



Dulles Corridor Enterprise Financial Update

Dulles Corridor Advisory Committee Meeting

June 22, 2016

Discussion Outline

Finance Plan for the Metrorail Project

- Financial Developments Since December 2015
- Allocation of Capital Costs
- Status of Committed Funding



Dulles Toll Road Update

- DTR Toll Revenue and Transactions
- Estimated DTR Trip Costs



Financial Developments since December 2015 DCAC Meeting

- On May 12, 2016, S&P Global Ratings announced that it has adjusted the credit ratings for the DTR revenue bonds to reflect the application of new rating criteria for U.S. public finance operating entities with subordinated debt. The outlook on all ratings is stable.

DTR Lien	Amount Outstanding as of June 1, 2016	Rating Under Prior Criteria	Rating Under New Criteria
First Senior	\$198 million	A	A-
Second Senior	\$1.63 billion	BBB+	BBB+
Subordinate	\$150 million	BBB-	BBB+
Junior (TIFIA)	\$387 million	BBB-	A-

Financial Developments since December 2015 DCAC Meeting

- On May 18, 2016, the Airports Authority approved an amendment to the Project Agreement with Fairfax County to facilitate the processing of a second grant from the Northern Virginia Transportation Authority (NVTA) for the Innovation Center Metrorail Station (Innovation Station).

The amount of NVTA funding available to the Airports Authority has increased by approximately \$27 million to \$60 million. Pursuant to the Local Funding Agreement between the Airports Authority and Fairfax and Loudoun Counties, the funding allocations for each funding partner will be modified to reflect the \$60 million of NVTA grant funding.

- The Airports Authority's 2015 Comprehensive Annual Financial Report (CAFR) and the 2016 Budget are available on the web at www.mwaa.com.

Rail Project Costs are Allocated in Accordance with Funding Agreements

SOURCES OF CAPITAL FUNDS \$ Millions	PHASE 1	PHASE 2 ⁽¹⁾	RAIL PROJECT BUDGET prior to NVTA funding		RAIL PROJECT BUDGET after NVTA funding	
			Total	% of Total	Change	Total
Federal	\$ 900	\$ -	\$ 900	15.6%		\$ 900
Commonwealth of Virginia ⁽²⁾	252	323	575	10.0%		575
Northern Virginia Transportation Authority ⁽³⁾		-	-	0.0%	60.0	60
Fairfax County	400	527	927	16.1%	(9.7)	918
Loudoun County		276	276	4.8%	(2.9)	274
MWAA (Aviation Funds)		236	236	4.1%	(2.5)	234
MWAA (Dulles Toll Road)	1,430	1,415	2,845	49.4%	(45.0)	2,800
TOTAL SOURCES OF FUNDS	\$ 2,982	\$ 2,778 ⁽⁴⁾	\$ 5,760	100.0%	\$ -	\$ 5,760

Fixed Amount
Fixed Percentage of total cost
Residual

- (1) Phase 2 Parking Garages are to be funded directly by the Counties and are not included in the Total Rail Project Budget.
- (2) Does not include \$150 million from the Commonwealth that is being used to pay interest on Dulles Toll Road revenue bonds.
- (3) NVTA grant can only be used to pay or reimburse capital costs for Innovation Center Metrorail Station.
- (4) Phase 2 Costs include \$551 million in initially unallocated contingency.

