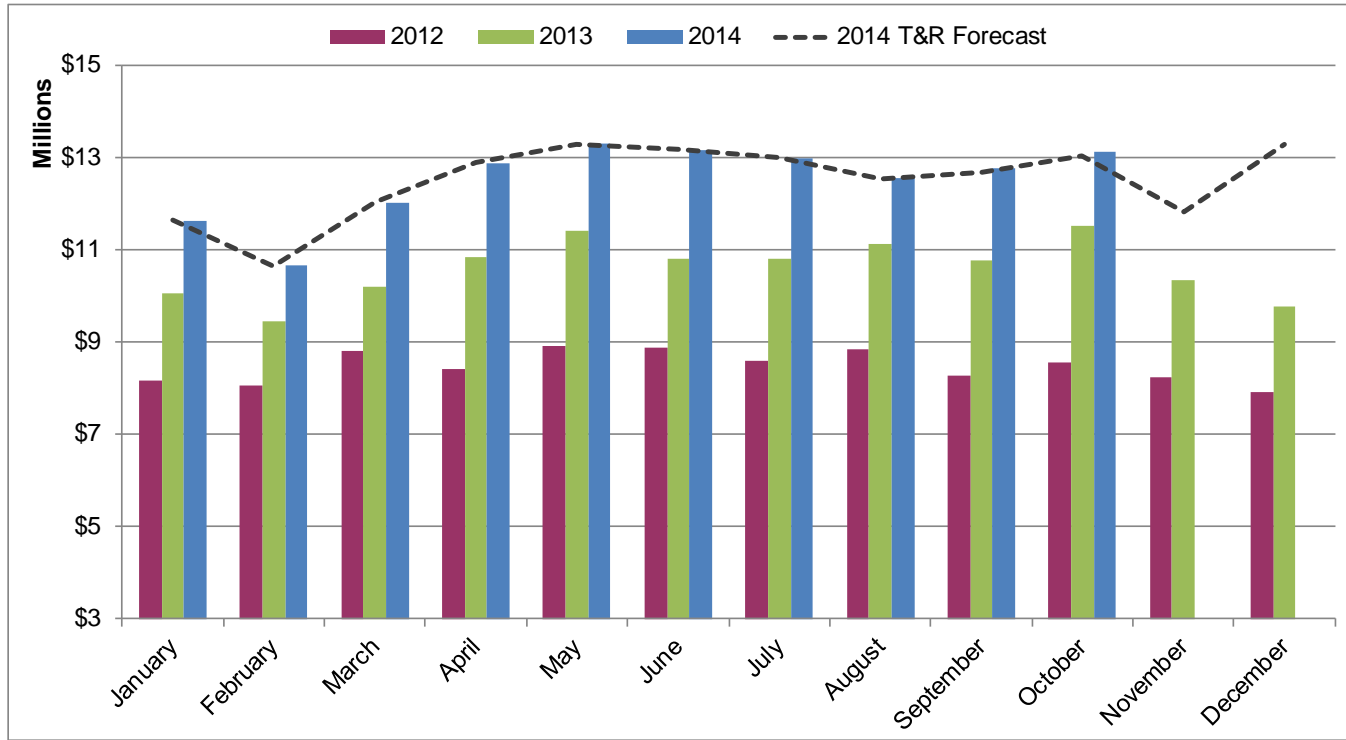
Dulles Toll Road Operations

- DTR Monthly Toll Revenue
- DTR Monthly Transactions



2014 Toll Revenue YTD (Unaudited)

Toll revenues have been consistent with projections



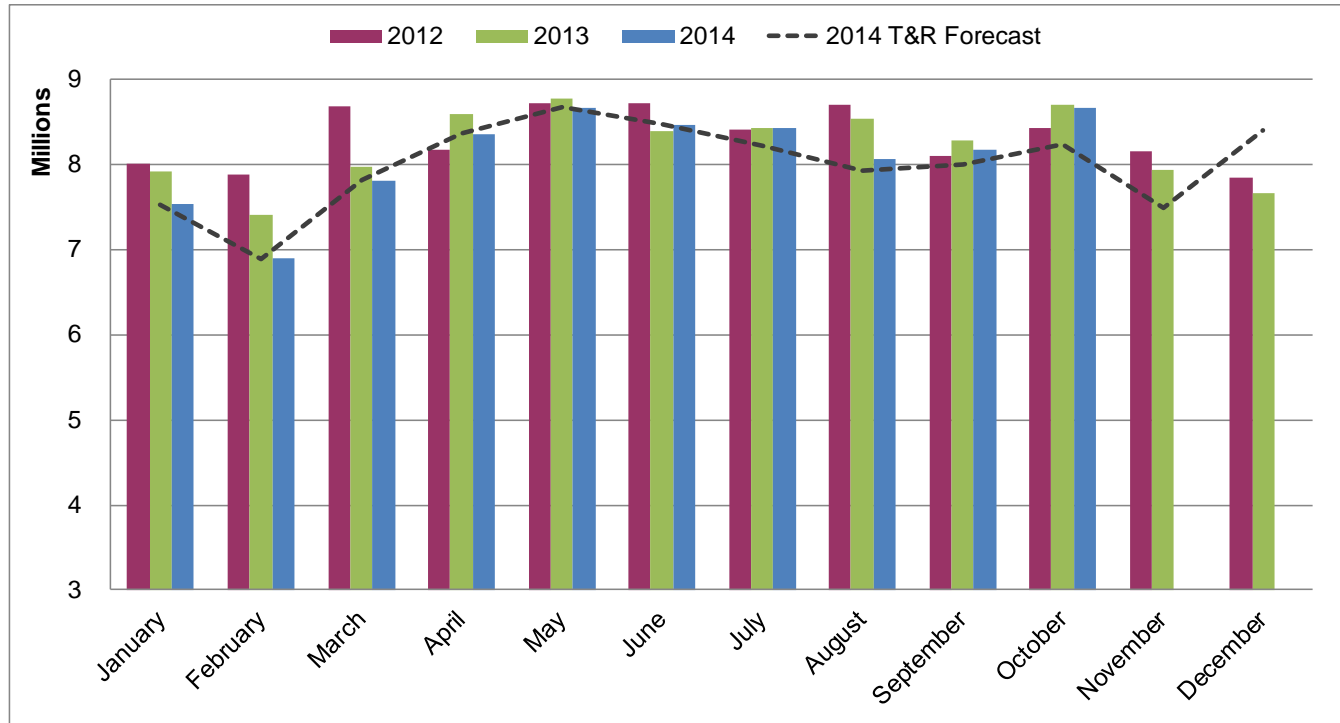
\$ Millions	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Jan - Oct	Total
2014	11.6	10.6	12.0	12.9	13.3	13.2	13.0	12.5	12.8	13.1			125.1	150.0*
<i>change from 2013</i>	16%	13%	18%	19%	16%	22%	20%	13%	19%	14%			17%	18%
2013	10.1	9.4	10.2	10.8	11.4	10.8	10.8	11.1	10.8	11.5	10.3	9.8	106.9	127.1
<i>change from 2012</i>	23%	17%	16%	29%	28%	21%	26%	26%	31%	34%	26%	24%	25%	25%
2012	8.2	8.1	8.8	8.4	8.9	8.9	8.6	8.8	8.3	8.5	8.2	7.9	85.4	101.6
<i>change from 2011</i>	13%	12%	6%	6%	8%	6%	9%	9%	4%	5%	7%	4%	8%	7%

* Projected, 2014 T&R Study



2014 Toll Transactions YTD (Unaudited)

Toll transactions are consistent with projections



Millions	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Jan - Oct	Total
2014	7.5	6.9	7.8	8.4	8.7	8.5	8.4	8.1	8.2	8.7			81.1	96.1*
<i>change from 2013</i>	<i>-5%</i>	<i>-7%</i>	<i>-2%</i>	<i>-3%</i>	<i>-1%</i>	<i>1%</i>	<i>0%</i>	<i>-6%</i>	<i>-1%</i>	<i>-1%</i>			<i>-2%</i>	<i>-3%</i>
2013	7.9	7.4	8.0	8.6	8.8	8.4	8.4	8.6	8.3	8.7	7.9	7.7	83.1	98.7
