Proposed Toll Rate Increases
Public Hearing Exhibits
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
Phase 1 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
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
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
Current Capital Cost Estimate for the Estimated $5.25 Billion Metrorail Project

- Phase 1 Design-Build Contract, $1.71 billion
- Related Highway Improvements, $120 million
- Phase 1 Utilities & ROW, $130 million
- Phase 1 Rail Cars, Start-up and Testing, $240 million
- Phase 2 Preliminary Cost Estimate, $2.5 billion
- Phase 1 Engineering, Program Management and Contingency, $560 million

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?

Funding Sources - Phases 1 and 2

- Dulles Toll Road: 52.6%
- Fairfax County: 16.1%
- Federal: 17.1%
- Virginia: 5.2%
- Loudoun County: 4.8%
- MWAA: 4.1%

* Percentages do not add up to 100% as numbers are rounded
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.
Toll Rate Proposal
# Toll Rate Proposal

## Proposed Toll Rate Schedule

<table>
<thead>
<tr>
<th>Effective Date</th>
<th>Main Line Plaza</th>
<th>Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Effective Friday, January 01, 2010</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-axle</td>
<td>$0.75</td>
<td>$0.50</td>
</tr>
<tr>
<td>3-axle</td>
<td>$1.00</td>
<td>$0.75</td>
</tr>
<tr>
<td>4-axle</td>
<td>$1.25</td>
<td>$1.00</td>
</tr>
<tr>
<td>5-axle</td>
<td>$1.50</td>
<td>$1.25</td>
</tr>
<tr>
<td>6-axle</td>
<td>$1.75</td>
<td>$1.50</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Effective Saturday, January 01, 2011</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2-axle</td>
<td>$1.00</td>
<td>$0.75</td>
</tr>
<tr>
<td>3-axle</td>
<td>$1.25</td>
<td>$1.00</td>
</tr>
<tr>
<td>4-axle</td>
<td>$1.50</td>
<td>$1.25</td>
</tr>
<tr>
<td>5-axle</td>
<td>$1.75</td>
<td>$1.50</td>
</tr>
<tr>
<td>6-axle</td>
<td>$2.00</td>
<td>$1.75</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Effective Sunday, January 01, 2012</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2-axle</td>
<td>$1.25</td>
<td>$0.75</td>
</tr>
<tr>
<td>3-axle</td>
<td>$1.50</td>
<td>$1.00</td>
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<td>$1.25</td>
</tr>
<tr>
<td>5-axle</td>
<td>$2.00</td>
<td>$1.50</td>
</tr>
<tr>
<td>6-axle</td>
<td>$2.25</td>
<td>$1.75</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Reserves and Corridor Improvements</th>
<th>Metrorail Construction Financing</th>
<th>DTR Operations &amp; Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>25.8%</td>
<td>47.1%</td>
<td>27.1%</td>
</tr>
<tr>
<td>2011</td>
<td>23.6%</td>
<td>51.2%</td>
<td>25.3%</td>
</tr>
<tr>
<td>2012</td>
<td>14.7%</td>
<td>61.5%</td>
<td>23.7%</td>
</tr>
</tbody>
</table>
## Commonwealth Toll Roads:

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Length of Facility</th>
<th>Trip Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dulles Toll Road</td>
<td>14 miles</td>
<td>$1.75 (2010)</td>
</tr>
<tr>
<td>Dulles Greenway</td>
<td>14 miles</td>
<td>$4.50 *</td>
</tr>
<tr>
<td>Chesapeake Expressway</td>
<td>17 miles</td>
<td>$2.00</td>
</tr>
<tr>
<td>Pocahontas Parkway</td>
<td>8.8 miles</td>
<td>$2.75</td>
</tr>
<tr>
<td>Powhite Parkway</td>
<td>12 miles</td>
<td>$2.15</td>
</tr>
</tbody>
</table>

## Other US Toll Roads:

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

* This price is for a.m. and p.m. peak periods
Dulles Toll Road Operations
Dulles Toll Road Operations
2009 Toll Collection Points and Rates

LEGEND
- Dulles Toll Road
- Dulles Access Highway
- Buses Only
- Mainline Toll Plaza-$0.75 for 2-Axle Vehicle
- Ramp Toll Plaza-$0.50 for 2-Axle Vehicle

* $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
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
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*:

<table>
<thead>
<tr>
<th>Economic Impacts (Direct)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs (Thousands)</td>
<td>28,570</td>
</tr>
<tr>
<td>Employee Earnings (Millions)</td>
<td>$ 1,283</td>
</tr>
<tr>
<td>Business Revenue (Millions)</td>
<td>$ 6,471</td>
</tr>
<tr>
<td>State and Local Taxes (Millions)</td>
<td>$ 326</td>
</tr>
<tr>
<td>Federal Aviation Specific Taxes (Millions)</td>
<td>$ 547</td>
</tr>
</tbody>
</table>


Projects Update

Metropolitan Washington Airports Authority

President and
Chief Executive Officer
James E. Bennett

Executive Vice President and
Chief Operating Officer
Margaret E. McKeough

2009

Washington Dulles International Airport

Ronald Reagan Washington National Airport

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 1967 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 Wiehe 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

In 2008, Dulles International:
- 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!