



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



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

Dulles Corridor Advisory Committee

Dulles Corridor Enterprise Financial Update

March 29, 2012



Discussion Outline

- 2012 Traffic and Revenue Study Update
- Dulles Toll Road Operations
 - Monthly Revenues
 - Monthly Transactions
- Allocation of Dulles Metrorail Project Costs
- Anticipated Next Steps



2012 Traffic & Revenue Study: Inputs

- CDM Smith conducted a significant amount of data collection, research, and analysis, incorporating the following in the 2012 T&R Study:
 - Latest release of Metropolitan Washington Council of Governments (MWCOCG) regional travel demand model, including refined models for HOT Lanes and Transit and new state and local transportation improvement plans
 - Independent review of socioeconomic growth assumptions by Renaissance Planning Group, including 2010 Census data
 - Revised trip information, reflective of latest socioeconomic assumptions
 - New traffic counts, confirmation of travel speeds, and customer surveys
 - Construction impacts

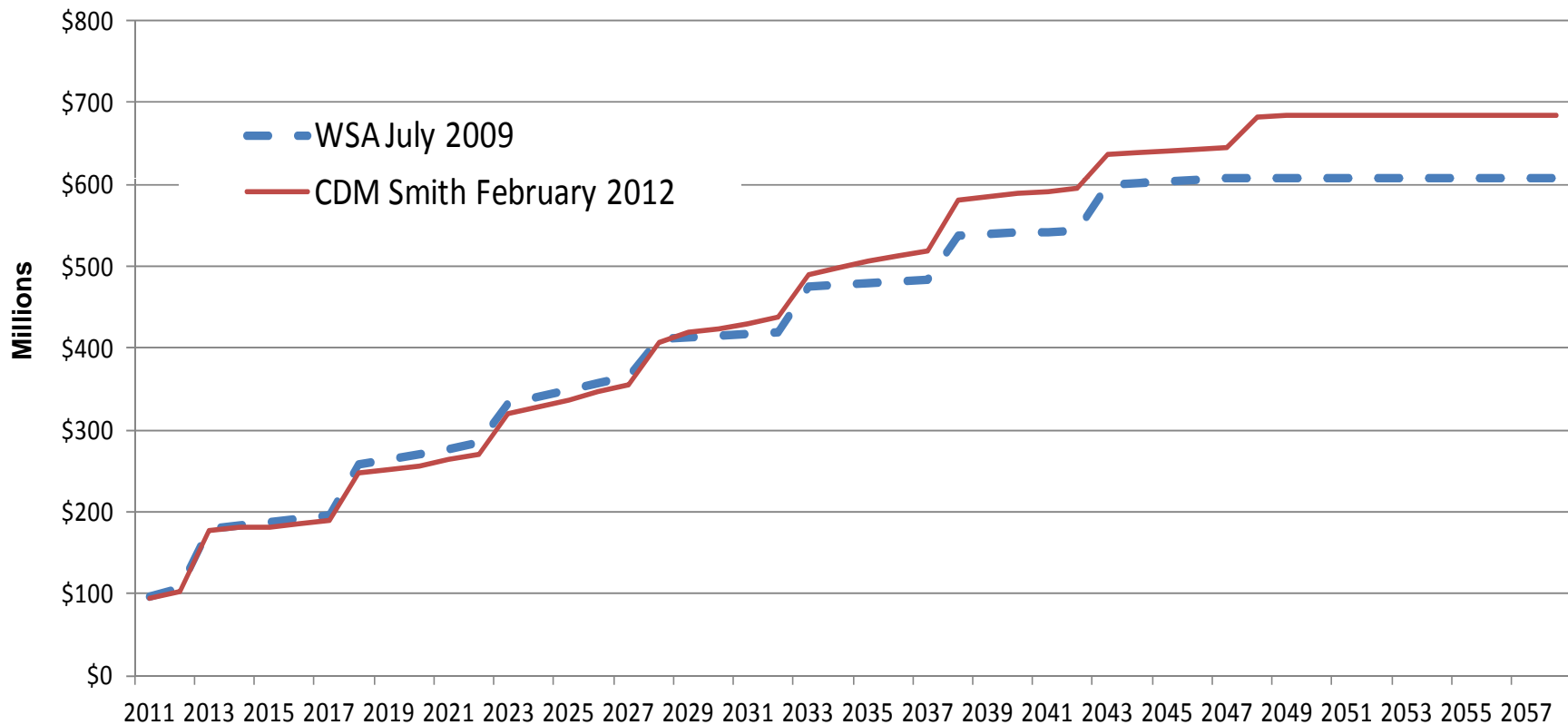


2012 Traffic & Revenue Study: Initial Findings

- The DTR revenue forecasts included in the 2009 T&R Study and 2010 T&R Study Update were fairly accurate, given economic downturn
 - Actual 2010 revenue was 102.0% of 2010 forecast
 - Actual 2011 revenue was 97.5% of 2010 forecast
- Population and employment growth in the service area for the DTR through 2028 will be slightly less than levels forecasted in 2009, but by 2030, may exceed the previous forecast
 - This results in lower levels of projected toll revenue in early years and higher levels of toll revenue beyond 2030
- The Airports Authority's Financial Advisors conclude that the updated toll revenue projections are sufficient to support the finance plan for the Rail Project



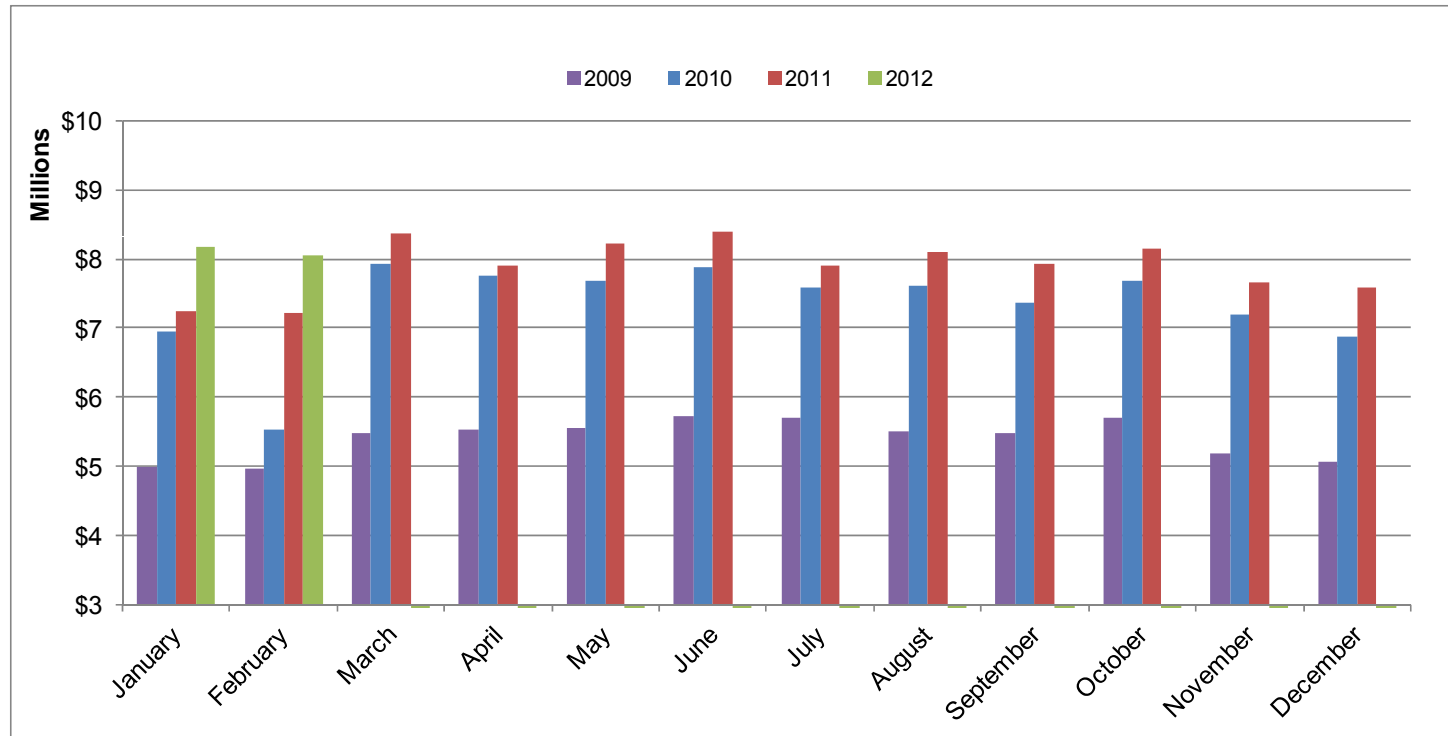
2012 Traffic & Revenue Study: Comparative Revenue Projections



Revenue and Transactions projections were calculated using the Alternate Toll Rate Schedule, which served as the basis for the schedule attached to the MOA



Dulles Toll Road Revenues

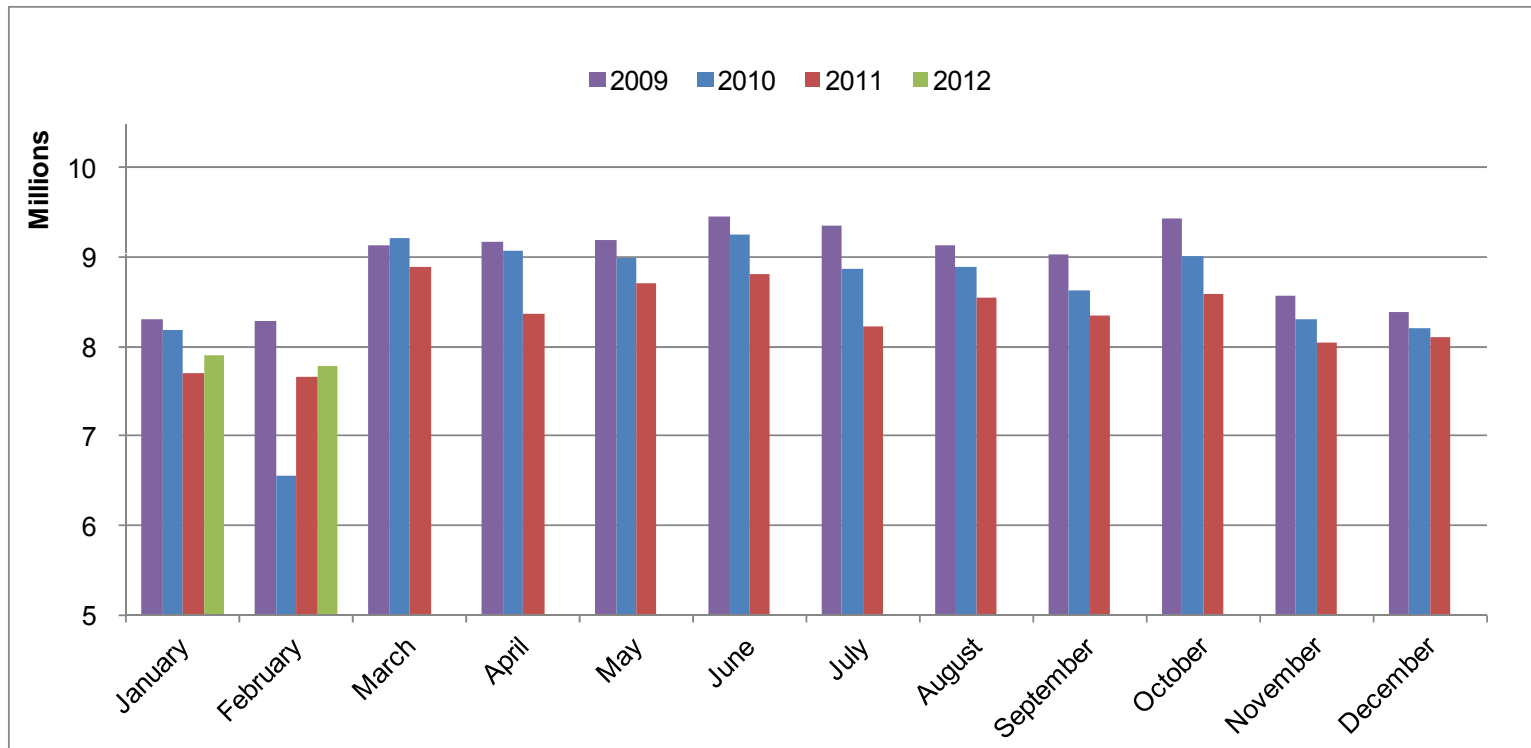


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	T&R FC*	Act. % of FC
2012	8.18	8.05	-	-	-	-	-	-	-	-	-	-	16.23	107.10	
% change over 2011	12.8%	11.8%													
2011	7.25	7.21	8.36	7.90	8.22	8.40	7.90	8.11	7.92	8.15	7.67	7.59	94.66	97.13	97.5%
% change over 2010	4.5%	30.4%	5.4%	1.8%	7.0%	6.5%	4.2%	6.5%	7.4%	6.2%	6.6%	10.2%	7.5%		
2010	6.94	5.53	7.93	7.76	7.68	7.88	7.58	7.62	7.37	7.67	7.19	6.89	88.04	86.28	102.0%
% change over 2009	39.3%	11.3%	44.6%	40.4%	38.2%	37.5%	32.7%	38.0%	34.5%	34.7%	38.7%	36.2%	35.7%		
2009	4.99	4.97	5.48	5.53	5.56	5.73	5.71	5.52	5.48	5.70	5.18	5.05	64.89		