<i>change from 2012</i>	<i>-1%</i>	<i>-6%</i>	<i>-8%</i>	<i>5%</i>	<i>1%</i>	<i>-4%</i>	<i>0%</i>	<i>-2%</i>	<i>2%</i>	<i>3%</i>	<i>-3%</i>	<i>-2%</i>	<i>-1%</i>	<i>-1%</i>
2012	8.0	7.9	8.7	8.2	8.7	8.7	8.4	8.7	8.1	8.4	8.2	7.8	83.9	99.9
<i>change from 2011</i>	<i>3%</i>	<i>2%</i>	<i>-4%</i>	<i>-4%</i>	<i>-1%</i>	<i>-2%</i>	<i>1%</i>	<i>0%</i>	<i>-4%</i>	<i>-3%</i>	<i>0%</i>	<i>-5%</i>	<i>-1%</i>	<i>-2%</i>

* Projected, 2014 T&R Study



Estimated DTR Trip Costs

TIFIA and Virginia Support Enable No Toll Increases through 2018

	Cost of Full Trip * <i>(Mainline Plaza toll plus one ramp transaction)</i>	<i>Present Value at 3.00% (Base year 2013)</i>
2013	\$2.75	\$2.75
2014	\$3.50	\$3.40
2015	\$3.50	\$3.30
2016	\$3.50	\$3.20
2017	\$3.50	\$3.11
2018	\$3.50	\$3.02
2019	\$4.75	\$3.98
2023	\$6.00	\$4.46
2028	\$7.25	\$4.65
2033	\$8.75	\$4.84
2038	\$10.00	\$4.78
2043	\$11.25	\$4.63



* Order-of-magnitude estimates based on numerous assumptions, including no future debt restructurings.



Ronald Reagan Washington National Airport



Dulles Corridor Metrorail Project



Dulles Toll Road



Washington Dulles International Airport



**METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY**