

2011 BUDGET



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Metropolitan Washington Airports Authority
District of Columbia**

For the Fiscal Year Beginning

January 1, 2010

President

Executive Director

The Government Finance Officers Association of the United States and Canada (GFOA) presented an award for Distinguished Budget Presentation to the Metropolitan Washington Airports Authority for its annual budget for the fiscal year beginning January 1, 2010.

In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

The award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

RESOLUTION NO. 10-46

Adopting the 2011 Budget

WHEREAS, at an August 31, 2010 work session on the upcoming budget for 2011 at which the President and Chief Executive Officer presented the major challenges that the budget would need to address, the Board of Directors raised a number of concerns and expectations;

WHEREAS, on October 20, 2010, the Finance Committee received and discussed an initial draft version of a proposed 2011 Budget;

WHEREAS, on November 17, 2010 the Finance Committee received and discussed a revised draft version of the proposed 2011 Budget and recommended its approval to the Board;

WHEREAS, on December 1, 2010 the Board received the final proposed 2011 Budget, as well as the recommendation of the Finance Committee;

WHEREAS, Resolution No. 10-22, Approving an Amendment to the 2010 Budget Relating to the Purchase of Railcars for Phase 2 of the Dulles Corridor Metrorail Project, added \$200,240,723 for the authorization to purchase rail cars for Phase 2;

WHEREAS, to reduce the level of debt service included in the 2011 airline rates and charges at Washington Dulles, the 2011 Aviation Enterprise Fund Budget incorporates the restructuring of the Passenger Facility Charges ("PFCs") program to pay \$60.0 million of debt service attributable to the AeroTrain;

WHEREAS, the Board of Directors intends that this financial relief to the airlines in the 2011 Budget is limited, and the Board will determine on an annual basis the need, if any, for continued such relief; and

WHEREAS, the Board is satisfied that the 2011 Budget presents a reasonable level of expenditures, to be made or accrued in 2011, (a) from the Aviation Enterprise Fund, to operate Ronald Reagan Washington National and Washington Dulles International Airports, to repair and maintain the facilities at

these Airports, and to undertake needed capital improvements at the Airports, and (b) from the Dulles Corridor Enterprise Fund, to operate the Dulles Toll Road, to repair and maintain Toll Road facilities, to undertake capital improvements for the betterment of the Toll Road and otherwise within the Dulles Corridor, and to continue construction of the Metrorail Project, and that there will be sufficient revenues in 2011 and other funds to cover these expenditures;

NOW, THEREFORE, BE IT RESOLVED

1. That the 2011 Budget, as presented to the Board of Directors at this meeting is hereby approved and adopted;

2. That the following sums, totaling \$950,310,105, are hereby authorized to be expended from the Aviation Enterprise Fund in 2011 for the operation, maintenance, care, improvement and protection of Ronald Reagan Washington National and Washington Dulles International Airports:

- (a) \$616,741,000 for the Aviation Operation and Maintenance Program, including \$291,035,000 of this total for debt service;
- (b) \$61,340,105 for the Aviation Capital, Operating and Maintenance Investment Program ("COMIP"); and
- (c) \$272,229,000 for the Aviation Capital Construction Program ("CCP");

3. That the following sums, totaling \$1,028,641,000, are hereby authorized to be expended from the Dulles Corridor Enterprise Fund in 2011 for the operation, maintenance, care, improvement and protection of the Dulles Toll Road and for the planning, design and construction of the Dulles Rail Project:

- (a) \$78,985,000 for the Dulles Corridor Operation and Maintenance Program, including \$51,142,000 of this total for debt service;
- (b) \$5,923,000 for the Dulles Corridor Renewal and Replacement Program ("R&R");
- (c) \$925,317,000 for the Dulles Corridor Capital Improvement Program (CCIP), consisting of \$57,372,000 for Corridor Improvements and \$867,945,000 for the Dulles Rail Project; and
- (d) \$18,416,000 to be transferred to reserve accounts within the Dulles Corridor Enterprise Fund, as identified in the 2011 Budget;

and, further, that any revenue received or accrued by the Dulles Corridor Enterprise in 2011 which, at the conclusion of 2011, has not been expended, obligated or transferred to a reserve account pursuant to subparagraph (d) of this paragraph, or to a reserve fund or account pursuant to the Master Indenture of Trust Securing Dulles Toll Road Revenue Bonds, dated as of August 1, 2009, shall be transferred to the Dulles Corridor Enterprise Reserve and Toll Rate Stabilization Fund;

4. That the President and Chief Executive Officer is hereby authorized to modify or adjust expenditures within each of the six programs identified in clause 2 and clause 3, so long as the total expenditures within any such program in 2011 do not exceed the level authorized for the program in clause 2 or clause 3; that any reprogramming exceeding \$10 million in a calendar year for any project in the COMIP, CCP, R&R, or CIP shall be submitted to the Finance Committee for recommendation to the Board of Directors for approval before it takes effect. All other material budget reprogramming shall be reported to the Finance Committee on a quarterly basis, two months after the end of each quarter at the May, August, November and February Committee meetings and shall include year-to-date cumulative material budget reprogramming equal or greater than the following:

- (a) Aviation Operation and Maintenance (\$250,000);
- (b) Aviation Capital, Operating and Maintenance Investment Program (\$500,000 or any new project, regardless of dollar amount);
- (c) Aviation Capital Construction Program (\$500,000 or any new project, regardless of dollar amount);
- (d) Dulles Corridor Operation and Maintenance Program (\$250,000);
- (e) Dulles Corridor Renewal and Replacement Program (\$500,000 or any new project, regardless of dollar amount); and
- (f) Dulles Corridor Capital Improvement Program (\$500,000 or any new project, regardless of dollar amount).

5. That the new and expanded projects identified in the 2011 Budget, and to this Resolution, in the amount of (i) \$32,269,000 within the Aviation Capital Operating and Maintenance Investment Program, (ii) \$206,515,000 within the Aviation Capital Construction Program, (iii) \$4,100,000 within the Dulles Corridor Renewal and Replacement Program, and (iv) \$3,631,040,000 within the Dulles Corridor Capital Improvement Program, consisting of \$50,565,000 for the Dulles Toll Road and \$3,580,475,000 for the Metrorail Project, are hereby approved, and hereafter shall be considered a part of their respective approved programs; and

6. That this Resolution shall be effective upon its adoption.

RECORDED VOTE:

| | |
|--------------------|----------|
| Members Present | <u>9</u> |
| Members in Favor | <u>9</u> |
| Members Against | <u>0</u> |
| Members Abstaining | <u>0</u> |

Adopted December 1, 2010


Quince T. Brinkley, Jr., Secretary

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

2011 BUDGET

JANUARY 1 - DECEMBER 31, 2011

BOARD OF DIRECTORS

as of December 31, 2010

Charles D. Snelling, *Chairman*
Michael L. O'Reilly, *Vice Chairman*
Robert Clarke Brown
The Honorable William W. Cobey Jr.
Frank M. Conner III
The Honorable H.R. Crawford
The Honorable Thomas M. Davis III
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The Honorable Michael David Epstein
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E. Lynn Hampton, President and Chief Executive Officer
Margaret E. McKeough, Executive Vice President and Chief Operating Officer
Andrew T. Rountree, CPA, Vice President for Finance and Chief Financial Officer
Rita Alston, Budget Manager

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November 24, 2010

Mr. Charles D. Snelling
Chairman, Board of Directors
Metropolitan Washington Airports Authority

Dear Mr. Snelling:

The recommended 2011 Budget for the Metropolitan Washington Airports Authority (Airports Authority) for the period January 1 through December 31, 2011, is herewith presented to the Board of Directors (Board) for approval. The 2011 Budget includes annual budgets for both the Aviation Enterprise Fund and the Dulles Corridor Enterprise Fund. The Aviation Enterprise Fund accounts for aviation activity and the Dulles Corridor Enterprise Fund accounts for the activities related to the Dulles Corridor Metrorail Project and the operations, maintenance, and improvements of the Dulles Toll Road and the Dulles Corridor.

The Airports Authority has fully integrated the Dulles Toll Road and Dulles Corridor Metrorail Project into its operations and our stakeholders include not only airport customers, but also customers of the Dulles Toll Road and ultimately customers of the Metrorail extension to Washington Dulles International Airport (Dulles International).

The 2011 Budget for the Aviation Enterprise Fund includes the operations of the Airports, Consolidated Functions, and Public Safety. The 2011 Budget was prepared after review of revenue forecasts, airline activity levels, the impact of increases in operating expenses on landing fees and rental rates, the impact of compensation increases, airline cost per enplanement, Strategic Initiative Action Plans and the related annual Business Plan, the airport consultant report, prior year actual expenditures, current program functions, the impact of new programs, safety and security protocols, the economic climate of the region and the airline industry.

The Aviation Enterprise Fund budget for the past several years has been pragmatic, yet restrictive in supporting our operations. The 2011 Budget will alleviate some of these operating restrictions while still minimizing the increase to airline rates and charges. The 2011 Budget for the Aviation Enterprise Fund provides sufficient funding for operating Ronald Reagan Washington National Airport (Reagan National) and Dulles International in a safe and secure manner, improving our infrastructure, and maintaining our customer service standards. This

2011 Budget represents management of expenses to achieve reasonable airline rates and charges while sustaining the Airports Authority's long-term financial strength.

The 2011 Budget for the Dulles Corridor Enterprise Fund includes the Dulles Toll Road, Phase 1 and Phase 2 of the Metrorail Project, and other Dulles Corridor and Dulles Toll Road improvements. The Dulles Corridor Enterprise Fund Budget was prepared after review of expected toll collections, operating expenses, and capital requirements. All operations related to the Dulles Toll Road are performed by Airports Authority employees, including Public Safety, or by contracts administered by Airports Authority employees.

Progress on the Dulles Corridor Metrorail Project continues with construction under way along the 11.6 mile alignment of Phase 1 of the Dulles Corridor Metrorail Project from the East Falls Church Metro Station through Tyson's Corner to Wiehle Avenue on the eastern edge of Reston. All five of the Phase 1 stations are under construction; four in Tyson's Corner and the Wiehle Avenue Station. Phase 1 of the Dulles Corridor Metrorail Project is expected to be open for revenue service in 2013. Preliminary engineering continues on Phase 2 which includes six stations from Wiehle Avenue to Dulles International and Ashburn. When that work is done, the Airports Authority will solicit bids for construction of Phase 2. A construction start date has not been set for Phase 2. The current estimate for Phase 2 of the Metrorail Project, for the locally preferred alternative which includes a tunnel and underground station at Dulles International, including contingency, is \$3.831 billion. The previously approved budget authorization for Phase 2 of the Metrorail Project is \$250.2 million, which includes \$200.2 million that was included in *Resolution No. 10-22*, approving an Amendment to the 2010 Budget relating to the purchase of railcars for Phase 2 of the Dulles Corridor Metrorail Project.

The budget document contains considerable detail about the two Enterprise Funds. Please note that the ***Budget Summary*** sections for the Aviation and Dulles Corridor Enterprise Funds describe significant budget highlights.

AVIATION ENTERPRISE FUND

The 2011 Budget for the Aviation Enterprise Fund consists of three Programs:

The ***Aviation Operation and Maintenance (O&M) Program*** provides for the day-to-day operation and maintenance of the Airports Authority's facilities, including those functions performed centrally. Included in this program are operating expenses, debt service, facility projects and equipment expenses. The Aviation O&M Program is funded from airline rates and charges and nonairline revenue, including concession and other revenues. The 2011 Budget operating expenses, excluding debt service are projected at \$325.7 million, 2.3 percent over the 2010 Budget. *This is net of a reduction of \$7.4 million for allocation of overhead and other indirect costs for the Airports Authority that is initially paid from the Aviation Enterprise Fund but is appropriately allocable to the Dulles Corridor Enterprise Fund.*

The *Aviation Capital, Operating and Maintenance Investment Program (COMIP)* provides for repair work at the Airports, equipment and projects, planning, improvements, snow program, and certain operating initiatives. The COMIP budget is funded with the Airports Authority's share of net remaining revenue (NRR) from the prior year. The 2011 new program authorization for the COMIP is projected at \$32.3 million as shown on Tables L8 and L9 on pages 10 and 11.

The *Aviation Capital Construction Program (CCP)* provides for the planning, design and construction of major facility improvements at both Airports. The CCP is funded from bond proceeds, passenger facility charges (PFCs) and grants. The 2011 new program authorization for the CCP is projected at \$206.5 million as shown on Table L10 on page 12.

Air Carrier Update

Airline Rates and Charges

Overall, the U.S. economy has shown a slight improvement in 2010. Largely reflective of continued high unemployment, limited job creation and growth, modest growth in gross domestic product, continued dislocation in the real estate market, and other trends still lagging economists' expectations, uncertainty remains regarding the level and sustainability of the economic recovery.

U.S. airline profit margins in the second quarter of 2010 were the highest since 2002 as airlines have been cutting expenses, flying planes at the highest passenger capacity in years, and collecting record revenues from baggage fees and other ancillary charges.

In 2011, airline enplanement activity at both Airports is expected to increase over the 2010 Budget levels. Enplanements are projected to increase 1.4 percent at Reagan National over 2010 budgeted enplanements. The increase in activity at Reagan National reflects the potential impact of JetBlue's new service at Reagan National. Dulles International's domestic enplanements are projected to increase 3.2 percent in 2011 over the 2010 Budget, while international enplanements are projected to increase 4.7 percent over the 2010 Budget. The combined domestic and international enplanement projections at Dulles International are a 3.6 percent increase over 2010 budgeted enplanements.

One of the Airports Authority's strategic initiatives is to provide competitive rates and charges. The 2011 Budget was developed to minimize, where possible, increases in 2011 Airline Rates and Charges over those of 2010.

Airline Activity

| Table L-1 | Actual | Budget | Current Estimate | Projection | Percent Change | Percent Change 2011 |
|-----------------------------|---------------|---------------|-------------------------|-------------------|----------------------------|----------------------------|
| | 2009 | 2010 | 2010 | 2011 | 2011 Projection vs. | Projection vs. 2010 |
| | | | | | 2010 Budget | Current Estimate |
| Reagan National | | | | | | |
| Enplanements | 8,771,894 | 9,020,898 | 8,902,758 | 9,146,547 | 1.4% | 2.7% |
| Landed Weights | 12,068,654 | 12,539,282 | 12,118,587 | 12,489,696 | -0.4% | 3.1% |
| Dulles International | | | | | | |
| Total Enplanements | 11,614,328 | 11,637,321 | 12,121,735 | 12,053,834 | 3.6% | -0.6% |
| Domestic | 8,544,052 | 8,606,166 | 8,962,726 | 8,880,020 | 3.2% | -0.9% |
| International | 3,070,276 | 3,031,155 | 3,159,009 | 3,173,814 | 4.7% | 0.5% |
| Landed Weights | 18,812,414 | 18,958,381 | 19,414,018 | 19,711,483 | 4.0% | 1.5% |

2011 Aviation Enterprise Fund Program Budget Highlights

Operating Revenues

Comparison Revenues

| Table L-2 | Budget | Budget | Dollar | Percent |
|----------------------|-----------------------|-----------------------|----------------------|----------------|
| | 2010 | 2011 | Change | Change |
| Reagan National | \$ 214,833,000 | \$ 233,776,000 | \$ 18,943,000 | 8.8% |
| Dulles International | 420,186,000 | 459,847,000 | 39,661,000 | 9.4% |
| Total | \$ 635,019,000 | \$ 693,623,000 | \$ 58,604,000 | 9.2% |

Airline terminal rentals, landing fees, and passenger fees are generated on a cost recovery basis. Total operating revenue for 2011 is forecasted at \$693.6 million. Based on current estimates, airline revenues are expected to increase approximately 9.2 percent over the 2010 Budget. Concession revenue is projected to increase 3.1 percent over the 2010 Budget based on the estimated increase in passenger activity.

Airline Cost and Net Remaining Revenue

Net Remaining Revenue (NRR) is budgeted at \$86.8 million in 2010 and approximately \$92.5 million in 2011. Under the Airline Use Agreement and Premises Lease (Airline Agreement), NRR is allocated between the Airports Authority and the Signatory Airlines according to an established formula. The Signatory Airlines' share of NRR (transfers) included in the 2011 operating revenue is estimated at \$64.1 million and the Airports Authority's share is \$28.4 million.

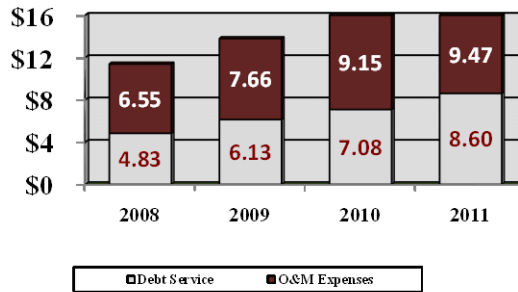
The restructured PFCs program permits a portion of 2011 debt service for the AeroTrain to be paid with PFCs. The details of the restructuring were in the Board approved November 2008 paper, *PFC Restructuring, Recommendation to Approve Amending the Passenger Facility Charge Applications for the AeroTrain and the International Arrivals Building*. The 2010 Budget used \$82 million of PFCs for debt service. The 2011 Budget proposes to use \$60 million of available PFCs for debt service for the AeroTrain. The total 2011 debt service for the AeroTrain is estimated at \$101 million without the application of PFCs.

Cost Per Enplanement Comparison by Year

The airline cost per enplanement based on the current airline rates and charges calculation is \$14.38 at Reagan National and \$20.89 at Dulles International in 2011. An increase in enplanements, use of PFCs to offset debt service, and the full application of the Dulles Corridor cost allocation program has mitigated increases in cost per enplanement at Dulles International. This chart compares combined signatory airline cost per enplanement for debt service and O&M expenses. The 2011 Budget assumes a 11.3 percent increase in the signatory combined airline cost per enplanement. The debt service component of the total cost per enplanement will increase by 21.5 percent and the O&M portion will increase by 3.5 percent.

Signatory Combined Airport Airline Cost Per Enplanement Comparison

Table L-3



| Signatory Airline Cost Per Enplanement | 2008 | 2009 | 2010 | 2011 | Percent Change 2010 vs. 2011 |
|--|----------------|----------------|----------------|----------------|------------------------------|
| Debt Service | \$4.83 | \$6.13 | \$7.08 | \$8.60 | 21.5% |
| O&M Expenses | \$6.55 | \$7.66 | \$9.15 | \$9.47 | 3.5% |
| Combined | \$11.38 | \$13.79 | \$16.23 | \$18.07 | 11.3% |

Airline Use Agreement and Premises Lease

The 2011 Budget was developed assuming the financial structure of the Airports Authority's airline rates and charges model remains unchanged. However, the President recommends the Strategic Development Committee and the Board consider cancelling the current Airline Agreement effective September 30, 2011 and implementing a Board Adopted Regulation which would govern airline and airport relations. The regulation would mirror the majority of the provisions of the current Airline Agreement until such a time as a new agreement is put into place.

In 2011, there would be no financial impact; however, it should be noted that we cannot include extraordinary debt service coverage protection by regulation. Cancelling the Airline Agreement would allow the Airports Authority to more efficiently manage cost per enplanement by airport by providing the flexibility to allocate debt between airports and permit the Airports Authority to negotiate the development of Tier 2 without the constraints of the current Airline Agreement. It is necessary to provide notice to the Airlines by March 31, 2011 in order to cancel the Airline Agreement in September 2011.

Aviation Operation and Maintenance Program

The total operating expenses including debt service are projected at \$616.7 million, which is a 10.0 percent increase over 2010. The 2011 operating expenses, excluding debt service, are projected at \$325.7 million; this is a 2.3 percent increase over the 2010 Budget. Total gross debt service is \$351 million. Of this amount, \$101 million of this debt service is for the AeroTrain, and \$60 million of which will be funded through PFCs. Accordingly, net debt service is \$291 million.

Comparison Expenses with Cost Allocation Applied

| Table L-4 | Budget 2010 | Budget 2011 | Dollar Change | Percent Change |
|---------------------------------|------------------------|------------------------|--------------------------|---------------------------|
| Consolidated Functions | \$ 90,662,000 | \$ 91,532,000 | \$ 870,000 | 1.0% |
| Reagan National | 72,647,000 | 75,151,000 | 2,504,000 | 3.4% |
| Dulles International | 154,983,000 | 159,023,000 | 4,040,000 | 2.6% |
| Total Operating Expenses | \$ 318,292,000 | \$ 325,706,000 | \$ 7,414,000 | 2.3% |
| Debt Service | \$ 242,338,000 | \$ 291,035,000 | \$ 48,697,000 | 20.1% |
| Total | \$ 560,630,000 | \$ 616,741,000 | \$ 56,111,000 | 10.0% |

Cost Allocation

The 2011 Aviation Budget includes a reduction of \$7.4 million of overhead and other indirect costs for the Airports Authority that is initially paid from the Aviation Enterprise Fund, but is appropriately allocable to the Dulles Corridor Enterprise Fund as costs associated with the operation of the Dulles Toll Road, or of the Dulles Metrorail Project. Of the \$7.4 million, \$4.7 million is budgeted to be allocated to the Dulles Toll Road. The remaining \$2.7 million is budgeted to be allocated as administrative overhead to the Dulles Metrorail Project. The cost allocation represents 2.2 percent of all costs.

Cost Allocation

| Table L-5 | Budget 2011 |
|-----------------------------------|-----------------------|
| Aviation Prior to Cost Allocation | \$ 333,110,000 |
| Cost Allocation - Road | (4,721,000) |
| Cost Allocation - Rail | (2,683,000) |
| Total Aviation | \$ 325,706,000 |

Comparison Expenses without Cost Allocation

| Table L-6 | Budget 2010 | Budget 2011 | Dollar Change | Percent Change |
|---------------------------------|-----------------------|-----------------------|----------------------|-------------------|
| Consolidated Functions | \$ 90,662,000 | \$ 96,141,000 | \$ 5,479,000 | 6.0% |
| Reagan National | 72,647,000 | 75,270,000 | 2,623,000 | 3.6% |
| Dulles International | 154,983,000 | 161,699,000 | 6,716,000 | 4.3% |
| Total Operating Expenses | \$ 318,292,000 | \$ 333,110,000 | \$ 14,818,000 | 4.7% |
| Debt Service | \$ 242,338,000 | \$ 291,035,000 | \$ 48,697,000 | 20.1% |
| Total | \$ 560,630,000 | \$ 624,145,000 | \$ 63,515,000 | 11.3% |

Net changes to the 2011 O&M Budget have been minimized. We will continue to identify opportunities for increasing operating efficiencies.

Personnel Expenses

The 2011 Budget includes a total of \$3 million for incumbent staff compensation increases through the Performance Management Partnership (PMP) program for the performance period January 1 through December 31, 2010, reflecting an average increase of 3 percent to the overall personnel compensation. Salary increases for employees in 2011 are based on the parameters of the PMP program. The PMP program establishes specific goals and measurements

for work units and individuals and encourages productive communication between supervisors and employees. The PMP program evaluates employees based on performance, with salary adjustments based on achieving performance goals.

Staffing is proposed to increase by 18 positions. Detailed position descriptions are included in the Airports Authority staffing tab of the 2011 Budget.

| Table L-7 | Total Positions | |
|--|-----------------|-----------|
| | Level | 2011 |
| <u>Consolidated Functions</u> | | |
| Engineering - Based on Proposed 2011 Staffing Plan | | |
| General Engineer, Project Controls Dept. - Manager | S24 | 1 |
| General Engineer, Project Controls Dept. - Budgeting, Cost Reports | S19 | 1 |
| General Engineer, Project Controls Dept. - Scheduling & Estimating | S19 | 1 |
| Admin. Assistant, Project Controls Dept. - Admin. Support | S17 | 1 |
| Planner, Planning Dept. Terminal Planner | S22 | 1 |
| Planner, Planning Dept. Environmental Planner | S22 | 1 |
| General Engineer, Design Dept. - Project Administration | S22 | 1 |
| General Engineer, Construction Dept. - Construction Support | S17 | 1 |
| Business Administration | | |
| Contracting Officer (Rail) | S20 | 1 |
| Information Technology and Telecommunications | | |
| Information Security Program Manager | S23 | 1 |
| ERP Manager | S23 | 1 |
| ERP Technical Functional Analyst | S22 | 1 |
| ERP Systems Administrator | S22 | 1 |
| Total Consolidated Functions | | 13 |
| <u>Public Safety</u> | | |
| Emergency Communications Technicians | PS11A | 4 |
| Court Liaison Technical Assistant | S13 | 1 |
| Total Public Safety | | 5 |
| Total Aviation Enterprise | | 18 |

The Airports Authority's 2011 cost for health insurance reflects the changes to plan coverage and an increase in premium payments made by the Airports Authority of \$539.3 thousand. It is recommended that the health care vesting eligibility period for new employees will be increased from the current five years to a prorated scale. Funding of the Government Accounting Standards Board (GASB) Statements No. 43 and No. 45 in 2011 for post retirement health and life insurance liabilities increased by \$462.6 thousand based on the current actuarial estimate.

Other Costs

Engineering Department Assessment

The contract with Parsons Management Consulting is scheduled to expire in December 2011 and the construction program management structure provided by this contract is under evaluation. The 2011 Budget includes eight new positions identified on Table L7 into the Airports Authority's Engineering Office in the event the current program oversight model is changed. In 2011, this issue will be further addressed by the Planning and Construction Committee.

Enterprise Resource Program (ERP)

The approved 2008 CCP budget included authorization of \$59.2 million (\$29.6 million at each Airport) for the ERP Project. In 2009, the Board approved the expenditure of \$39.2 million of the \$59.2 million to complete Phase 1 of the project. The ERP system is expected to go live in the spring 2011. The estimated cost of the Phase 1 project has been increased by \$11.5 million to \$50.7 million. The 2011 Budget also includes three new positions to support management and the operation of the ERP system once it goes live. In total, there will be seven Airports Authority full-time equivalent employees dedicated to ERP. Additionally, the COMIP new program includes \$2 million of ERP operational start-up costs.

Airports Authority Reorganization Plan

The 2011 Budget does not include any additional resources that may be needed based on the Airports Authority Reorganization Plan Study currently underway. Such funding, if required, will be provided after the results of the study are completed and approved by the Board.

All Other Highlights

Maintenance of facilities, including the terminals, concourses and buildings, is accomplished with a balance of both in-house and contractual personnel. Security and safety requirements such as airport access control systems, police overtime and costs for the guard services are included in the 2011 Budget. Electricity costs are based on participation in the electric cooperative.

A total of \$2.2 million has been added in the services categories. This includes information technology, custodial services, diversity training and temporary employment contractors. Operating insurance and risk management costs are estimated to remain at the 2010 levels.

The 2011 program provides for continuation of several customer service oriented initiatives including terminal restroom upgrades, “Going the Extra Mile” (GEM) Program, art and archives program, student ambassadors, and travelers aid services.

2011 Capital, Operating and Maintenance and Investment Program Budget Highlights

The 2011 Budget includes \$32.3 million for new authorization of COMIP. New COMIP authorization for projects at Consolidated Functions is \$3.5 million, Reagan National is \$9.9 million, and at Dulles International is \$18.9 million. Consolidated Functions includes \$2 million for ERP start-up costs. The COMIP includes \$1.5 million, \$500 thousand at Reagan National and \$1.0 million at Dulles International, for costs related to extraordinary snow events.

2011 COMIP New Authorization – CF and Reagan National

| Table L-8 | New Authorization |
|---|----------------------|
| <u>Consolidated Functions</u> | |
| Organization Planning and Programming (Organization Study) | \$ 550,000 |
| Consultant Support for Use and Lease Agreement | 750,000 |
| ERP Operational Support | 2,000,000 |
| Public Safety - Vehicles (6) | 154,000 |
| Total Consolidated Functions | \$ 3,454,000 |
| <u>Ronald Reagan Washington National Airport</u> | |
| South Sewer Pump House Rehabilitation | \$ 250,000 |
| Bridge Pan Deck Repair | 500,000 |
| Airfield Pavement | 750,000 |
| Expansion Joint Replacement | 350,000 |
| Data Network Intrusion Detection System and Network Admission Control (NAC) Security Solution | 215,000 |
| Economy Lot Rehab/ Satellite Lot Demo | 150,000 |
| Replace Old Street Light Poles | 250,000 |
| Replace End-of-Life Storage Area Networks (SANs) | 250,000 |
| Environmental Compliance | 200,000 |
| Planning & Programming Studies | 200,000 |
| Tele. Private Branch Exchange (PBX) Repl. and Tele. Partner Assurance Support (PASS) | 480,000 |
| Terminal B/C Corrosion Prevention | 250,000 |
| Radio System UPS Replacement Program | 60,000 |
| Supplemental Radiation System (SRS) Upgrade | 65,000 |
| Replace End-of-Life Uninterruptible Power Supply for IT Servers | 45,000 |
| Replace Cisco IT Line Modules | 90,000 |
| Statue Site Preparation | 80,000 |
| Arts Program | 100,000 |
| Terminal B/C Freight Elevators and Elevator Doors | 500,000 |
| COB and Hangar 12 Office Renovations | 425,000 |
| Energy Audit Buy-out | 300,000 |
| Equipment and Facility Projects | 1,479,000 |
| Parking Operations Shuttle Buses (4) | 1,600,000 |
| Public Safety - Mobile Command Post Vehicle | 800,000 |
| Snow Removal | 500,000 |
| Total Ronald Reagan Washington National Airport | \$ 9,889,000 |

2011 COMIP New Authorization – Dulles International

| Table L-9 | New Authorization |
|---|----------------------|
| <u>Washington Dulles International Airport</u> | |
| Airfield, Pavement Maintenance and Joint Sealing | \$ 3,000,000 |
| Taxilanes A, B, and C Trench Drain Repairs | 1,250,000 |
| Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase IV | 800,000 |
| Data Network Intrusion Detection System and Network Admission Control (NAC) Security Solution | 215,000 |
| Cooling Tower Basins Rehabilitation, Utility Bldg. | 400,000 |
| Vehicle Storage Building Conversion to Vehicle Maintenance Building Shop | 695,000 |
| Plane-Mate HED Lift Controller System Upgrade (30 units) | 190,000 |
| New Facility Startup and Fitout | 1,500,000 |
| Elevators, Escalators and Moving Walks Rehabilitation | 190,000 |
| Replace End-of-Life Storage Area Networks (SANs) | 250,000 |
| Salt/Sand Facility Rehabilitation - Corrosion Issues | 400,000 |
| Landside Roadway Rehabilitation | 500,000 |
| Tele. Private Branch Exchange (PBX) Repl. and Tele. Partner Assurance Support (PASS) | 480,000 |
| Guardrail Maintenance and Rehab, Dulles Airport Access Highway | 200,000 |
| Storm Sewer Lift Station Repairs/ Improvements | 800,000 |
| Environmental Compliance Program | 175,000 |
| Multi-User Flight Information Display System (MUFIDS) Installation, Main Terminal | 450,000 |
| Planning and Programming | 70,000 |
| AeroTrain Safety and Security Oversight | 100,000 |
| Expansion Joint & Terrazzo Replacement, Main Terminal, Ticketing Level | 700,000 |
| Radio System UPS Replacement Program | 60,000 |
| Supplemental Radiation System (SRS) Upgrade | 65,000 |
| Replace End-of-Life Uninterruptible Power Supply for IT Servers | 45,000 |
| Replace Cisco IT Line Modules | 90,000 |
| Arts Program | 100,000 |
| Reroof Buildings | 300,000 |
| Carpet Replacement | 200,000 |
| Equipment and Facility Projects | 1,000,000 |
| Parking Operations Shuttle Buses (6) | 2,100,000 |
| Public Safety - Vehicles (5) | 135,000 |
| Public Safety - Williams Ranger 2 Firefighting Turret | 236,000 |
| Public Safety - Medic and Foam Units | 1,230,000 |
| Snow Removal | 1,000,000 |
| Total Washington Dulles International Airport | \$ 18,926,000 |
| Total Metropolitan Washington Airports Authority | \$ 32,269,000 |

Capital Construction Program

The 2011 Budget includes authorization of \$206.5 million for new projects and additional funding for existing projects in the CCP. CCP expenditures for 2011 for both new program authorization and prior year projects are estimated at \$272.2 million. The CCP is funded from bond proceeds, PFCs, and grants. The Airports Authority continues the emphasis on program management, including cost and schedule control, construction safety, and quality assurance of its capital program.

The CCP is periodically reviewed by the Airports Authority based on facility needs and financial feasibility. New CCP program authorization for projects at Reagan National is \$114.3 million. The CCP new program authorization at Dulles International is \$92.2 million. Of particular note are immediate improvements to Reagan National Terminal A screening checkpoints and the initiation of design work to replace Terminal A over the next seven years. Significant improvements to the Airport's Runway 1-19 and all three runway safety areas are also planned. At Dulles International, \$19 million is recommended for a Joint Firearm Training Facility in partnership with Loudoun County. Loudoun County will be paying \$12 million plus construction of water and sewer lines to the southern area of Dulles International. The 2011 Budget includes a total authorization of \$31.6 million for the next generation public safety communications system at both Airports. This important upgrade to the public safety communications system is necessary to ensure communications compatibility with all of the metropolitan area public safety departments.

2011 CCP New Authorization

| Table L-10 | New Authorization |
|---|-----------------------|
| <u>Ronald Reagan Washington National Airport</u> | |
| Terminal A Rehabilitation | \$ 19,200,000 |
| Modify Dedicated Fire System (DFS) to Accommodate Surge Transients / Operating Characteristics | 625,000 |
| DCA Power Distribution Upgrades - Phase 1 | 8,314,000 |
| Runway 4-22 and 15-33 RSA Improvements Funding for Design | 7,210,000 |
| Public Safety, Airport Engineering, and Maintenance Relocation Study | 150,000 |
| Color Digital Orthophotography | 1,000,000 |
| Next Generation Public Safety Communications System - Design and Year 1 Implementation | 15,800,000 |
| Runway 1-19 Runway Safety Area Improvements and Hold Apron Modification | 16,580,000 |
| Runway 1-19 and Taxiway Rehabilitation | 11,860,000 |
| Corporate Office Building Rehabilitation | 3,600,000 |
| Conveyor and Building Changes for Inline Baggage Screening | 30,000,000 |
| Total Ronald Reagan Washington National Airport | \$ 114,339,000 |
| <u>Washington Dulles International Airport</u> | |
| Historic Air Traffic Control Tower (ATCT) Exterior Preservation - Phase 1B | \$ 2,000,000 |
| Main Terminal Commissioning - Phase 2 | 4,980,000 |
| International Arrivals Building Expansion - Phase 4 | 1,900,000 |
| Joint Firearm Training Facility | 19,000,000 |
| Next Generation Public Safety Communications System - Design and Year 1 Implementation | 15,800,000 |
| High Temperature Hot Water Generator Replacement (Des) | 4,300,000 |
| Color Digital Orthophotography | 1,000,000 |
| Unmanned Exit Doors at Bag Claim Level, MT - Passenger Automatic Security Revolving Doors | 3,240,000 |
| Cargo Building Rehabilitation - Phase 1 | 3,500,000 |
| Comprehensive Electrical Utility Critical Rehabilitation - Phase 1 | 5,000,000 |
| Airfield Pavement Panel Replacement for FY2011 | 15,971,000 |
| Special Systems | 3,000,000 |
| Other Planning and Programming | 2,000,000 |
| Access Control and Monitoring System, Closed Circuit Television (CCTV) and Video Monitoring Systems Integration | 2,350,000 |
| Fuel Settling Tank Farm Inbound Particle Separators | 4,750,000 |
| Fourth Runway Maintenance Equipment | 3,385,000 |
| Total Washington Dulles International Airport | \$ 92,176,000 |
| Total Metropolitan Washington Airports Authority | \$ 206,515,000 |

DULLES CORRIDOR ENTERPRISE FUND

The 2011 Budget for the Dulles Corridor Enterprise Fund consists of three Programs:

The *Operation and Maintenance Program* is the financial plan for operating the Dulles Toll Road. It also includes debt service and contributions to reserves. The operation and maintenance program is funded from toll road revenue. Total 2011 operating revenue is \$97.8 million. This is an increase of 11.3 percent over 2010. The 2011 operating expenses estimate, excluding debt service requirements and other reserve contributions, is \$27.8 million. This is an increase of 12.9 percent over 2010.

The *Renewal and Replacement Program* for the Dulles Toll Road addresses major maintenance requirements including overlays, sound wall repairs, bridge deck replacements, erosion and drainage control, and other maintenance projects. The Renewal and Replacement program is funded from toll road revenue. The 2011 new program authorization is \$4.1 million.

The *Dulles Corridor Capital Improvement Program* funds Dulles Corridor Capital Improvements related to the Dulles Toll Road, its ancillary ramps and interchanges, the Dulles Corridor Metrorail Project, and other Corridor improvements. The Capital Improvement Program is funded from bond proceeds, Federal Transit Administration grants, and contributions from Fairfax County and the Commonwealth. The 2011 new program authorization is \$3.580 billion.

Operation and Maintenance Program

The Dulles Corridor Enterprise Fund estimated operating revenues are \$97.8 million and estimated operating expenses of the O&M Program are \$27.8 million in 2011. The 2011 electronic toll collection and cash toll revenue estimate is based on the 2010 update to the Comprehensive Traffic and Revenue Study for the Dulles Toll Road. This estimate assumes a toll increase of \$0.25 at the mainline plaza, effective January 1, 2011. The non-operating expenses category includes \$4.1 million additional authorization for Renewal and Replacement Program expenses. Debt Service is budgeted at \$51.1 million. There is \$11.4 million budgeted in contributions to Dulles Corridor Enterprise Reserve and Toll Rate Stabilization Fund and \$7 million to the Washington Metropolitan Area Transit Authority (WMATA) Latent Defects Reserve. The WMATA Latent Defects Reserve will be funded over a 36-month period of transferring the Dulles Toll Road to the Airports Authority for a total of \$15 million. Of the \$15 million, \$5 million was funded in 2009 and the 2010 Budget included \$3 million for this purpose. The 2011 Budget reserves the remaining \$7 million.

2011 Dulles Corridor Operating Revenues and Interest Income

| Table L-11 | Budget 2010 | Budget 2011 | Dollar Change | Percent Change |
|---------------------------------|------------------------|------------------------|--------------------------|---------------------------|
| Electronic Toll Collection | \$ 61,190,000 | \$ 67,990,000 | \$ 6,800,000 | 11.1% |
| Cash Toll Revenue | 26,224,000 | 29,138,000 | 2,914,000 | 11.1% |
| Violations Fee Collection | 505,000 | 719,000 | 214,000 | 42.4% |
| Total Operating Revenues | \$ 87,919,000 | \$ 97,847,000 | \$ 9,928,000 | 11.3% |
| Interest Income | \$ 2,701,000 | \$ 3,655,000 | \$ 954,000 | 35.3% |

2011 Dulles Corridor Operation and Maintenance Program

| Table L-12 | Budget 2010 | Budget 2011 | Dollar Change | Percent Change |
|------------------------------|------------------------|------------------------|--------------------------|---------------------------|
| Operating Expenses | \$ 24,652,000 | \$ 27,843,000 | \$ 3,191,000 | 12.9% |
| Debt Service | 46,365,000 | 51,142,000 | 4,777,000 | 10.3% |
| Total O&M Program | \$ 71,017,000 | \$ 78,985,000 | \$ 7,968,000 | 11.2% |

Dulles Toll Road Renewal and Replacement Program

The 2011 Renewal and Replacement Program expenditures includes \$5.9 million for various projects including a study of toll plaza modifications, security systems, bridge maintenance, signage upgrade study, and sound wall repairs. The 2011 estimate for new program authorization is \$4.1 million.

| Table L-13 | New Authorization |
|--|------------------------------|
| <u>Renewal and Replacement Program</u> | |
| Bridges, Structures and Canopy Repairs | \$ 500,000 |
| Erosion Repairs | 300,000 |
| Repair of Sound Walls | 200,000 |
| Dulles Toll Road Mainlane Pavement Repairs | 500,000 |
| Guardrail, Traffic Barrier and Fencing Rehabilitation | 100,000 |
| Attenuator Rehabilitation | 100,000 |
| Roadway Sign Replacement and Rehabilitation | 200,000 |
| Street/Plaza Lighting Rehabilitation | 70,000 |
| Sign Lighting | 100,000 |
| Landscape and Beautification Maintenance | 250,000 |
| Slip Ramp Gates | 250,000 |
| Communications/Data | 100,000 |
| Toll Security Study | 200,000 |
| Bridge/Structural Management System Program | 30,000 |
| Other Planning and Programming | 100,000 |
| Electrical | 100,000 |
| Code Compliance - Electrical Room | 100,000 |
| HVAC | 300,000 |
| Main Plaza Revenue Collection Tunnel Assessment | 100,000 |
| Structural/Physical Repair and Rehabilitation | 250,000 |
| Utility Survey and Rehabilitation | 150,000 |
| Right of Way Mapping | 100,000 |
| Total Dulles Corridor Renewal and Replacement Program | \$ 4,100,000 |

Dulles Corridor Capital Improvement Program

Dulles Corridor Metrorail Project

Phase 1

The Airports Authority is constructing an extension of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system from West Falls Church station through Tyson's Corner to Wiehle Avenue (Phase 1) and through Dulles International to Route 772 in Loudoun (Phase 2). The total project cost of Phase 1 is currently estimated to be \$2.75 billion, including the cost of roadway related improvements that are being constructed concurrently with the Project. Phase 1 received a commitment of \$900 million in new starts funding from the Federal Transit Administration (FTA). Fairfax County will provide a fixed contribution of \$400 million for Phase 1 which will subsequently be adjusted to cover their full-funding obligation on a percentage of total cost of both Phases. The Commonwealth of Virginia (Commonwealth) provided \$51.7 million in Virginia Transportation Act (VTA) 2000 revenues from 2004-2007, an additional \$125 million of Commonwealth Transportation Board (CTB) Bonds, and \$75 million of other Commonwealth funds/Surface Transportation Program (STP) Funds toward the cost of Phase 1. The remaining Phase 1 project costs will be provided by the Airports Authority through a combination of bonds, or other financing agreements as the Airports Authority deems necessary, secured by a pledge of Dulles Toll Road revenues. No additional funding is required for Metrorail Project – Phase 1.

Phase 2

The Metrorail Project – Phase 2 is the 11.4 mile completion of the Metrorail Project from Wiehle Avenue to Route 772 in eastern Loudoun County. Metrorail Project – Phase 2 includes six new stations, including a station at Dulles International Airport, and a maintenance yard located on Dulles International property. Included in this second phase will be the procurement of an additional 64 rail cars.

The design/build method of building Phase 2 of the project was approved by the Board in May 2009. The current estimate for Phase 2 original alternative is \$3.831 billion. The \$3.831 billion provides authorization for the locally preferred alternative which includes a tunnel and underground station at Dulles International. The Phase 2 of the Metrorail Project budget currently is authorized for \$250.2 million for preliminary engineering and the purchase of 64 railcars. In 2011, five additional positions are requested for Phase 2 of the Dulles Metrorail Project. The 2011 Budget request for new authorization is \$3.580 billion.

Five additional positions are identified below and will be associated with the Metrorail Project – Phase 2.

New Positions – Dulles Metrorail – Phase 2

| Table L-14 | | Total Positions 2011 |
|-----------------------------------|-------|-------------------------|
| | Level | |
| <u>Dulles Rail Phase 2</u> | | |
| Project Development Manager | S22 | 1 |
| Project Controls Manager | S22 | 1 |
| Contract Administrator | S22 | 1 |
| Construction Manager | S22 | 1 |
| Administrative Assistant | S15 | 1 |
| Total Dulles Rail Phase 2 | | 5 |
| Total Dulles Corridor | | 5 |

Capital Improvement Program

| Table L-15 | New Authorization |
|--|-------------------------|
| <u>Dulles Corridor Enterprise - Capital Improvement Program</u> | |
| <u>Rail Phase 2</u> | |
| Phase 2 | \$ 3,580,475,000 |
| Total Rail Phase 2 | \$ 3,580,475,000 |
| <u>Dulles Corridor Improvements (other than Rail)</u> | |
| Dulles Corridor/I-495 Interchange Ramp 3 | \$ 40,000,000 |
| Sound Wall Study | 500,000 |
| Sound Wall Improvements | 2,000,000 |
| Sound Wall Replacement Phase I | 2,000,000 |
| Plaza Optimization/Open Road Tolling Study | 100,000 |
| Toll Booth and Cabinet Replacement (Construction) | 2,700,000 |
| Engineering, NEPA Studies | 2,815,000 |
| Backtrack Monitoring (Study) | 150,000 |
| Backtrack Monitoring (Design) | 300,000 |
| Total Dulles Toll Road | \$ 50,565,000 |
| Total Dulles Corridor Enterprise | \$ 3,631,040,000 |

Other Dulles Corridor Capital Improvements

The new authorization for capital improvements related to the Dulles Corridor Roads is \$50.6 million.

SUMMARY

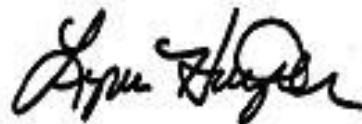
The choices the Airports Authority has made over the last several years, including being prudent in managing our operating expenses, has made it possible to weather the past years' economic downturn and maintain our financial strength. We are cautiously optimistic about the climate for the aviation industry in 2011. Management continues to believe in the strategic importance of air service to the Washington region. The Airports Authority's outstanding airport system bonds continue to be rated among the highest in the aviation industry by the independent rating agencies of Moody's, Standard and Poor's, and Fitch¹.

The Airports Authority's ability to build rail to Dulles International and beyond provides a unique opportunity to participate in the comprehensive and multi-modal transportation plan for the region and will assure the future competitiveness of the Airports.

This proposed Budget presents a realistic approach to funding the operating and capital requirements necessary to support the activity and the needs for the Airports Authority. The management team continues to effectively balance our immediate and long-term objectives while looking to provide operational and technological improvements. We will continue our disciplined approach to monitoring the Airports Authority's financial performance throughout the year and, if necessary, adapt to changing circumstances to ensure our financial stability.

As we look ahead, we acknowledge the Board's leadership which ensures that the Airports Authority remains ready to respond to challenges and opportunities. We will, of course, be pleased to provide assistance to the Board as it reviews this proposed budget.

Sincerely,



E. Lynn Hampton
President and Chief Executive Officer

¹ As of the date of this Budget, the underlying ratings on the Airport System Bonds assigned by the rating agencies are "Aa3" by Moody's, "AA-" by S&P, and "AA" by Fitch.

Budget For Aviation and Dulles Corridor Enterprise Funds

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

BUDGET PROGRAMS

Table 1-1

2011 NEW PROGRAM AUTHORITY

| | |
|--|-------------------------|
| Aviation Operation and Maintenance Program, including Debt Service | \$ 616,741,000 |
| Aviation Capital, Operating and Maintenance Investment Program | 32,269,000 |
| Aviation Capital Construction Program | 206,515,000 |
| Total Aviation Enterprise Fund | \$ 855,525,000 |
| Dulles Corridor Operation and Maintenance Program, including Reserves and Debt Service | \$ 97,401,000 |
| Dulles Corridor Renewal and Replacement Program | 4,100,000 |
| Dulles Corridor Capital Improvement Program | 3,631,040,000 |
| Total Dulles Corridor Enterprise Fund | \$ 3,732,541,000 |
| Total New Program Authority | \$ 4,588,066,000 |

FUNDING SOURCES

| | |
|--|-------------------------|
| Operating Accounts | \$ 616,741,000 |
| Net Remaining Revenue | 32,269,000 |
| Bonds/Grants/PFCs | 206,515,000 |
| Total Aviation Enterprise Fund | \$ 855,525,000 |
| Toll Road Revenue | \$ 97,847,000 |
| Bonds/Grants | 3,634,694,000 |
| Total Dulles Corridor Enterprise Fund | \$ 3,732,541,000 |
| Total Funding Sources | \$ 4,588,066,000 |

AVIATION ENTERPRISE FUND

- Operation and Maintenance Program (O&M).** The O&M Program provides for the day-to-day operation and maintenance of Ronald Reagan Washington National Airport (Reagan National) and Washington Dulles International Airport (Dulles International) (collectively, the Airports) including those functions performed centrally. The O&M program includes operating expenses and debt service. Expenses are identified separately for Consolidated Functions, Reagan National, and Dulles International. The expenses for the Police and Fire Departments are included in the expenses for Reagan National and Dulles International. Revenues from airlines, airport tenants, and concessionaires (including parking and rental cars) are used to fund the O&M Program. Revenues and interest income generated in excess of operating expenses and debt

Budget For Aviation and Dulles Corridor Enterprise Funds

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

service are referred to as net remaining revenue (NRR), a percentage of which is shared with the Signatory Airlines.

Cost Allocation

The 2011 Aviation Budget includes a reduction of \$7.4 million of overhead costs for the Metropolitan Washington Airports Authority (Airports Authority) that is initially paid from the Aviation Enterprise Fund, but is appropriately allocable to the Dulles Corridor Enterprise Fund as costs associated with the operation of the Dulles Toll Road, or as cost of the Dulles Corridor Metrorail Project. Of the \$7.4 million, \$4.7 million will be allocated to the Dulles Toll Road. The remaining \$2.7 million will be allocated as administrative overhead to the Dulles Rail Project.

| Table 1-2 | Budget 2011 |
|-----------------------------------|-----------------------|
| Aviation Prior to Cost Allocation | \$ 333,110,000 |
| Cost Allocation - Road | (4,721,000) |
| Cost Allocation - Rail | (2,683,000) |
| Total Aviation | \$ 325,706,000 |

- **Capital, Operating and Maintenance Investment Program (COMIP).** The COMIP provides for repair work at the Airports, equipment and projects, snow removal, planning, improvements, and operating initiatives. The Airports Authority's share of NRR is the primary source of funding for COMIP projects in accordance with the Airport Use Agreement and Premises Lease (Airline Agreement), and may be supplemented by grants and Passenger Facility Charges (PFCs).
- **Capital Construction Program (CCP).** The CCP is the plan for the design and construction of major improvements of the Airport's facilities. The CCP is funded from bond proceeds, PFCs and grants.

DULLES CORRIDOR ENTERPRISE FUND

- **Dulles Corridor Operations and Maintenance Program (O&M).** The O&M program is the financial plan for operating the Dulles Toll Road, including reserve requirements. The O&M program is funded from toll road revenue.
- **Dulles Corridor Renewal and Replacement Program (R&R).** The R&R program for the Dulles Toll Road addresses major maintenance requirements including overlays, bridge deck replacements, erosion and drainage control, and other maintenance projects. The R&R program is funded from toll road revenue.

Budget For Aviation and Dulles Corridor Enterprise Funds

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

- **Dulles Corridor Capital Improvement Program (CIP).** The CIP funds the Dulles Corridor Metrorail Project and other corridor capital improvements, including improvements related to the Dulles Toll Road, and its ancillary ramps and interchanges. The CIP is funded from bond proceeds, PFCs, Federal Transit Administration (FTA) grant, and contributions from Fairfax County, Loudoun County, and the Commonwealth of Virginia.

Purpose, Mission, and Goals

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PURPOSE

The Airports Authority is an independent entity, established by the Commonwealth of Virginia and the District of Columbia with the consent of the Congress of the United States, whose purpose is to plan, provide, and actively manage world-class access to the global aviation system in a way that anticipates and serves the needs of the National Capital area.

The Airports Authority is committed to the operation of the Dulles Toll Road and to the construction of a metrorail extension to Dulles International and beyond, with a terminus in Loudoun County.

MISSION

The Airports Authority's mission is to develop, promote, and operate safely Reagan National and Dulles International, continually striving to improve our efficiency, customer orientation, and the level of air service offered at the Airports. We will be the best managed Airports in the United States.

VALUES

1. Service Orientation
2. Excellence
3. Integrity
4. Openness to Change
5. Respect for Individuals

GOALS

In support of its mission, the Airports Authority has established seven goals to guide its operation:

1. Have a strong customer service focus
2. Attract, motivate, and retain a high quality, diverse workforce
3. Provide quality facilities to our customers
4. Maintain financial strength
5. Integrate with the world around us
6. Keep the Airports Authority aligned with the changing aviation industry
7. Reflect the diversity of the region in the Airports Authority's contracting programs

STRATEGIC INITIATIVES

The Airports Authority has developed a set of Strategic Initiatives to guide Offices in setting priorities and allocating resources. The Strategic Initiatives align with the Performance Management Partnership (PMP) Program and Performance Dashboard Scorecard focus areas. Each Office develops action plans that align to these Strategic Initiatives.

The Action Plans are incorporated into the Airports Authority's annual Business Plan. The Business Plan is approved annually by the Board of Directors (the Board) and reviewed quarterly by the various committees of the Board. The Business Plan is also provided to public audiences.

Purpose, Mission, and Goals

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Airports Authority will carry out the following Strategic Initiatives:

1. Safety, security and risk reduction is essential
2. Maintain financial strength, efficiency, and accountability
3. Maintain competitive airline rates and charges
4. Obsess over customer service
5. Improve workforce planning
6. Be recognized as a fair marketplace
7. Initiate and incorporate industry changes
8. Process quality work on time
9. Integrate business practices, processes, and technology

Budget Preparation, Reporting & Amendment Process

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

BUDGET OVERVIEW

Historical financial, aviation and statistical information is available on the Airports Authority's website and debt issuance information is posted on www.munios.com.

Basis of Budgeting

The basis of budgeting is the same as the basis of accounting with both prepared on a full accrual basis, except that the Aviation budget conforms with the applicable provisions of the Airline Agreement, which provides for cost recovery for the operation of the Airports. Additionally, the Airline Agreement provides for directly expensing O&M capital equipment and facility projects and recovering the bond-financed capital improvements through debt service. The Airports Authority prepares a balanced budget on an annual basis in which revenues and other resources equal or exceed expenditures and other uses. A balanced budget is an integral part of maintaining the Airports Authority's financial integrity.

Aviation Enterprise Fund

The O&M Budget estimates are developed after reviewing passenger activity, airline operations, aircraft landed weight forecasts, and projected operating expenses. Airlines pay rates and charges based on forecasts and analyses of historical trends, leases, contracts, and other agreements. Airline rates and charges are based on a full cost recovery methodology through an allocation of direct and indirect expenses to cost centers of the Airports Authority. Actual costs are reconciled through a settlement process with the Airlines. Under the Airline Agreement, the Signatory Airlines' share of NRR for each year is applied as credits, referred to as "transfers," in the calculation of the Signatory Airline rental rates, fees, and charges for the year following the year in which they are earned. Terminal building rental rates at both Airports are calculated by allocating expenses over the rentable square footage in the terminal buildings. Airlines are then charged for the space they occupy. Non-airline rents, including hangars, airmail facilities, and fueling systems, are also based on cost recovery. The cost allocation plan appropriately allocates the overhead costs between the Aviation Enterprise and Dulles Corridor Enterprise Funds.

The Office of Engineering annually prepares the capital facility requirements, which are similarly reviewed and included in the COMIP and CCP Budgets.

Dulles Corridor Enterprise Fund

The O&M, R&R and CIP budgets for the Dulles Corridor and Dulles Toll Road are developed after review of expected toll collections, operating expenses, and capital requirements. The Dulles Corridor Metrorail Project budget is prepared within the guidelines supporting the FTA grant application.

The Office of Engineering develops the facility requirements for the Dulles Corridor Enterprise Fund.

Budget Preparation, Reporting & Amendment Process

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

BUDGET PROCESS

Budget Preparation

- Budget process begins nine months prior to the beginning of the budget year with a request for program Offices to submit planning requirements for the next five years, with the primary emphasis on the next budget year.
- Planning process is completed by June of the current year; and Offices are advised of the status of planning issues in the budget preparation instructions.
- Budget instructions and formats are issued in June with submissions due from each Office in August.
- A workshop is held with the Board in September, and their guidance is incorporated into the proposed Budget.
- Draft copies of the proposed Budget are submitted to the Board at the October Finance Committee meeting.
- Preliminary Airline Rates and Charges are sent to the Airlines in November.

Board Action

- Recommended Budget is presented to the Finance Committee at the November meeting.
- Budget is presented to the Board for adoption at its December meeting. Eight affirmative votes are required for approval of the Budget.

Budget Management

- First Half Airline Rates and Charges are sent to the Airlines.
- Financial statements comparing actuals to budget are reported monthly to the Finance Committee, President, Executive Vice President and other Airports Authority management, which enables prudent management control of the budget. Monthly reports are submitted to the Board on CCP contracts.
- Vice Presidents are accountable to manage their O&M office budget.
 - Each Vice President prepares quarterly budget plans which are submitted to the Finance Office for review.
- COMIP, CCP, R&R and CIP

Budget Preparation, Reporting & Amendment Process

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

- Reprogramming funds between projects occurs to facilitate the current mission, strategic initiatives, business plan, and action plan.
- COMIP, CCP, R&R and CIP projects are managed by the Office of Engineering. The Office of Engineering coordinates with the Budget Department to validate the availability of funds and a reprogramming requires the approval of the President and is included in the next budget process.
- The President is authorized to modify or adjust expenditures in the Budget consistent within the levels approved for each program.

Criteria for Budget Reprogramming Reporting

Any Budget reprogramming exceeding \$10 million in a calendar year for any project in the COMIP, CCP, R&R, and CIP is submitted to the Finance Committee for recommendation to the Board for approval before it takes effect. All other material budget reprogramming are reported to the Finance Committee on a quarterly basis, two months after the end of each quarter at the May, August, November and February Committee meetings.

The quarterly report includes year-to-date cumulative material budget reprogramming equal to or greater than the following:

1. Aviation Operation and Maintenance (\$250,000);
2. Aviation Capital, Operating and Maintenance Investment Program (\$500,000 or any new project, regardless of dollar amount);
3. Aviation Capital Construction Program (\$500,000 or any new project, regardless of dollar amount);
4. Dulles Corridor Operation and Maintenance (\$250,000);
5. Dulles Corridor Renewal and Replacement (\$500,000 or any new project, regardless of dollar amount); and
6. Dulles Corridor Capital Improvement Program (\$500,000 or any new project, regardless of dollar amount).

For operating and maintenance budgets, budget reprogrammings are reported by major cost categories as identified in the budget document. These categories include personnel expenses, travel, lease and rental payments, utilities, services, supplies, materials and fuels, insurance and risk management, equipment and projects.

Line-item reprogramming within major program cost categories are not reported. For example, a change from natural gas to electricity is not reported because the change was within the utility cost category, while reprogramming from utilities to services would be reported because they are distinct and separate major cost categories.

For all other budgets, reprogramming between any project and establishment of any new project regardless of the dollar amount is reported.

Budget Preparation, Reporting & Amendment Process

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Amendment Process

- At any time during the year, the President may recommend to the Board amendments to the adopted Budget. Budget amendments considered by the Finance Committee are submitted to the Board for adoption. There have been seven budget amendments in the Airports Authority's history.

Budget Calendar for 2011

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

BUDGET CALENDAR FOR 2011

Unless otherwise stated, the Budget Department is responsible for the following:

January

2011 Fiscal Year Begins
2010 Budget Year-End Close
2011 Financial Plan sent to Offices

February/March

Evaluation of 2010 Budget Performance

April/May

Request to Offices for 2011-2015 O&M Program Planning Process
2010 Airline Rates and Charges Settlement
2011 First Quarter Review prepared by Offices
2011 Budget Policy Guidelines prepared

June

2011-2015 O&M Program Planning Process responses prepared by Offices
Preliminary 2011 Activity Level Forecast developed
2012 Budget Preparation Handbook distributed to Offices

July/August

2011 Second Quarter Review prepared by Offices
Responses received from 2012 Budget Estimates

September

Board of Directors 2012 Budget work session
Analysis of Preliminary 2012 budgets prepared
President confers with Offices on 2012 Budget Submissions
Airline Committee 2012 Budget Briefing
2012 Activity Level Forecasts finalized
President's 2012 Budget recommendations to Office of Finance

October

2011 Third Quarter Review prepared by Offices
2012 Draft Budget submitted to Finance Committee for review
Office of Finance prepares the President's recommended 2012 Budget

November

Preliminary 2012 Airline Rates and Charges developed
2012 Proposed Budget presented to Finance Committee for action
2012 Proposed Budget submitted to Board for action

December

2012 Budget adopted by Board
2012 Rates and Charges sent to Airlines

Organizational Structure

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

THE AIRPORTS AUTHORITY

The Airports Authority was created by the District of Columbia Regional Airports Authority Act of 1985, as amended, and Ch. 598, Virginia Acts of Assembly of 1985, as amended, for the purpose of operating, maintaining, and improving Reagan National and Dulles International. The Metropolitan Washington Airports Act of 1986, as amended, authorized the Secretary of Transportation to lease Reagan National and Dulles International to the Airports Authority. The Airports Authority is a public body, politic and corporate, and is independent of the District of Columbia, the Commonwealth of Virginia, and the federal government.

The Airports Authority initially operated the Airports under a 50-year lease agreement with the U.S. Department of Transportation (DOT) ending June 6, 2037. On June 17, 2003, the Federal Lease was amended to extend the term to June 6, 2067. The impetus for the formation of the Airports Authority as an independent government entity was the need for substantial capital improvements at the Airports. Operating responsibility was transferred to the Airports Authority on June 7, 1987. The Airports Authority's capital program, initiated in 1988, provides for major expansion of facilities at Dulles International and modernization of facilities at Reagan National.

On November 1, 2008, the Virginia Department of Transportation (VDOT) transferred operational and financial control of the Dulles Toll Road from VDOT to the Airports Authority for a term of 50 years, upon the terms and conditions set forth by the Master Transfer Agreement and the Permit and Operating Agreement (the VDOT Agreements) each dated December 29, 2006, entered into by and between VDOT and the Airports Authority. In exchange for the rights to the revenues from operation of the Dulles Toll Road and certain other revenues described in the VDOT Agreements, the Airports Authority agreed to (i) operate and maintain the Dulles Toll Road, (ii) cause the design and construction of the extension of the Metrorail from the West Falls Church station in Fairfax County, along the Dulles Corridor to Dulles International and beyond into Loudoun County (the Metrorail Extension Project) and (iii) make other improvements in the Dulles corridor consistent with VDOT and regional plans. The Airports Authority is responsible for setting toll rates and collecting tolls following its process for issuing regulations and in consultation with the Dulles Corridor Advisory Committee. The Airports Authority initially adopted the existing toll structure established by the Commonwealth of Virginia (the Commonwealth) and contracted with VDOT for the interim operation of the Dulles Toll Road. Effective October 1, 2009, all operations related to the Dulles Toll Road, including Public Safety, are directly performed by Airports Authority employees or third-party contracts managed by Airports Authority employees. The Airports Authority adopted a new toll structure in November 2009, effective January 1, 2010.

BOARD OF DIRECTORS

The Airports Authority is governed by a 13-member Board, with five directors appointed by the Governor of Virginia, three appointed by the Mayor of the District of Columbia, two appointed by the Governor of Maryland, and three appointed by the President of the United States. The Board members serve six-year terms which are staggered. The officers of the Board are the Chairman, Vice Chairman, and Secretary. These officers are elected annually by members of the Board.

Organizational Structure

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PRESIDENT AND CHIEF EXECUTIVE OFFICER

The executive direction and overall management of the Airports Authority is the responsibility of the President and Chief Executive Officer. The President and Chief Executive Officer plans and directs all of the programs and activities of the Airports Authority, subject to policy direction and guidance provided by the Board.

EXECUTIVE VICE PRESIDENT AND CHIEF OPERATING OFFICER

The operation of the Airports Authority, including the support elements necessary to deliver high quality customer service, is undertaken by the Executive Vice President and Chief Operating Officer. In the absence of the President and Chief Executive Officer, the Executive Vice President and Chief Operating Officer acts with the full authority of the President and Chief Executive Officer.

OFFICE OF GENERAL COUNSEL

The Office of General Counsel provides advice and a full range of legal services in areas that are essential to the formulation of policies as well as the day-to-day operation of the Airports, and serves as the primary point of contact with any special counsel that may be employed by the Airports Authority on a regular or ad hoc basis.

OFFICE OF AUDIT

With guidance from the Board's Audit Committee, the Office of Audit develops and implements the audit plan for the Airports Authority; evaluates internal controls and recommends improvements to management, reporting results to the Audit Committee and the President; and manages the activities of external auditors who perform the annual audit of the Airports Authority's financial statements and related activities.

OFFICE OF AIR SERVICE PLANNING AND DEVELOPMENT

The Office of Air Service Planning and Development formulates and executes strategies and actions to maintain and improve the region's passenger and air cargo service through the development and execution of Comprehensive and Annual Air Service Plans. The Office conducts baseline research, develops projections and recommends strategic actions in airline, air cargo, and aviation areas. The Office develops demographic and travel trends focusing on long-range opportunities to enhance the Airports Authority's competitive position within the global aviation system. The Office conducts internal and external outreach activities designed to influence and educate target audiences about the positive economic impacts of air service to the region. The Office advises the President and Chief Executive Officer on a wide variety of aviation issues, and supports other Airports Authority offices as requested in developing policies, positions and implementation plans regarding passenger, cargo, and industry related issues.

Organizational Structure

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

OFFICE OF COMMUNICATIONS

The Office of Communications is responsible for internal and external communication policies and strategies, including legislative initiatives and all communications programs with community groups, governmental organizations, and the news media on matters related to operation of the Airports and the Dulles Corridor. The Office maintains a community outreach program designed to achieve community participation in appropriate areas of Airport decision-making. Other activities include publication of the Annual Report, support for the Airports Authority's marketing and advertising program including the Washington Flyer Magazine, and coordinating aircraft noise abatement and related environmental activities.

OFFICE OF FINANCE

The Office of Finance is responsible for formulating and executing the annual and long-term budget activities, airline rate setting, financing and planning strategies, cash and debt management, investment activities, commercial banking relations, operation of the accounting system and the issuance of financial reports, and revenue and disbursement management.

OFFICE OF ENGINEERING

The Office of Engineering formulates and manages all matters relating to engineering, planning, design, and construction at the Airports; administers the COMIP, CCP, Dulles Corridor R&R Program, and CIP, which includes the Dulles Corridor Metrorail Project; and provides day-to-day oversight and management of the activities of the program management contractor who is assisting the Airports Authority in accomplishing the CCP and the Dulles Metrorail Project.

OFFICE OF BUSINESS ADMINISTRATION

The Office of Business Administration directs the Airports Authority programs in the areas of equal opportunity, concession contracting and administration, lease of Airports Authority space and land, procurement of material and services, property management, and risk management; and coordinates and recommends overall Airports Authority policies regarding airline operations, including administration of the Airports Authority's Airline Agreement and related business activities that support the Airports Authority. The office also manages the JP Morgan Chase Building at Dulles International.

OFFICE OF HUMAN RESOURCES

The Office of Human Resources develops and manages a full range of human resource programs including: personnel services; policy, compensation and benefit programs; and organizational development and training to support the Airports Authority's management and staff. The Office also represents the Airports Authority's management in labor-related issues.

Organizational Structure

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

OFFICE OF INFORMATION AND TELECOMMUNICATIONS SYSTEMS

The Office of Information and Telecommunications Systems develops, operates, and maintains the automated systems and telecommunications systems that support the Airports Authority operations, and manages the Airports Authority's radio communications systems with special emphasis on the Airports Authority's operations, maintenance, police, and fire/crash/rescue functions.

RONALD REAGAN WASHINGTON NATIONAL AIRPORT WASHINGTON DULLES INTERNATIONAL AIRPORT

Since the organization structure at both Airports is similar, a single definition is included for both.

Airport Managers

The Airport Managers for each respective Airport are responsible for managing a range of operational, maintenance, construction, commercial and business activities, and for directing on-site administration at each Airport.

Operations Departments

The Operations Departments are responsible for providing 24-hour-a-day monitoring, guidance, and control of facilities at each Airport to ensure the safe, efficient, secure, and continuous operational use of airport runways, taxiways, terminal buildings, and other areas, and at Dulles International, ramp control, AeroTrain, and Mobile Lounge operations. In addition, the Operations Departments develop and implement the airport security plans in accordance with Federal Aviation Administration (FAA) requirements.

Engineering and Maintenance Departments

The Engineering and Maintenance Departments are responsible for providing day-to-day oversight, management, and quality control for both the Airports Authority and tenant-financed construction projects; developing and managing repair and preventive maintenance programs related to the terminals, service buildings, hangars, airfields, roadways, including the Dulles Airport Access Highway (Access Highway), grounds, and plant facilities; providing operation and maintenance of Airport facilities for provision and distribution of electrical energy, water, heat, and air-conditioning; and for snow removal operations.

Airport Administration Departments

The Airport Administration Departments are responsible for managing on-airport air carrier and air cargo activities including the lease and use of gates, ticket counters, baggage areas, and other inter-terminal space; coordinating necessary changes to the Airports Authority's Airline Agreement with the Business Administration Office; and managing contracts that provide to travelers parking and ground transportation services. The Airport Administration Departments also administer fiscal and personnel programs; manage personal property assets; procure and warehouse supplies, materials, and equipment; and perform other administrative support functions for the Airports.

Organizational Structure

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Dulles Toll Road Department (Dulles International)

The Dulles Toll Road Department is responsible for operating and maintaining the Dulles Toll Road.

OFFICE OF PUBLIC SAFETY

The Office of Public Safety has primary responsibility for assuring public safety and security at the two Airports and the Dulles Toll Road and directs and supervises the activities of the Police and Fire Departments.

Police Department

The Police Department directs law enforcement functions within the property boundaries of the Airports including the Access Highway and Dulles Toll Road, including investigating crimes, controlling automotive and pedestrian traffic, and assisting in enforcement of FAA Civil Aviation Security Regulations.

Fire Department

The Fire Department is responsible for the overall fire protection, prevention, and suppression programs for the Airports; directing activities associated with the operation of fire, crash, search and rescue, and related emergency equipment; and directing programs to provide emergency first-aid treatment and advanced life support systems at the Airports and Dulles Toll Road.

Public Safety Administration Department

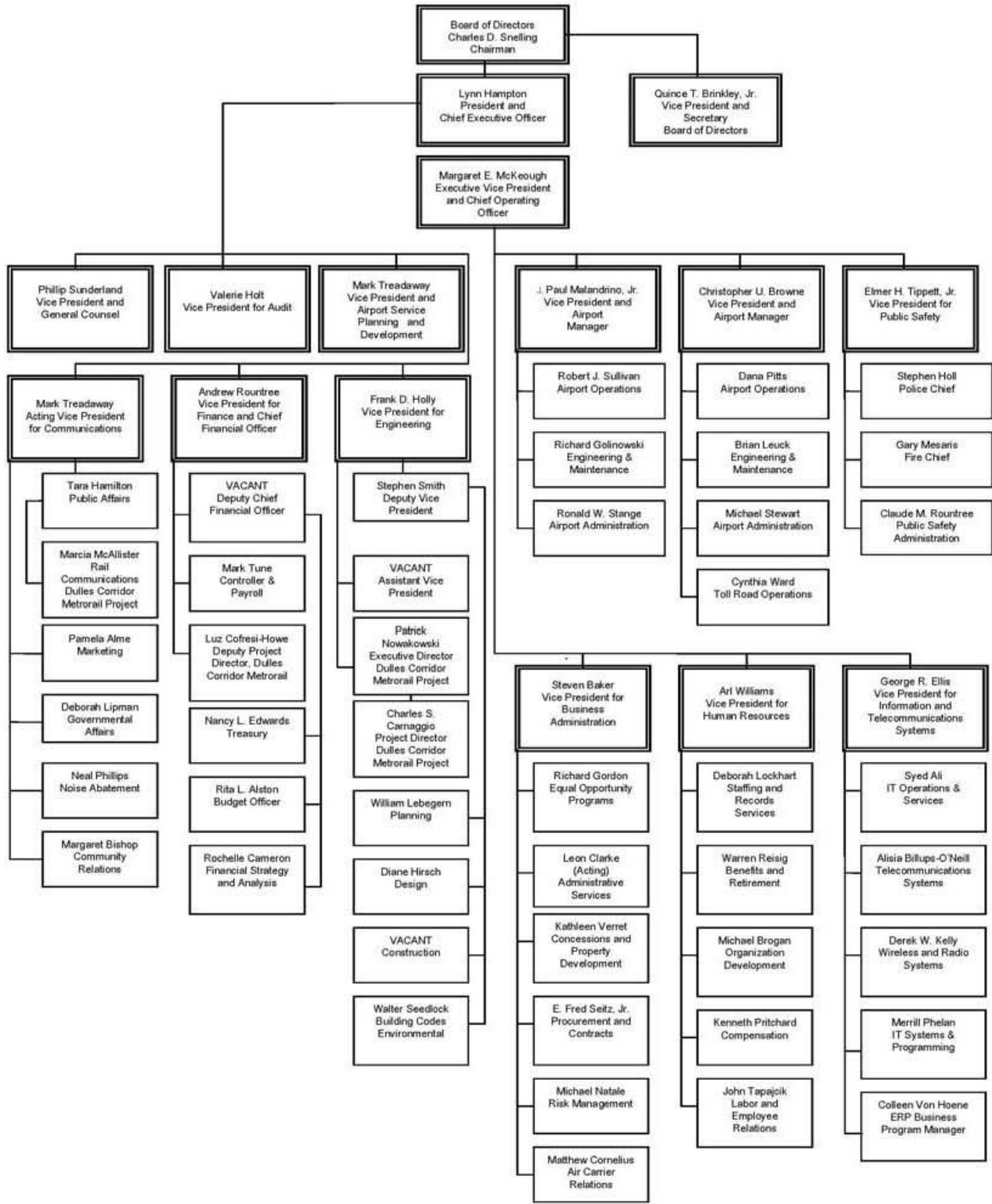
The Public Safety Administration Department administers fiscal and personnel programs; manages personal property assets; procures supplies, materials, and equipment; and performs other administrative support functions for the Office of Public Safety.

Organizational Structure

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ORGANIZATIONAL CHART



Budget Summary for Aviation

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

2011 AVIATION OPERATING REVENUES AND INTEREST INCOME

**Table 2-1
OPERATING REVENUES***

| | |
|--|-----------------------|
| Rents** | \$ 304,891,000 |
| Landing Fees** | 137,257,000 |
| Tenant Equipment Charges** | 4,091,000 |
| Concessions | 194,071,000 |
| TSA Security Fees | 1,237,000 |
| International Arrivals Building Fees** | 19,995,000 |
| Passenger Conveyance Fees** | 15,090,000 |
| Utilities | 9,312,000 |
| Other Revenues | 7,679,000 |
| Total Operating Revenues | \$ 693,623,000 |

| | Budget 2010 | Budget 2011 | Dollar Change | Percent Change |
|--------------------|-------------------|-------------------|-------------------|-------------------|
| Transfers** | 69,143,000 | 64,063,000 | -5,080,000 | -7.3% |

* Revenue projections for airline supported areas are based on current expense estimates and are generated on a cost recovery basis.

** Includes estimated transfers, which are the Signatory Airlines' share of net remaining revenue for each year applied as credits in the calculation of signatory airline rates, rentals, fees, and charges for the next year.

| | |
|------------------------|---------------------|
| Interest Income | \$16,829,000 |
|------------------------|---------------------|

- Operating revenue received from the Airlines is on a cost recovery basis.

Airline Activity:

- Reagan National enplanements in 2011 are projected to increase 1.4 percent over Budget 2010 estimates. Landed weights are projected to slightly decrease 0.4 percent.
- Dulles International's domestic enplanements are projected to increase 3.2 percent in 2011 over the 2010 Budget, while international enplanements are projected to increase 4.7 percent over the 2010 budget. The combined domestic and international enplanement projections at Dulles International are a 3.6 percent increase over 2010 budgeted enplanements.

Budget Summary for Aviation

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Concession Revenue:

- Concession revenue is estimated to increase by 3.1 percent in 2011 over 2010 Budget estimates, taking into account current contractual requirements and minimal increase in enplanements.

2011 AVIATION OPERATION AND MAINTENANCE PROGRAM

The Aviation O&M Program provides for the day-to-day operation and maintenance of Reagan National and Dulles International including those functions performed centrally. Included in this program are operating expenses, debt service, and capital equipment and facility projects and noncapital expenditures.

Table 2-2

| | |
|--------------------|-----------------------|
| Operating Expenses | \$ 325,706,000 |
| Debt Service | 291,035,000 |
| Total | \$ 616,741,000 |

Cost Allocation

The 2011 Aviation Budget includes a reduction of \$7.4 million of overhead costs for the Airports Authority that is initially paid from the Aviation Enterprise Fund, but is appropriately allocable to the Dulles Corridor Enterprise Fund as costs associated with the operation of the Dulles Toll Road, or as cost of the Dulles Corridor Metrorail Project. Of the \$7.4 million, \$4.7 million will be allocated to the Dulles Toll Road. The remaining \$2.7 million will be allocated as administrative overhead to the Dulles Rail Project.

The Airports Authority's NRR is projected to increase by 6.5 percent over the 2010 Budget. Operating revenues are projected to increase by 9.2 percent and total operating expenses are projected to increase by 10.0 percent in 2010. The overall increase in total operating expenses is a result of operating expenses increasing by 2.3 percent and debt service increasing by 20.1 percent.

Highlights of the 2011 operating expenses to support continuing operations and maintain facilities include the following:

- The 2011 Budget includes a total of \$3.0 million for incumbent staff compensation increases through the PMP program for the performance period January 1 through December 31, 2010, reflecting an average increase of 3 percent to the overall personnel compensation. Salary increases for employees in 2011 are based on the parameters of the PMP program. The PMP program establishes specific goals and measurements for work units and individuals and encourages productive communication between supervisors and employees. The PMP program evaluates employees based on performance, with salary adjustments based on achieving performance goals.

Budget Summary for Aviation

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

- The Airports Authority's 2011 cost for health insurance reflects the changes to plan coverage and an increase in premium payments of \$539.3 thousand. Funding of the Government Accounting Standards Board (GASB) Statements No. 43 and No. 45 in 2011 for post retirement health and life insurance liabilities increased by \$462.6 thousand based on the current actuarial estimate.
- Maintenance of facilities, including the terminals, concourses and buildings, is accomplished with a balance of both in-house and contractual personnel.
- Security and safety requirements such as airport access control systems, police overtime and costs for guard services are included in the 2011 Budget.
- It is anticipated that the total estimated expense of \$1.2 million for law enforcement support of the Transportation Security Administration (TSA) will be primarily offset by revenues.
- Utility expenses decreased by \$2.9 million are due to an adjustment to reflect current expense alignment.
- A total of \$285.8 thousand was added for radio systems maintenance.
- The new authorization in the COMIP includes \$3.7 million for parking operations shuttle buses, and \$2.6 million, for public safety vehicles.
- A decrease of \$825.3 thousand for supplies and materials reflects an adjustment to reflect current expense alignment offset by costs associated with utilities and supplies, as well as computer supplies.
- An increase of \$23.1 thousand for noncapital equipment purchases and replacements of noncapital equipment.
- Based on leasing in 2011, the net loss projected for the JP Morgan Office Building at Dulles International is \$1.3 million. The increase projected loss is due to an increased vacancy rate resulting in decreased rent revenue.
- Services increased \$10.2 million due to the movement of employee shuttle bus operation at Dulles International from lease and rental payments, an adjustment to reflect current expense alignment, baggage system maintenance, and temporary help.

Budget Summary for Aviation

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

2011 AVIATION CAPITAL, OPERATING AND MAINTENANCE INVESTMENT PROGRAM

The COMIP provides for ongoing major repair work at the Airports, including airfield and roadway rehabilitation, utility system repairs, and rehabilitation of buildings, in addition to Airports Authority initiatives.

Funding Source: Net Remaining Revenue (NRR) \$ 32,269,000

New program authority for the COMIP in 2011:

| Table 2-3 | New Authorization |
|--|---------------------|
| <u>Consolidated Functions</u> | |
| Organization Planning and Programming (Organization Study) | \$ 550,000 |
| Consultant (Support for Use and Lease Agreement) | 750,000 |
| ERP Operational Support | 2,000,000 |
| Public Safety - Vehicles (6) | 154,000 |
| Total Consolidated Functions | \$ 3,454,000 |
| <u>Ronald Reagan Washington National Airport</u> | |
| South Sewer Pump House Rehab | \$ 250,000 |
| Bridge Pan Deck Repair | 500,000 |
| Airfield Pavement | 750,000 |
| Expansion Joint Replacement | 350,000 |
| Data Network Intrusion Detection System | 215,000 |
| Economy Lot Rehab/ Satellite Lot Demo | 150,000 |
| Replace Old Street Light Poles | 250,000 |
| Replace End-of-Life Storage Area Networks (SANs) | 250,000 |
| Environmental Compliance | 200,000 |
| Planning & Programming Studies | 200,000 |
| Tele. Private Branch Exchange (PBX) Repl. and Tele. Partner Assurance Support (PASS) | 480,000 |
| Terminal B/C Corrosion Prevention | 250,000 |
| Radio System UPS Replacement Program | 60,000 |
| Supplemental Radiation System (SRS) Upgrade | 65,000 |
| Replace End-of-Life Uninterruptible Power Supply for IT Servers | 45,000 |
| Replace Cisco IT Line Modules | 90,000 |
| Statue Site Preparation | 80,000 |
| Arts Program | 100,000 |
| Terminal B/C Freight Elevators and Elevator Doors | 500,000 |
| COB and Hangar 12 Office Renovations | 425,000 |
| Energy Audit Buy-out | 300,000 |
| Equipment and Facility Projects | 1,479,000 |
| Parking Operations Shuttle Buses (4) | 1,600,000 |
| Public Safety - Mobile Command Post Vehicle | 800,000 |
| Snow Removal | 500,000 |
| Total Ronald Reagan Washington National Airport | \$ 9,889,000 |

Budget Summary for Aviation

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| Table 2-4 | New Authorization |
|--|----------------------|
| <i>Washington Dulles International Airport</i> | |
| Airfield, Pavement Maintenance and Joint Sealing | \$ 3,000,000 |
| Taxilanes A, B, and C Trench Drain Repairs | 1,250,000 |
| Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase IV | 800,000 |
| Data Network Intrusion Detection System | 215,000 |
| Cooling Tower Basins Rehabilitation, Utility Bldg. | 400,000 |
| Vehicle Storage Building Conversion to Vehicle Maintenance Building Shop | 695,000 |
| Plane-Mate HED Lift Controller System Upgrade (30 units) | 190,000 |
| New Facility Startup and Fitout | 1,500,000 |
| Elevators, Escalators and Moving Walks Rehabilitation | 190,000 |
| Replace End-of-Life Storage Area Networks (SANs) | 250,000 |
| Salt/Sand Facility Rehabilitation - Corrosion Issues | 400,000 |
| Landside Roadway Rehabilitation | 500,000 |
| Tele. Private Branch Exchange (PBX) Repl. and Tele. Partner Assurance Support (PASS) | 480,000 |
| Guardrail Maintenance and Rehab, Dulles Airport Access Highway | 200,000 |
| Storm Sewer Lift Station Repairs/ Improvements | 800,000 |
| Environmental Compliance Program | 175,000 |
| Multi-User Flight Information Display System (MUFIDS) Installation, Main Terminal | 450,000 |
| Planning and Programming | 70,000 |
| AeroTrain Safety and Security Oversight | 100,000 |
| Expansion Joint & Terrazzo Replacement, Main Terminal, Ticketing Level | 700,000 |
| Radio System UPS Replacement Program | 60,000 |
| Supplemental Radiation System (SRS) Upgrade | 65,000 |
| Replace End-of-Life Uninterruptible Power Supply for IT Servers | 45,000 |
| Replace Cisco IT Line Modules | 90,000 |
| Arts Program | 100,000 |
| Reroof Buildings | 300,000 |
| Carpet Replacement | 200,000 |
| Equipment and Facility Projects | 1,000,000 |
| Parking Operations Shuttle Buses (6) | 2,100,000 |
| Public Safety - Vehicles (5) | 135,000 |
| Public Safety - Williams Ranger 2 Firefighting Turret | 236,000 |
| Public Safety - Medic and Foam Units | 1,230,000 |
| Snow Removal | 1,000,000 |
| Total Washington Dulles International Airport | \$ 18,926,000 |
| Total Metropolitan Washington Airports Authority | \$ 32,269,000 |

Budget Summary for Aviation

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

2011 AVIATION CAPITAL CONSTRUCTION PROGRAM

The CCP new program authority provides for major expansion of facilities at Dulles International and facilities modernization at Reagan National.

The new 2011 CCP authorization totals \$206.5 million.

Funding Source: Bonds/Grants/PFCs

\$206,515,000

New program authority for the CCP in 2011:

Reagan National, \$114.3 million new program authority and \$92.2 million at Dulles International provides for:

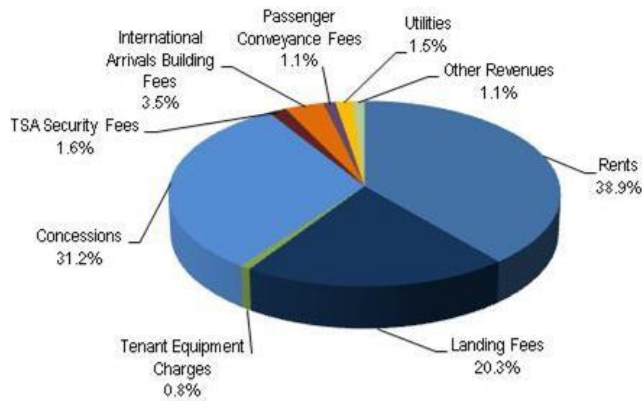
| Table 2-5 | | New Authorization |
|--|--|------------------------------|
| <u>Ronald Reagan Washington National Airport</u> | | |
| Terminal A Rehabilitation | | \$ 19,200,000 |
| Modify Dedicated Fire System (DFS) to Accommodate Surge Transients / Operating Characteristics | | 625,000 |
| DCA Power Distribution Upgrades - Phase 1 | | 8,314,000 |
| Runway 4-22 and 15-33 RSA Improvements Funding for Design | | 7,210,000 |
| Public Safety, Airport Engineering, and Maintenance Relocation Study | | 150,000 |
| Color Digital Orthophotography | | 1,000,000 |
| Next Generation Public Safety Communications System | | 15,800,000 |
| Runway 1-19 Runway Safety Area Improvements and Hold Apron Modification | | 16,580,000 |
| Runway 1-19 and Taxiway Rehabilitation | | 11,860,000 |
| Corporate Office Building Rehabilitation | | 3,600,000 |
| Conveyor and Building Changes for Inline Baggage Screening | | 30,000,000 |
| Total Ronald Reagan Washington National Airport | | \$ 114,339,000 |
| <u>Washington Dulles International Airport</u> | | |
| Historic Air Traffic Control Tower (ATCT) Exterior Preservation - Phase 1B | | \$ 2,000,000 |
| Main Terminal Commissioning - Phase 2 | | 4,980,000 |
| International Arrivals Building Expansion - Phase 4 | | 1,900,000 |
| Joint Firearm Training Facility | | 19,000,000 |
| Next Generation Public Safety Communications System | | 15,800,000 |
| High Temperature Hot Water Generator Replacement (Des) | | 4,300,000 |
| Color Digital Orthophotography | | 1,000,000 |
| Unmanned Exit Doors at Bag Claim Level, MT - Passenger Automatic Security Revolving Doors | | 3,240,000 |
| Cargo Building Rehabilitation - Phase 1 | | 3,500,000 |
| Comprehensive Electrical Utility Critical Rehabilitation - Phase 1 | | 5,000,000 |
| Airfield Pavement Panel Replacement for FY2011 | | 15,971,000 |
| Special Systems | | 3,000,000 |
| Other Planning and Programming | | 2,000,000 |
| Integration | | 2,350,000 |
| Fuel Settling Tank Farm Inbound Particle Separators | | 4,750,000 |
| Fourth Runway Maintenance Equipment | | 3,385,000 |
| Total Washington Dulles International Airport | | \$ 92,176,000 |
| Total Metropolitan Washington Airports Authority | | \$ 206,515,000 |

Operating Revenues

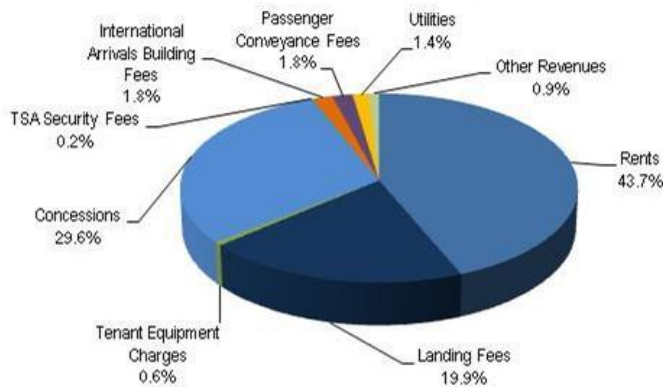
2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

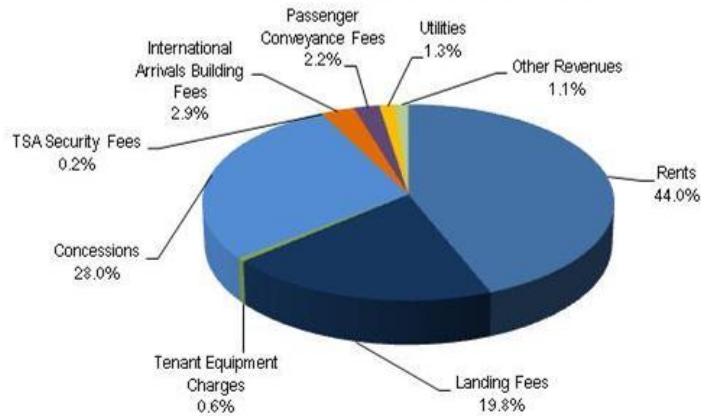
2009 Actual - \$586.4 Million



2010 Budget - \$635 Million



2011 Budget - \$693.6 Million

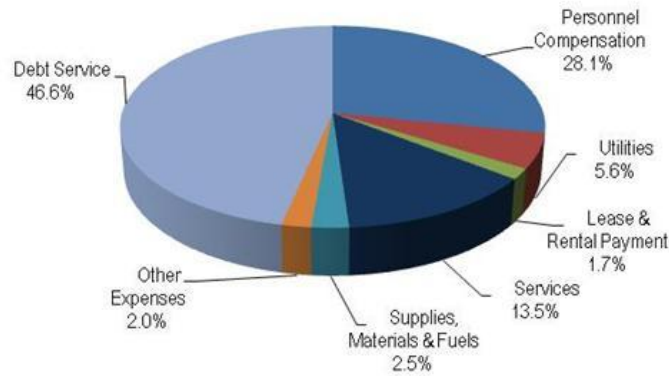


Operating Expenses

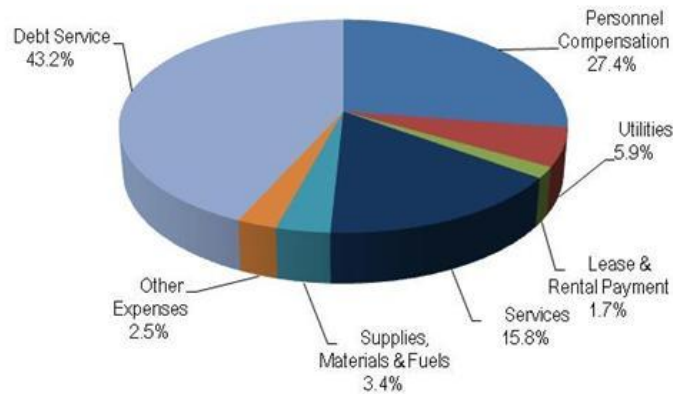
2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

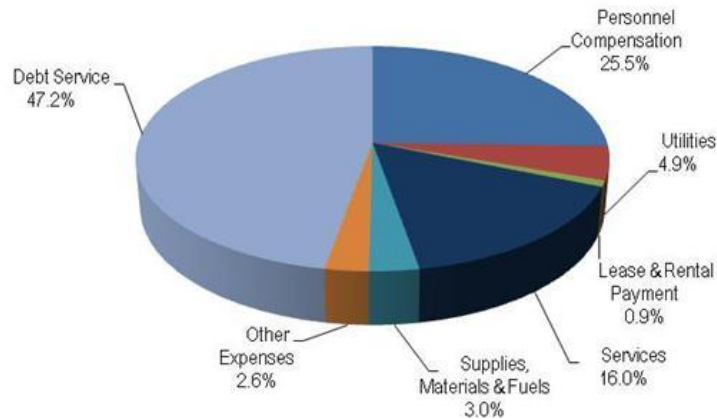
2009 Actual - \$491.4 Million



2010 Budget - \$560.6 Million



2011 Budget - \$616.7 Million



Financial Overview

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Airport Use Agreement and Premises Lease

To provide the financial stability necessary to accomplish the contractual Capital Development Program (CDP) portion of the CCP, the Airports Authority entered into a long-term Airline Agreement with substantially identical terms with a majority of the airlines serving Reagan National and Dulles International effective October 1, 1989. The Airline Agreement is for a term of 25 years, subject to cancellation rights by the Airports Authority after 15 years. The Agreement will expire on September 30, 2014, but could have been terminated by the Airports Authority effective at midnight December 31, 2004, or on September 30 of any year thereafter, on 180 days notice to the Signatory Airlines. The Airports Authority did not exercise those rights in 2010, but may exercise those rights in a future year. The Airline Agreement provides for the use and occupancy of facilities at the Airports and establishes the rates and charges, including landing fees and terminal rents to be paid by the Signatory Airlines.

The Airline Agreement is a compensatory agreement to the extent that the costs are allocated to specified cost centers and the users of those centers are responsible for paying the costs. The Signatory Airlines support the following specific cost centers: airfield, terminal, and equipment (e.g., loading bridges, baggage conveyors and devices). The Signatory Airlines agree to pay fees that allow the Airports Authority to recover the total cost requirement of the airline supported cost centers. The fees are established annually and are based on projected activity and costs. The Airports Authority is responsible for the other cost centers such as the ground transportation cost center. The Airline Agreement also has residual rate making features that are designed to ensure that the Airports Authority's debt service and related coverage obligations will be met. The Airline Agreement is compensatory in nature, but has certain residual features and may, therefore, be considered a hybrid.

The Airline Agreement also provides that the Airports Authority will share its revenue, after certain expenses, referred to as NRR, with the Signatory Airlines. The Signatory Airlines' share of NRR is used to lower airline rates and charges in the year following the year that the NRR is earned. The Airports Authority uses a portion of its share of NRR to fund the COMIP.

The Airline Agreement achieved several key Airports Authority objectives:

- To ensure that the needs of the traveling public and the Metropolitan Washington community are met through the exercise of the Airports Authority's proprietary control of the Airports' facilities;
- To establish a sound economic basis for the CCP and the financing for that program;
- To provide for adequate discretionary funds for the Airports Authority to meet its obligations that go beyond the CCP; and
- To establish a business relationship between the Airports Authority and the Airlines to provide incentives for cooperation on revenue-producing initiatives at the Airports.

Financial Overview

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Airline Agreement provides a number of important benefits to the Signatory Airlines, including:

- Direct lease of premises at the Airports to support their air transportation activities;
- Participation in the financial performance of the Airports Authority through the sharing of the Airports Authority's NRR each year;
- Right to conduct certain additional activities at the Airports (i.e., in-flight food catering) in support of airline operations; and
- An active role in the execution of the CCP, including Airports Authority recognition of the Metropolitan Washington Airlines Committee (MWAC) as the technical representative of the airline community for the CCP.

The 2011 Budget was developed assuming the financial structure of the Airports Authority's airline rates and charges model remains unchanged. However, the President recommends the Strategic Development Committee and the Board consider cancelling the current Airline Agreement effective September 30, 2011 and implementing a Board Adopted Regulation which would govern airline and airport relations. The regulation would mirror the majority of the provisions of the current Airline Agreement.

In 2011, there would be no financial impact; however, it should be noted that we cannot include extraordinary debt service coverage protection by regulation. Cancelling the Airline Agreement would allow the Airports Authority to more efficiently manage cost per enplanement by Airport by providing the flexibility to allocate debt between airports and permit the Airports Authority to negotiate the development of Tier 2 without the constraints of the current Airline Agreement. It is necessary to provide notice to the Airlines by March 2011 in order to cancel the Airline Agreement in September 2011.

Signatory Airline Cost Per Enplanement

A benchmark used throughout the airport industry to measure the financial performance of airports is the signatory airline cost per enplaned passenger. Since airport operators primarily build, operate, and maintain structural facilities (terminals, hangars, runways, roadways, etc.), the airline cost per enplaned passenger is generally higher for airports with recent major construction and/or underutilized facilities. Because the Airports Authority has been expanding facilities at Dulles International and modernizing Reagan National, fees and charges paid by the Airlines to the Airports Authority have increased to recover the debt issued to finance these improvements.

Financial Overview

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Signatory Airline cost per enplanement for 2008 through 2011:

| | Actual 2009 | Budget 2010 | Budget 2011 |
|----------------------|----------------|----------------|----------------|
| Reagan National | \$12.49 | \$12.78 | \$14.38 |
| Dulles International | \$14.21 | \$18.93 | \$20.89 |
| Combined | \$13.47 | \$16.24 | \$18.07 |

Federal Grants

The Airports Authority receives both entitlement and discretionary grants for eligible projects from the FAA, Airport Improvement Program (AIP). Entitlement funds are determined by a formula according to enplanements at each Airport. These grants are permitted to be used by the Airports Authority at either Airport. The Airports Authority annually applies for discretionary grants from the FAA. The Airports Authority has applied for grants to partially fund the new runway at Dulles International through a multi-year grant process. The issuance of a Letter of Intent (LOI) is subject to receipt of Congressional appropriations and is not a binding commitment of funds by the FAA. For planning purposes, the amounts in the pending LOIs from the FAA are used by the Airports Authority as the estimate of federal discretionary grants to be received.

Commonwealth of Virginia Grants

The Commonwealth of Virginia provides grants to Virginia airport sponsors through the aviation portion of the Transportation Trust Fund. The Airports Authority will receive 60 percent of any new money, if any, available for allocation by the Virginia Aviation Board, up to a maximum of \$2 million annually. These funds are used as an additional source of funding for the CCP.

Since 1995, the Airports Authority has received approximately \$24.2 million in state grants. The Airports Authority expects to receive an additional \$13.3 million between 2010 and 2017.

Passenger Facility Charges

The Aviation Safety and Capacity Expansion Act of 1990, enacted November 5, 1990, enables airports to impose a PFC on enplaning passengers. The Airports Authority applied for and was granted permission to collect a \$3 PFC beginning November 1, 1993, at Reagan National and January 1, 1994, at Dulles International. Federal legislation that was approved in April 2000 allowed an increase from \$3.00 per passenger to a maximum collection of \$4.50. The Airports Authority gained approval for the \$4.50 rate in May 2001. An airport must apply to the FAA, by submitting an application, for the authority to impose and use the PFCs collected for specific FAA-approved projects. The PFC funds collected are used to finance the projects described in the Airports Authority's approved PFC applications.

Financial Overview

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Airports Authority has submitted and gained approval of nine series of PFC applications, with associated amendments, covering both Airports in the amount of \$3.0 billion. As of September 30, 2010, the Airports Authority had collected \$450.8 million under the first four of these (including interest earned) at Reagan National and \$526.0 million (including interest earned) at Dulles International. The collection dates for approved PFC applications at Reagan National will expire on March 1, 2015, and at Dulles International on December 31, 2038. If the amounts authorized to be collected have not been collected by the expiration dates, it is expected that the authorization to collect the PFCs will be extended.

In 2010, the Airports Authority expanded its PFC Program to include payment for construction and debt service of the AeroTrain and the International Arrivals Building expansion. The expanded program will extend the PFC collection through 2038.

In 2011, the Airports Authority expects to collect a total of \$83.7 million in PFCs.

Impact of the Capital Construction Program on the Operation & Maintenance Program

The most significant impact of the CCP on the O&M Program is in the areas of personnel costs and debt service. An estimated 30 employees of the Airports Authority, including engineers, budget specialists, contract specialists, safety inspectors, accounting technicians, auditors, and clerical employees, provide direct support to the CCP.

To minimize the impact of the CCP on the O&M Program, the Airports Authority has contracted with Parsons Management Consultants (PMC) to help manage and provide technical support for the CCP. Office space has been made available for PMC's staff at various locations at Dulles International. PMC's costs for support of the CCP are included as project costs and are not charged to the O&M Program. PMC also provides support for some projects in the COMIP and limited support for the O&M Program. All PMC costs are charged to the appropriate project.

Operating Revenues

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

OPERATING REVENUES

2011 Revenues

Airline terminal rentals, landing fees, and passenger fees are generated on a cost recovery basis. Total operating revenue, including transfers for 2011, is forecasted at \$693.6 million. Based on current estimates, airline revenues are expected to increase approximately 9.2 percent over the 2010 Budget. Concession revenue is projected to increase 3.1 percent over the 2010 Budget based on the estimated increase in passenger activity.

Methodology

Revenue estimates for 2011 were developed after reviewing passenger activity, airline operations, aircraft landing weight forecasts and projected operating expenses. Airline forecasted activity is based on an analysis of historical trends, leases, contracts, and other agreements are also considered in these analyses. Airline rates and charges are based on full cost recovery through the allocation of direct and indirect expenses to cost centers of the Airports Authority.

Under the Airline Agreement, the Signatory Airlines' rental fees and charges are reduced by their share of NRR. The Airlines' share of NRR, referred to as transfers, is credited in the year following the year it is earned.

Rents

Under the terms of the Airline Agreement, terminal building rental rates at both of the Airports are calculated by allocating expenses over the rentable square footage in the terminal buildings. Airlines are then charged for the space they occupy.

Non-airline rents, including hangars, airmail facilities, cargo facilities, and fueling systems, are based on cost recovery. At Dulles International, rents for some cargo facilities are set by specific lease provisions.

| Table 2-7 | Budget 2010 | Budget 2011 | Increase/ Decrease | Percent Change |
|----------------------|-----------------------|-----------------------|-----------------------|-------------------|
| Reagan National | \$ 92,628,000 | \$ 101,520,000 | \$ 8,892,000 | 9.6% |
| Dulles International | 185,094,000 | 203,371,000 | 18,277,000 | 9.9% |
| Total | \$ 277,722,000 | \$ 304,891,000 | \$ 27,169,000 | 9.8% |

Landing Fees

Under the Airline Agreement, the Signatory Airlines pay landing fees at a rate calculated annually to recover the total costs less transfers of each Airport's airfield cost center. Carriers that are not signatories to the Airline Agreement are required to pay 125 percent of the compensatory rate, i.e., the

Operating Revenues

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

cost recovery rate before application of transfers. Other operators are charged the compensatory rate. Landing fees do not apply to aircraft operating in government service.

| Table 2-8 | Budget 2010 | Budget 2011 | Increase/ Decrease | Percent Change |
|----------------------|-----------------------|-----------------------|-----------------------|-------------------|
| Reagan National | \$ 39,604,000 | \$ 46,404,000 | \$ 6,800,000 | 17.2% |
| Dulles International | 86,885,000 | 90,854,000 | 3,969,000 | 4.6% |
| Total | \$ 126,489,000 | \$ 137,258,000 | \$ 10,769,000 | 8.5% |

Tenant Equipment Charges

The Airlines design and construct the fit-out of their individual exclusive space in the terminal facilities at both of the Airports. The Airports Authority has agreed to reimburse participating Signatory Airlines for these costs. The Airports Authority, in turn, will recover these costs from the Airlines over a period of years through tenant equipment charges.

Concessions

Concession revenues are a major portion of the Airports Authority's operating revenues. These revenues are derived from contracts with concessionaires that generally obligate payment of a percentage of gross revenues to the Airports Authority with an annual minimum amount. Typically these contracts extend for three to five years, although some contracts may extend over longer periods. The Airports Authority awards concession contracts on the basis of competitive procedures. Major concessions include rental cars, public parking, food and beverage, retail stores, and newsstands. Concession revenue estimates are based on a review of each concessionaire's recent performance, adjusted for passenger activity forecasts and other known variables.

| Table 2-9 | Budget 2010 | Budget 2011 | Increase/ Decrease | Percent Change |
|----------------------|-----------------------|-----------------------|-----------------------|-------------------|
| Reagan National | \$ 75,112,000 | \$ 77,970,000 | \$ 2,858,000 | 3.8% |
| Dulles International | 113,058,000 | 116,101,000 | 3,043,000 | 2.7% |
| Total | \$ 188,170,000 | \$ 194,071,000 | \$ 5,901,000 | 3.1% |

Operating Revenues

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| Table 2-10 Concession Revenue Per Enplanement | | | |
|--|----------------|----------------|----------------|
| | Actual 2009 | Budget 2010 | Budget 2011 |
| <u>Reagan National</u> | | | |
| Landside | \$5.89 | \$5.69 | \$5.81 |
| Terminal | \$1.94 | \$2.05 | \$2.14 |
| Other | \$0.65 | \$0.70 | \$0.69 |
| Total National | \$8.48 | \$8.44 | \$8.64 |
| <u>Washington Dulles Airport</u> | | | |
| Landside | \$5.48 | \$5.56 | \$5.35 |
| Terminal | \$1.31 | \$1.33 | \$1.38 |
| Other | \$3.11 | \$3.01 | \$3.08 |
| Total Dulles | \$9.90 | \$9.90 | \$9.81 |
| COMBINED | \$9.29 | \$9.26 | \$9.30 |

Security Fees

The Transportation Security Administration (TSA) is responsible for providing passenger screening at departure gates. TSA reimburses the Airports Authority for providing police coverage in support of passenger screening activities.

| Table 2-11 | Budget 2010 | Budget 2011 | Increase/ Decrease | Percent Change |
|----------------------|---------------------|---------------------|-----------------------|-------------------|
| Reagan National | \$ 878,000 | \$ 844,000 | \$ (34,000) | -3.9% |
| Dulles International | 400,000 | 394,000 | (6,000) | -1.5% |
| Total | \$ 1,278,000 | \$ 1,238,000 | \$ (40,000) | -3.1% |

International Arrivals Building Fees

International Arrival Building (IAB) fees at Dulles International are calculated by dividing estimated total recoverable costs by estimated total deplaned international passengers for the year. Each airline is charged the resulting cost per deplaned passenger based on actual monthly deplaned passengers. The Concourse C International Arrivals Facility was built by United Airlines. The Airports Authority reimbursed United Airlines for its costs in October 1997, and the costs of the Concourse C International Arrivals Building are recovered through a separate fee. The 2010 Budget understated these fees.