* April 2010 T&R Study Update



Dulles Toll Road Transactions



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	T&R FC*	Act. % of FC
2012	7.91	7.78											15.69	103.39	
% change over 2011	2.6%	1.6%											-3.1%		
2011	7.70	7.66	8.90	8.36	8.70	8.81	8.23	8.55	8.35	8.59	8.05	8.10	100.00	103.29	96.8%
% change over 2010	-5.8%	16.9%	-3.5%	-7.9%	-3.2%	-4.8%	-7.1%	-3.9%	-3.2%	-4.6%	-3.1%	-1.4%	-3.1%		
2010	8.18	6.55	9.22	9.08	8.99	9.25	8.86	8.90	8.62	9.01	8.31	8.21	103.18	101.88	101.3%
% change over 2009	-1.6%	-20.9%	1.0%	-1.1%	-2.3%	-2.1%	-5.2%	-2.7%	-4.5%	-4.5%	-3.2%	-2.2%	-4.0%		
2009	8.31	8.28	9.13	9.18	9.19	9.45	9.35	9.14	9.03	9.43	8.58	8.39	107.46		

* April 2010 T&R Study Update



Comparison of Phase 2 Cost Estimates

- Phase 2 Cost Estimate Summary with cost reductions included
 - MOA Cost \$2.821 billion
 - 100% PE Estimate \$2.689 billion
 - Independent Estimate \$2.831 billion
- Estimates are consistent with MOA targeted project reductions
- Differential is due to different forecasted escalation (4.5% vs. 3.0%)



Allocation of Dulles Metrorail Project Costs

SOURCES OF CAPITAL FUNDS <i>(Thousands YOE Dollars)</i>	PHASE 1	PHASE 2	TOTAL PROJECT	
	Total	Total *	Total	% of Total
Federal	\$ 900,000	\$ -	\$ 900,000	15.7%
Commonwealth of Virginia	251,700	23,300	\$ 275,000	4.8%
Fairfax County	400,000	521,992	921,992	16.1%
Loudoun County	-	274,879	274,879	4.8%
MWAA (Aviation Funds)	-	234,793	234,793	4.1%
MWAA (Dulles Toll Road)	\$ 1,353,956	\$ 1,766,036	\$ 3,119,992	54.5%
TOTAL SOURCES OF FUNDS	\$ 2,905,656	\$ 2,821,000	\$ 5,726,656	100.0%

- The \$2.8 billion MOA cost estimate for Phase 2 assumes Fairfax and Loudoun Counties are successful in securing approximately \$317 million of funding for the Route 28 station and five parking garages
- This chart does not include \$150 million that may be provided by the Commonwealth of Virginia to pay interest on Dulles Toll Road revenue bonds



MWAA's Current and Projected Debt

Current Debt Outstanding

	<u>Credit Ratings</u>	<u>Type of Debt</u>	<i>\$Millions</i>		<u>TOTAL</u>
			<u>Series 2009</u>	<u>Series 2010</u>	
First Senior	<i>A2 / A</i>	Current Interest Bonds	\$198	-	\$198
Second Senior	<i>Baa1 / BBB+</i>	Build America Bonds	\$400	-	\$400
		Capital Appreciation Bonds (CABs)	\$207	\$55	\$262
		Convertible CABs	\$158	\$138	\$296
Subordinate	<i>Baa2 / BBB</i>	Build America Bonds	-	\$150	\$150
Junior	<i>Not Applied For</i>	To Be Determined	-	-	\$0
			\$963	\$343	\$1,306

Bond Financing	(Millions)
Estimated amount to be funded by DTR	\$ 3,120
Amount funded from DTR cash (2004-2008)	(113)
Series 2008 Bond Anticipation Note	(150)
Net Proceeds from Series 2009 and 2010	(883)
Anticipated Remaining Bond Financing *	<u>\$ 1,974</u>

* Does not include reserves and financing costs



Anticipated Next Steps

- Resolution of current uncertainties
 - Counties' participation in Phase 2
 - Size and timing of financial contribution from the Commonwealth
 - Size and allocation of TIFIA among local funding partners
 - Bid cost for selected Phase 2 design-build contractor
- MWAA's regulatory process for toll rate setting, including consultation with DCAC and public hearings
- Completion of 2012 Traffic & Revenue Study, including analysis of additional toll collection strategies
- Potential 4th Quarter 2012 bond issuance



Ronald Reagan Washington National Airport



Dulles Corridor Metrorail Project



Dulles Toll Road



Washington Dulles International Airport



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