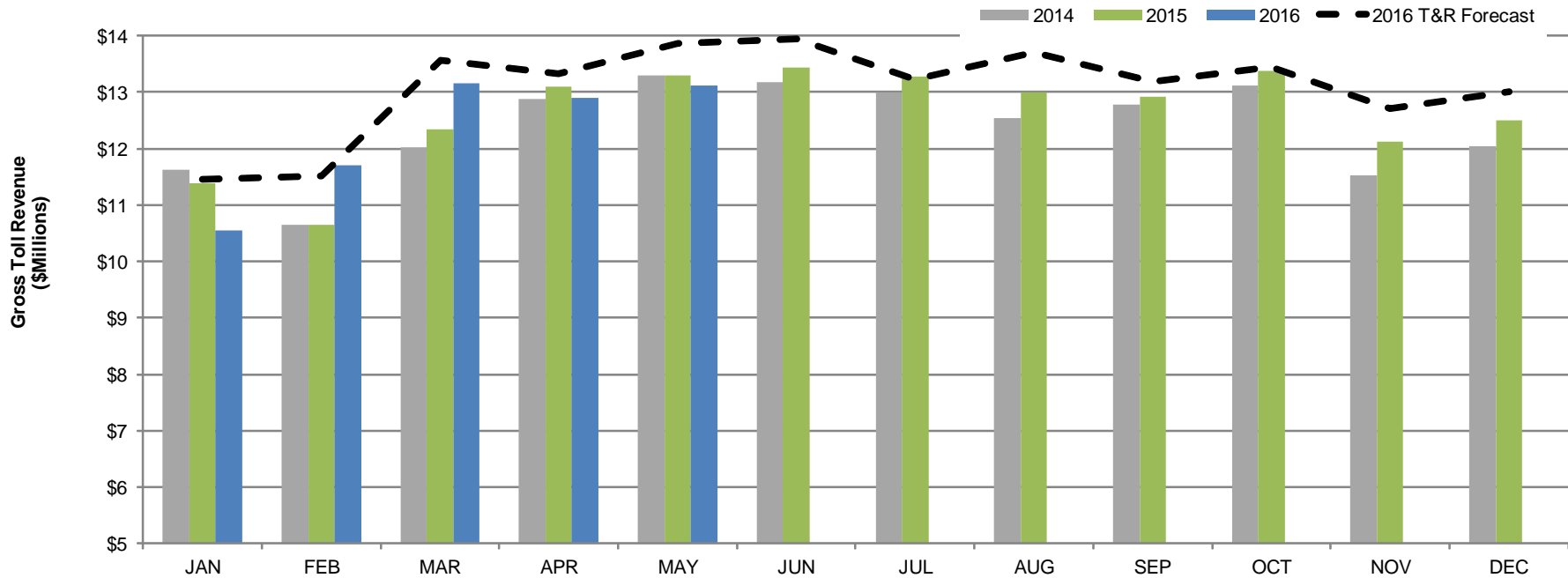
Existing Funding Commitments are Sufficient to Complete the Rail Project

Source of Funds (\$Millions)	Amount Committed	Amount Funded as of 04/30/16	Remaining Commitment	Notes
Federal - FTA Full Funding Grant Agreement	\$ 900	\$ 900	\$ -	(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	200	100	(2)
Northern Virginia Transportation Authority (NVT A)	60	20	40	(3)
Fairfax County	918	497	420	
Loudoun County	274	52	221	
Airports Authority - Aviation Funds	234	38	195	
Airports Authority - Dulles Toll Road	2,800	1,947	853	
TOTAL SOURCES	\$ 5,760	\$ 3,930	\$ 1,830	(4)

- (1) Congress has appropriated, and FTA has awarded, \$900 million in Section 5309 New Starts funds for the project. Approximately \$837 million was expended as of April 30, 2016.
- (2) Commonwealth legislation enacted in 2013 provides \$100 million payable on June 30 in each of the Commonwealth fiscal years 2014, 2015 and 2016.
- (3) The \$60 million NVT A grant will be provided to the Airports Authority, at the direction of Fairfax County, to pay or reimburse capital costs for Innovation Center Metrorail Station.
- (4) The total sources of committed funding does not include (a) Fairfax County and Loudoun County funding of approximately \$348 million for the Dulles Corridor Metrorail Project – Phase 2 garages, which are outside the TIFIA Project budget, and (b) \$150 million of Commonwealth funds that will be used to pay interest on revenue bonds

DTR Toll Revenues Have Been Consistent with Projections

(YTD Unaudited)



\$Millions	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SUBTOTAL	TOTAL
	Jan-May	Jan-Dec												
2016	\$ 10.5	\$ 11.7	\$ 13.2	\$ 12.9	\$ 13.1								\$ 61.4	\$ 61.4
% of Forecast ¹	92%	102%	97%	97%	95%								96%	39%
2015	\$ 11.4	\$ 10.6	\$ 12.3	\$ 13.1	\$ 13.3	\$ 13.4	\$ 13.3	\$ 13.0	\$ 12.9	\$ 13.4	\$ 12.1	\$ 12.5	\$ 60.8	\$ 151.4
% of Forecast ²	93%	93%	93%	99%	100%	99%	98%	102%	100%	99%	102%	99%	96%	98%
2014	\$ 11.6	\$ 10.6	\$ 12.0	\$ 12.9	\$ 13.3	\$ 13.2	\$ 13.0	\$ 12.5	\$ 12.8	\$ 13.1	\$ 11.5	\$ 12.0	\$ 60.5	\$ 148.7
% of Forecast ³	98%	97%	98%	101%	104%	105%	101%	100%	101%	101%	97%	91%	100%	100%