Operating Revenues

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| Table 2-12 | Budget 2010 | Budget 2011 | Increase/ Decrease | Percent Change |
|----------------------|----------------------|----------------------|-----------------------|-------------------|
| Dulles International | \$ 11,411,000 | \$ 19,995,000 | \$ 8,584,000 | 75.2% |
| Total | \$ 11,411,000 | \$ 19,995,000 | \$ 8,584,000 | 75.2% |

Passenger Conveyance Fees

Mobile Lounges and Plane-Mates are used for transporting passengers between the Dulles International Main Terminal and Midfield Concourse D, and the IAB, or directly to the aircraft. Buses are used to transport regional airline passengers directly to the aircraft. A separate fee to recover costs, less transfers, is charged to the Signatory Airlines based on their proportionate share of enplaning passengers. The increase in passenger conveyance fees reflects an understatement of 2010 fees and the increase in international activity.

| Table 2-13 | Budget 2010 | Budget 2011 | Increase/ Decrease | Percent Change |
|----------------------|----------------------|----------------------|-----------------------|-------------------|
| Dulles International | \$ 11,415,000 | \$ 15,090,000 | \$ 3,675,000 | 32.2% |
| Total | \$ 11,415,000 | \$ 15,090,000 | \$ 3,675,000 | 32.2% |

Utilities

Utility revenues are generated by charging utilities back to the tenants and other users of the facilities on a cost recovery formula. This reflects the electric cooperative agreement.

| Table 2-14 | Budget 2010 | Budget 2011 | Increase/ Decrease | Percent Change |
|----------------------|---------------------|---------------------|-----------------------|-------------------|
| Reagan National | \$ 2,325,000 | \$ 2,391,000 | \$ 66,000 | 2.8% |
| Dulles International | 6,673,000 | 6,921,000 | 248,000 | 3.7% |
| Total | \$ 8,998,000 | \$ 9,312,000 | \$ 314,000 | 3.5% |

Other Revenues

Other revenues consists of miscellaneous fees and collections, such as the sale of employee parking decals, taxi cab permit fees, and the sale of surplus property and equipment.

Comparison of 2010 and 2011 Operating Revenues

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-15

Metropolitan Washington Airports Authority

(dollars in thousands)

| OPERATING REVENUES | 2010 | 2011 | Dollar Change | Percent Change |
|---|-------------------|-------------------|------------------|----------------|
| Ronald Reagan Washington National Airport | | | | |
| Rents | \$ 84,965 | \$ 90,579 | \$ 5,614 | 6.6% |
| Rent Transfers | 7,663 | 10,941 | 3,278 | 42.8% |
| Landing Fees | 37,179 | 42,633 | 5,454 | 14.7% |
| Landing Fee Transfers | 2,425 | 3,771 | 1,346 | 55.5% |
| Tenant Equipment Charges | 2,009 | 2,036 | 27 | 1.3% |
| Tenant Equipment Transfers | 535 | 509 | (26) | -4.8% |
| Concessions | 75,112 | 77,970 | 2,858 | 3.8% |
| TSA Security Fees | 878 | 844 | (34) | -3.9% |
| Utilities | 2,325 | 2,391 | 66 | 2.9% |
| Other Revenues | 1,743 | 2,103 | 360 | 20.7% |
| Total National Operating Revenues | \$ 214,833 | \$ 233,776 | \$ 18,943 | 8.8% |
| Washington Dulles International Airport | | | | |
| Rents | \$ 155,433 | \$ 177,584 | \$ 22,151 | 14.3% |
| Rent Transfers | 29,661 | 25,787 | (3,874) | -13.1% |
| Landing Fees | 65,930 | 76,626 | 10,696 | 16.2% |
| Landing Fee Transfers | 20,955 | 14,228 | (6,727) | -32.1% |
| Tenant Equipment Charges | 1,090 | 1,267 | 178 | 16.3% |
| Tenant Equipment Transfers | 256 | 279 | 23 | 8.9% |
| Concessions | 113,058 | 116,101 | 3,043 | 2.7% |
| TSA Security Fees | 400 | 394 | (7) | -1.7% |
| International Arrivals Building Fees | 9,226 | 17,145 | 7,919 | 85.8% |
| International Arrivals Building Fees Transfers | 2,184 | 2,850 | 666 | 30.5% |
| Passenger Conveyance Fees | 6,713 | 9,392 | 2,679 | 39.9% |
| Passenger Conveyance Transfers | 4,702 | 5,698 | 996 | 21.2% |
| Utilities | 6,673 | 6,921 | 248 | 3.7% |
| Other Revenues | 3,904 | 5,576 | 1,672 | 42.8% |
| Total Dulles Operating Revenues | \$ 420,186 | \$ 459,847 | \$ 39,661 | 9.4% |
| Metropolitan Washington Airports Authority | | | | |
| Rents | \$ 240,398 | \$ 268,162 | \$ 27,764 | 11.5% |
| Rent Transfers | 37,325 | 36,729 | (596) | -1.6% |
| Landing Fees | 103,109 | 119,259 | 16,150 | 15.7% |
| Landing Fee Transfers | 23,380 | 17,998 | (5,381) | -23.0% |
| Tenant Equipment Charges | 3,099 | 3,303 | 204 | 6.6% |
| Tenant Equipment Transfers | 791 | 788 | (3) | -0.4% |
| Concessions | 188,170 | 194,071 | 5,901 | 3.1% |
| TSA Security Fees | 1,278 | 1,237 | (41) | -3.2% |
| International Arrivals Building Fees | 9,226 | 17,145 | 7,919 | 85.8% |
| International Arrivals Building Fees Transfers | 2,184 | 2,850 | 666 | 30.5% |
| Passenger Conveyance Fees | 6,713 | 9,392 | 2,679 | 39.9% |
| Passenger Conveyance Transfers | 4,702 | 5,698 | 996 | 21.2% |
| Utilities | 8,998 | 9,312 | 315 | 3.5% |
| Other Revenues | 5,647 | 7,679 | 2,032 | 36.0% |
| TOTAL OPERATING REVENUES | \$ 635,019 | \$ 693,623 | \$ 58,604 | 9.2% |

Comparison of 2010 and 2011 Concession Revenues

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-16

Metropolitan Washington Airports Authority

(dollars in thousands)

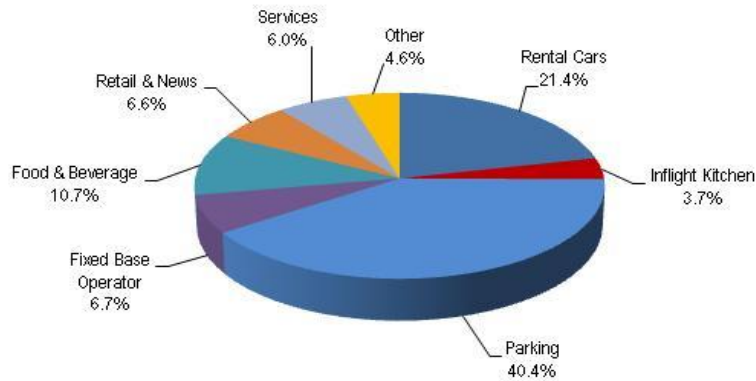
| CONCESSION REVENUES | 2010 | 2011 | Dollar Change | Percent Change |
|---|-------------------|-------------------|-----------------|----------------|
| Ronald Reagan Washington National Airport | | | | |
| Rental Cars | \$ 22,268 | \$ 23,872 | \$ 1,604 | 7.2% |
| Inflight Kitchen | 729 | 750 | 21 | 2.9% |
| Parking | 28,404 | 28,555 | 151 | 0.5% |
| Fixed Base Operator | 632 | 657 | 25 | 4.0% |
| Food & Beverage | 11,374 | 13,105 | 1,731 | 15.2% |
| Retail & News | 6,229 | 5,511 | (718) | -11.5% |
| Services | 4,291 | 4,645 | 354 | 8.3% |
| Other | 1,186 | 875 | (311) | -26.2% |
| Total National Concession Revenues | \$ 75,112 | \$ 77,970 | \$ 2,858 | 3.8% |
| Washington Dulles International Airport | | | | |
| Rental Cars | \$ 15,600 | \$ 16,800 | \$ 1,200 | 7.7% |
| Inflight Kitchen | 6,009 | 6,160 | 151 | 2.5% |
| Parking | 47,870 | 46,506 | (1,364) | -2.8% |
| Fixed Base Operator | 11,525 | 11,986 | 461 | 4.0% |
| Food & Beverage | 8,396 | 9,343 | 948 | 11.3% |
| Retail & News | 6,779 | 7,041 | 262 | 3.9% |
| Services | 7,754 | 8,888 | 1,134 | 14.6% |
| Other | 9,126 | 9,376 | 251 | 2.7% |
| Total Dulles Concession Revenues | \$ 113,058 | \$ 116,101 | \$ 3,043 | 2.7% |
| Metropolitan Washington Airports Authority | | | | |
| Rental Cars | \$37,868 | \$40,672 | \$ 2,804 | 7.4% |
| Inflight Kitchen | 6,738 | 6,910 | 172 | 2.6% |
| Parking | 76,274 | 75,061 | (1,213) | -1.6% |
| Fixed Base Operator | 12,156 | 12,643 | 487 | 4.0% |
| Food & Beverage | 19,769 | 22,448 | 2,679 | 13.6% |
| Retail & News | 13,008 | 12,552 | (456) | -3.5% |
| Services | 12,045 | 13,533 | 1,488 | 12.4% |
| Other | 10,312 | 10,251 | (60) | -0.6% |
| TOTAL CONCESSION REVENUES | \$ 188,170 | \$ 194,071 | \$ 5,901 | 3.1% |

Comparison of 2009 Actuals to 2010 & 2011 Budget

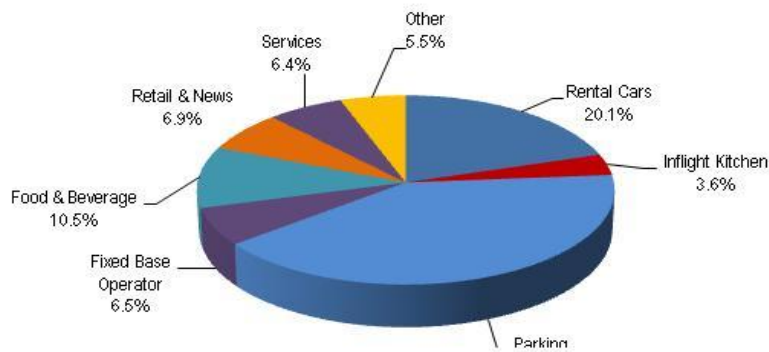
2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

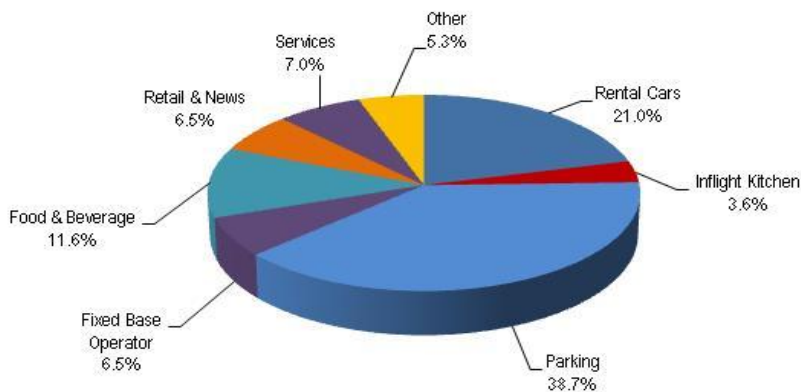
2009 Actual - \$181.3 Million



2010 Budget - \$188.2 Million



2011 Budget - \$194.1 Million



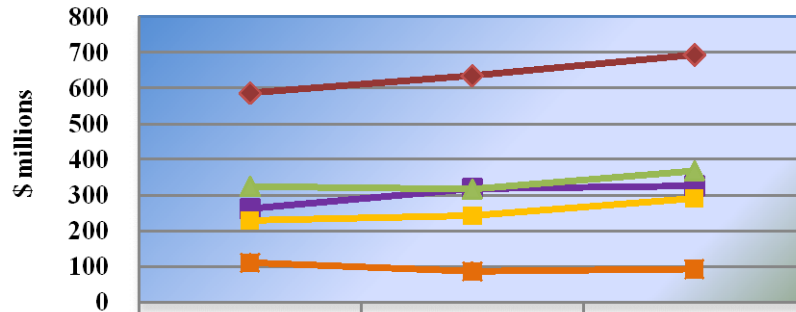
Financial Trends Chart

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-17

Financial Trends



| | Actual 2009 | Budget 2010 | Budget 2011 |
|-------------------------|-------------|-------------|-------------|
| ◆ Total Revenues | 586.4 | 635 | 693.6 |
| ■ Operating Expenses | 262.4 | 318.3 | 325.7 |
| ▲ Net Revenues | 324 | 316.7 | 367.9 |
| ■ Debt Service | 229.1 | 242.3 | 291 |
| ■ Net Remaining Revenue | 110.5 | 86.8 | 92.5 |

Statement of Operations

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

STATEMENT OF OPERATIONS

The Airports Authority financial statements are prepared on an accrual basis in accordance with *Generally Accepted Accounting Principles (GAAP)*. For budget and rate setting purposes, however, expenses included in the Statement of Operations have been modified to conform with the provisions of the Airline Agreement as follows:

- Capital equipment and capital facility projects included in the O&M Program are treated as operating expenses and are recovered in full in the year purchased.
- Investment in COMIP is recovered by amortizing projects using a tax exempt interest rate.
- The bond-financed CCP is recovered through annual debt service.

Operating Revenues

Operating revenues are estimated to increase from \$635 million in 2010 to \$693.6 million in 2011, an increase of \$58.6 million or 9.2 percent. Several important revenue impacts are reflected in this increase. Operating revenues are described in detail on pages 47 through 50.

Operating Expenses

Operating expenses by Airport include Consolidated Functions expenses allocated between the Airports, except for air service development and the JP Morgan Office Building, which are allocated to Dulles International. For the Office of Public Safety, the headquarters staff expenses are allocated between the Airports and police and fire expenses are included by Airport.

Net Revenues

In 2011, Reagan National is expected to have net revenues of \$112.9 million and Dulles International of \$255.1 million, for combined net revenues of \$367.9 million.

Debt Service

The Airline Agreement provides that the actual debt service for the bond-financed CCP is recovered annually. While projects financed from bonds are being constructed, the interest is capitalized and funded from the bond proceeds. Included in the Statement of Operations is that portion of debt service recovered through rates and charges. Capitalized interest is excluded.

Bond Principal Payments. Bond principal payments for cost recovery purposes will increase by \$44.5 million, from \$62.9 million in 2010 to \$107.4 million in 2011. ***This does not include the \$60 million which is recommended to be funded through the PFCs program.***

Interest Expense. Interest expense will increase by \$4.2 million from \$179.5 million in 2010 to \$183.7 million in 2011. Included in this amount are the Commercial Paper (CP) Program interest expenses, the fees associated with the liquidity facilities and the swap transaction

Statement of Operations

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

payments. Excluded from interest expense is interest accruing in the lease payment reserve account, which is considered part of the lease payment for the Airports to the federal government. Also excluded is capitalized interest.

| 2011 Bond Debt Service | | |
|---------------------------|-------------------------|-----------------------|
| | Statement of Operations | Bond Debt Service |
| Principal | | \$ 107,389,000 |
| Interest | | 183,646,000 |
| Total Debt Service | \$ - | \$ 291,035,000 |

Reserve Requirements

In accordance with the Airline Agreement and the Master Indenture, the increases in the Operation and Maintenance Reserve and the Emergency Repair and Rehabilitation Reserve are funded qfrom airline rates and charges.

Non-Operating Revenue

Interest Income. An estimated \$16.8 million in interest will be earned during 2011. Interest income will decrease by \$905 thousand in 2011, from \$17.7 million in 2010 based on declining interest rates. Not included as interest income is the interest accruing in the federal lease payment reserve account which is payable to the U. S. Treasury on the semiannual lease payment dates and it is considered a part of the federal lease payment for the Airports. Also excluded is interest earned on bond funds.