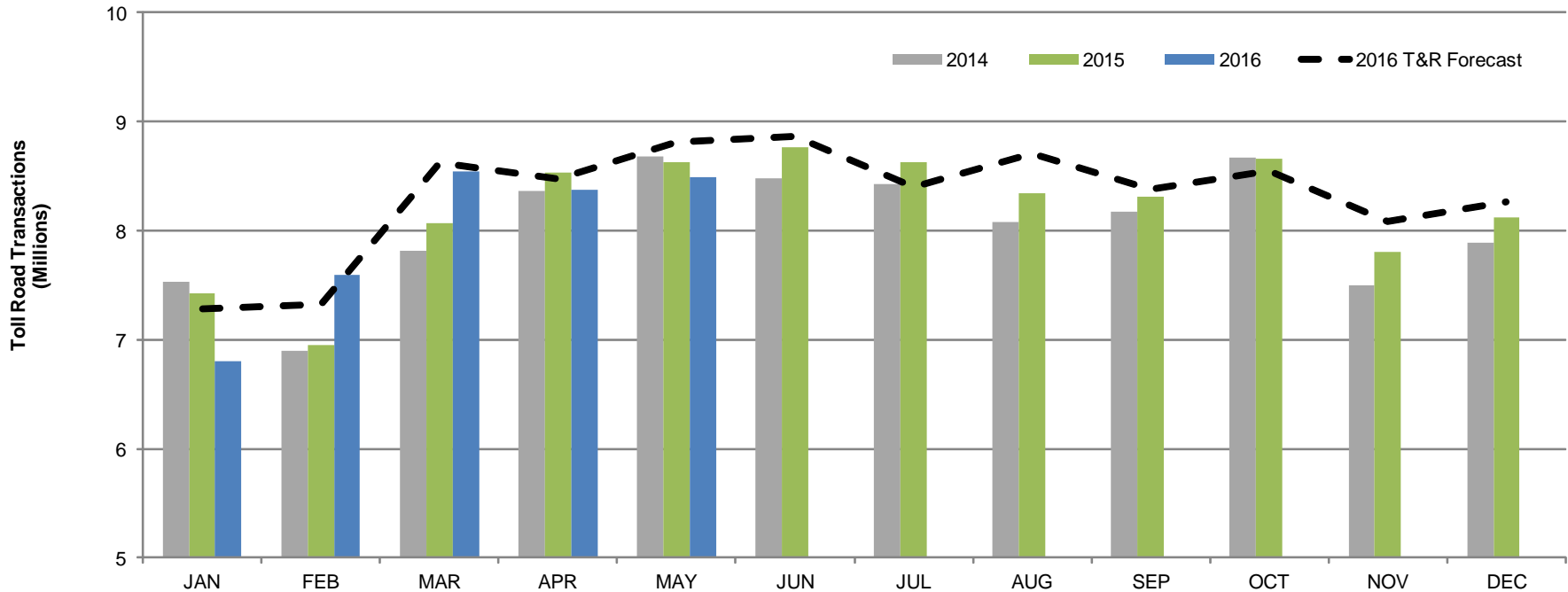
(1) 2016 T&R Forecast is based upon the CDM Smith Dulles Toll Road Comprehensive Traffic and Revenue Study 2014 Update Final Report (April 2014)

(2) January – June 2014 monthly forecast is based upon monthly forecast in association with the CDM Smith Dulles Toll Road Comprehensive Traffic and Revenue Study 2012 Update Final Report (January 2013); July- December monthly forecast is based upon the CDM Smith Dulles Toll Road Comprehensive Traffic and Revenue Study 2014 Update Final Report (April 2014)

(3) 2013 monthly forecast is based upon the CDM Smith Dulles Toll Road Comprehensive Traffic and Revenue Study 2012 Update Final Report (January 2013)

DTR Toll Transactions Have Performed in Line with Expectations

(YTD Unaudited)



Millions	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SUBTOTAL	TOTAL
	Jan-May	Jan-Dec	Jan-May	Jan-Dec	Jan-May	Jan-Dec	Jan-May	Jan-Dec	Jan-May	Jan-Dec	Jan-May	Jan-Dec	Jan-May	Jan-Dec
2016	6.80	7.60	8.55	8.38	8.49								39.81	39.81
% of Forecast ¹	93%	104%	99%	99%	96%								98%	40%
2015	7.42	6.95	8.07	8.53	8.63	8.76	8.62	8.35	8.32	8.66	7.81	8.12	39.60	98.24
% of Forecast ²	95%	95%	96%	102%	102%	102%	101%	103%	101%	101%	103%	101%	98%	100%
2014	7.53	6.90	7.81	8.37	8.68	8.48	8.43	8.07	8.18	8.67	7.50	7.89	39.29	96.51
% of Forecast ³	99%	99%	100%	103%	107%	106%	102%	102%	102%	105%	100%	94%	102%	102%

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No Changes to Estimated DTR Trip Costs

	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.



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