Forward Interest Rate Swaps. Year-to-date through September 30, 2010, the fair value of the swaps resulted in an unrealized loss of approximately \$87.6 million. The Airports Authority's Total Assets are adjusted by the current unrealized amount monthly. It is reasonable to expect that since the current value of the swaps is tied to changes in prevailing interest rates, this unrealized gain or loss will fluctuate significantly over the life of the transactions. Neither the unrealized gain nor unrealized loss affects the rates and charges to the Airlines.

Net Remaining Revenue

The NRR is budgeted at \$86.8 million for 2010 and \$92.5 million for 2011. Under the Airline Agreement, NRR is allocated between the Airports Authority and the Airlines according to an established formula. The Airlines' share, included in the 2011 operating revenues as transfers, is \$64.1 million.

Statement of Operations

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-19

Comparison of 2009 Actual to 2010 and 2011 Budget

(dollars in thousands)

| | ACTUAL 2009 | BUDGET 2010 | BUDGET 2011 |
|---|-------------------|-------------------|-------------------|
| OPERATING REVENUES | | | |
| Rents | \$ 188,274 | \$ 240,398 | \$ 268,162 |
| Rent Transfers | 39,752 | 37,325 | 36,729 |
| Landing Fees | 96,935 | 103,109 | 119,259 |
| Landing Fee Transfers | 22,353 | 23,380 | 17,998 |
| Tenant Equipment Charges | 4,085 | 3,099 | 3,303 |
| Tenant Equipment Transfers | 769 | 791 | 788 |
| Concessions | 182,860 | 188,170 | 194,071 |
| TSA Security Fees | 9,309 | 1,278 | 1,237 |
| International Arrivals Building Fees | 3,034 | 9,226 | 17,145 |
| International Arrivals Building Fees Transfers | 17,508 | 2,184 | 2,850 |
| Passenger Conveyance Fees | 5,967 | 6,713 | 9,392 |
| Passenger Conveyance Transfers | 394 | 4,702 | 5,698 |
| Utilities | 8,876 | 8,998 | 9,312 |
| Other Revenues | 6,313 | 5,647 | 7,679 |
| TOTAL OPERATING REVENUES | \$ 586,429 | \$ 635,019 | \$ 693,623 |
| OPERATING EXPENSES | | | |
| Personnel Compensation | \$ 102,205 | \$ 111,564 | \$ 113,941 |
| Employee Benefits | 36,116 | 42,072 | 43,078 |
| Travel | 677 | 1,191 | 1,257 |
| Lease and Rental Payments | 8,406 | 9,582 | 5,393 |
| Utilities | 27,539 | 32,802 | 29,941 |
| Telecommunications | 0 | 1,116 | 1,415 |
| JP Morgan Chase Building | (176) | 488 | 1,350 |
| Washington Flyer Ground Transportation Services | - | - | - |
| Services | 66,110 | 88,819 | 98,968 |
| Supplies, Materials and Fuels | 12,292 | 19,190 | 18,365 |
| Insurance and Risk Management | 7,797 | 8,785 | 8,785 |
| Noncapital Equipment | 976 | 1,788 | 1,812 |
| Noncapital Facility Projects | 430 | 895 | 1,296 |
| Capital Equipment | - | - | 105 |
| Capital Facility Projects | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 262,371 | \$ 318,292 | \$ 325,706 |
| NET REVENUES | \$ 324,058 | \$ 316,727 | \$ 367,918 |
| DEBT SERVICE | | | |
| Bond Principal Payments | (87,306) | (62,871) | (107,389) |
| Interest Expense | (141,754) | (179,467) | (183,646) |
| RESERVE REQUIREMENTS | (357) | (5,280) | (1,236) |
| NONOPERATING REVENUE | | | |
| Interest Income | 15,852 | 17,734 | 16,829 |
| NET REMAINING REVENUE | \$ 110,492 | \$ 86,843 | \$ 92,476 |

Statement of Operations

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-20

2010 Statement of Operations by Airport (dollars in thousands)

| | Reagan National | Dulles International | Total |
|--|--------------------|-------------------------|-------------------|
| OPERATING REVENUES | | | |
| Rents | \$ 84,965 | \$ 155,433 | \$ 240,397 |
| Rent Transfers | 7,663 | 29,661 | 37,325 |
| Landing Fees | 37,179 | 65,930 | 103,109 |
| Landing Fee Transfers | 2,425 | 20,955 | 23,380 |
| Tenant Equipment Charges | 2,009 | 1,090 | 3,099 |
| Tenant Equipment Transfers | 535 | 256 | 791 |
| Concessions | 75,112 | 113,058 | 188,170 |
| TSA Security Fees | 878 | 400 | 1,278 |
| International Arrivals Building Fees | - | 9,226 | 9,226 |
| International Arrivals Building Fees Transfers | - | 2,184 | 2,184 |
| Passenger Conveyance Fees | - | 6,713 | 6,713 |
| Passenger Conveyance Transfers | - | 4,702 | 4,702 |
| Utilities | 2,325 | 6,673 | 8,998 |
| Other Revenues | 1,743 | 3,904 | 5,646 |
| TOTAL OPERATING REVENUES | \$ 214,833 | \$ 420,186 | \$ 635,019 |
| OPERATING EXPENSES | | | |
| Personnel Compensation | \$ 45,774 | \$ 65,790 | \$ 111,564 |
| Employee Benefits | 17,657 | 24,415 | 42,072 |
| Travel | 561 | 630 | 1,191 |
| Lease and Rental Payments | 2,734 | 6,848 | 9,582 |
| Utilities | 10,411 | 22,391 | 32,802 |
| Telecommunications | 558 | 558 | 1,116 |
| JP Morgan Chase Building | 244 | 244 | 488 |
| Washington Flyer Ground Transportation | 28,499 | 60,320 | 88,819 |
| Services | 5,391 | 13,800 | 19,191 |
| Supplies, Materials and Fuels | 4,392 | 4,392 | 8,784 |
| Insurance and Risk Management | 862 | 927 | 1,788 |
| Noncapital Equipment | 895 | - | 895 |
| Noncapital Facility Projects | - | - | - |
| Capital Equipment | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 117,978 | \$ 200,314 | \$ 318,292 |
| NET REVENUES | \$ 96,855 | \$ 219,872 | \$ 316,727 |
| DEBT SERVICE | | | |
| Bond Principal Payments | (20,599) | (42,273) | (62,872) |
| Interest Expense | (58,799) | (120,668) | (179,467) |
| RESERVE REQUIREMENTS | (1,966) | (3,314) | (5,280) |
| NONOPERATING REVENUE* | | | |
| Interest Income | 4,130 | 13,604 | 17,734 |
| NET REMAINING REVENUE | \$ 19,621 | \$ 67,222 | \$ 86,843 |

* Changes in the fair value of the Forward Interest Rate Swaps are reflected as non-operating revenue and are recorded as unrealized gains or losses on the Statement of Revenues, Expenses and Changes in Net Assets. This is reported in the Airports Authority' monthly and annual financial statements and is not reflected within the Operating Accounts or Interest Income. Neither the unrealized gain nor unrealized loss affects the rates and charges to the airlines.

Statement of Operations

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-21

2011 Statement of Operations by Airport

(dollars in thousands)

| | Reagan National | Dulles International | Total |
|--|--------------------|-------------------------|-------------------|
| OPERATING REVENUES | | | |
| Rents | \$ 90,579 | \$ 177,584 | \$ 268,162 |
| Rent Transfers | 10,941 | 25,787 | 36,729 |
| Landing Fees | 42,633 | 76,626 | 119,259 |
| Landing Fee Transfers | 3,771 | 14,228 | 17,998 |
| Tenant Equipment Charges | 2,036 | 1,267 | 3,303 |
| Tenant Equipment Transfers | 509 | 279 | 788 |
| Concessions | 77,970 | 116,101 | 194,071 |
| TSA Security Fees | 844 | 394 | 1,237 |
| International Arrivals Building Fees | - | 17,145 | 17,145 |
| International Arrivals Building Fees Transfers | - | 2,850 | 2,850 |
| Passenger Conveyance Fees | - | 9,392 | 9,392 |
| Passenger Conveyance Transfers | - | 5,698 | 5,698 |
| Utilities | 2,391 | 6,921 | 9,312 |
| Other Revenues | 2,103 | 5,576 | 7,679 |
| TOTAL OPERATING REVENUES | \$ 233,776 | \$ 459,847 | \$ 693,623 |
| OPERATING EXPENSES | | | |
| Personnel Compensation | \$ 46,040 | \$ 67,901 | \$ 113,941 |
| Employee Benefits | 17,548 | 25,530 | 43,078 |
| Travel | 608 | 649 | 1,257 |
| Lease and Rental Payments | 2,659 | 2,734 | 5,393 |
| Utilities | 10,263 | 19,679 | 29,941 |
| Telecommunications | 708 | 708 | 1,415 |
| JP Morgan Chase Building | 675 | 675 | 1,350 |
| Washington Flyer Ground Transportation | - | - | - |
| Services | 30,289 | 68,679 | 98,968 |
| Supplies, Materials and Fuels | 5,780 | 12,585 | 18,365 |
| Insurance and Risk Management | 4,392 | 4,392 | 8,785 |
| Noncapital Equipment | 864 | 948 | 1,812 |
| Noncapital Facility Projects | 1,038 | 258 | 1,296 |
| Capital Equipment | 53 | 53 | 105 |
| Capital Facility Projects | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 120,917 | \$ 204,789 | \$ 325,706 |
| NET REVENUES | \$ 112,859 | \$ 255,058 | \$ 367,918 |
| DEBT SERVICE | | | |
| Bond Principal Payments | (37,040) | (70,349) | (107,389) |
| Interest Expense | (63,342) | (120,304) | (183,646) |
| RESERVE REQUIREMENTS | (472) | (764) | (1,236) |
| NONOPERATING REVENUE* | | | |
| Interest Income | 4,631 | 12,198 | 16,829 |
| NET REMAINING REVENUE | \$ 16,636 | \$ 75,839 | \$ 92,476 |

* Changes in the fair value of the Forward Interest Rate Swaps are reflected as non-operating revenue and are recorded as unrealized gains or losses on the Statement of Revenues, Expenses and Changes in Net Assets. This is reported in the Airports Authority' monthly and annual financial statements and is not reflected within the Operating Accounts or Interest Income. Neither the unrealized gain nor unrealized loss affects the rates and charges to the airlines.

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2011 Statement of Operations by Airport GAAP Presentation

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-21(a)

2011 Statement of Operations by Airport GAAP Presentation

(dollars in thousands)

| | Reagan National | Dulles International | Total |
|--|--------------------|-------------------------|-------------------|
| OPERATING REVENUES | | | |
| Rents | \$ 90,579 | \$ 177,584 | \$ 268,162 |
| Landing Fees | 42,633 | 76,626 | 119,259 |
| Tenant Equipment Charges | 2,036 | 1,267 | 3,303 |
| Concessions | 77,970 | 116,101 | 194,071 |
| TSA Security Fees | 844 | 394 | 1,237 |
| International Arrivals Building Fees | - | 17,145 | 17,145 |
| Passenger Conveyance Fees | - | 9,392 | 9,392 |
| JP Morgan Chase Building | 2,237 | 2,237 | 4,475 |
| FAA Tower | - | 3,686 | 3,686 |
| Telecommunications | 2,038 | 2,038 | 4,076 |
| Utilities | 2,391 | 6,921 | 9,312 |
| Other Revenues | 2,103 | 5,576 | 7,679 |
| TOTAL OPERATING REVENUES | \$ 222,830 | \$ 418,967 | \$ 641,797 |
| OPERATING EXPENSES | | | |
| Personnel Compensation | \$ 46,040 | \$ 67,901 | \$ 113,941 |
| Employee Benefits | 17,548 | 25,530 | 43,078 |
| Travel | 608 | 649 | 1,257 |
| Lease and Rental Payments | 2,659 | 2,734 | 5,393 |
| Utilities | 10,263 | 19,679 | 29,941 |
| JP Morgan Chase Building | 675 | 675 | 1,350 |
| FAA Tower | - | 467 | 467 |
| Telecommunications | 2,789 | 2,789 | 5,578 |
| Services | 30,289 | 68,679 | 98,968 |
| Supplies, Materials and Fuels | 5,780 | 12,585 | 18,365 |
| Insurance and Risk Management | 4,392 | 4,392 | 8,785 |
| Noncapital Equipment | 864 | 948 | 1,812 |
| Noncapital Facility Projects | 1,038 | 258 | 1,296 |
| Capital Equipment | 53 | 53 | 105 |
| Depreciation | 46,374 | 183,080 | 229,454 |
| TOTAL OPERATING EXPENSES | \$ 169,373 | \$ 390,418 | \$ 559,790 |
| NET REVENUES | \$ 53,458 | \$ 28,549 | \$ 82,007 |
| DEBT SERVICE | | | |
| Interest Expense | (63,342) | (120,304) | (183,646) |
| NONOPERATING REVENUE | | | |
| PFC Revenue | 37,304 | 46,444 | 83,748 |
| State Grant Revenue | | | |
| Federal - Grant Revenue (Pay/Go and AIP) | 11,415 | 34,163 | 45,578 |
| Interest Income | 4,631 | 12,198 | 16,829 |
| TOTAL NONOPERATING REVENUE | \$ 53,351 | \$ 92,805 | \$ 146,156 |
| NET REMAINING REVENUE | \$ 43,466 | \$ 1,050 | \$ 44,516 |

Fund Balance and Estimated Cash Flow

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-21(b)

Fund Balance and Estimated Cashflow

(dollars in thousands)

| | ACTUAL 2009 | ESTIMATE 2010 | ESTIMATE 2011 |
|--|-------------------|-------------------|-------------------|
| OPERATING ACCOUNTS | | | |
| 1/1 Balance Unrestricted | \$ 49,991 | \$ 49,991 | \$ 49,991 |
| Operating Revenues including Transfers | 514,076 | 514,924 | 600,988 |
| Airports share of NRR for operating Expense | 72,353 | 65,849 | 64,063 |
| Dulles ATCT Revenue | 3,718 | 3,686 | 3,686 |
| Grant Revenue - Fund 20 Only | 818 | 419 | 419 |
| Interest Earnings | 15,852 | 16,829 | 16,829 |
| Total | 606,816 | 601,708 | 685,986 |
| Disbursements: | | | |
| Operating Expenses, Net | (261,680) | (278,126) | (320,584) |
| Dulles ATCT Expense | (232) | (226) | (467) |
| Federal Lease | (5,066) | (5,079) | (5,122) |
| Transfers to Debt Service Accounts | (229,060) | (208,035) | (262,463) |
| Transfers to Debt Service Accounts for ATCT | (3,425) | (3,339) | (3,425) |
| Transfers to Authority Capital Fund | (106,594) | (100,947) | (92,476) |
| Transfers to Sinking Fund and Other Reserves | (402) | (162) | (213) |
| Transfers to Reserves/Restricted | (357) | (5,794) | (1,236) |
| Total Disbursements | (606,816) | (601,708) | (685,985) |
| 12/31 Total Unrestricted | 49,991 | 49,991 | 49,991 |
| Reserves/Restricted: | | | |
| Operation and Maintenance | 47,255 | 53,048 | 54,284 |
| Emergency Repair and Rehabilitation | 5,961 | 5,970 | 5,976 |
| Lease Obligation | 341 | 341 | 341 |
| 12/31 Total Restricted | 53,557 | 59,360 | 60,601 |
| 12/31 Balance Unrestricted & Restricted Operating Funds | \$ 103,548 | \$ 109,351 | \$ 110,593 |
| <hr/> | | | |
| 1/1 Balance (COMIP Fund) | \$ 134,846 | \$ 151,398 | \$ 168,838 |
| Receipts: | | | |
| Transfers from Operating Fund | \$ 110,250 | \$ 106,594 | \$ 100,947 |
| Federal Grants | 98 | 557 | 526 |
| Total Receipts | 110,347 | 107,151 | 101,473 |
| Total Available | 245,193 | 258,549 | 270,311 |
| Disbursements: | | | |
| QTA Reimbursements | (2,880) | (2,707) | (2,707) |
| Projects | (18,564) | (21,156) | (60,414) |
| Airline Share of Net Remaining Revenue | (72,353) | (65,849) | (64,063) |
| Total Disbursements | (93,796) | (89,711) | (127,184) |
| 12/31 Balance | \$ 151,398 | \$ 168,838 | \$ 143,127 |

Fund Balance and Estimated Cash Flow

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-21(c)

Fund Balance and Estimated Cashflow (dollars in thousands)

| | ACTUAL 2009 | ESTIMATE 2010 | ESTIMATE 2011 |
|--|----------------|------------------|------------------|
| CONSTRUCTION ACCOUNTS | | | |
| 1/1 Balance | \$ 256,445 | \$ 316,800 | \$ 211,457 |
| Receipts: | | | |
| Commercial Paper | 215,000 | 58,500 | - |
| Bond Proceeds | 851,260 | 238,951 | 216,400 |
| Bond Premiums/Discounts + Other Sources of Funds | 4,339 | - | - |
| Interest Earnings | 10,872 | 24,699 | 24,699 |
| Grants - Bond Funds Only | 25,644 | 49,280 | 49,280 |
| Passenger Facility Charges | 78,521 | 81,309 | 83,748 |
| Passenger Facility Charges Financing | (945) | - | - |
| Total Receipts | 1,184,691 | 452,739 | 374,128 |
| Disbursements: | | | |
| Projects-in-Process | (358,300) | (307,200) | (279,613) |
| Reimbursements from Authority Capital Fund | (35,018) | (14,175) | (14,175) |
| Payments to PFC Line of Credit | (945) | - | - |
| Payments to Cost of Issuance, Discount, etc. | (7,328) | (6,472) | (3,246) |
| Capitalized Interest Payments | (78,109) | (20,463) | (16,754) |
| Capitalized Earned Interest | 1,210 | 493 | 537 |
| Payment to DSR | (54,845) | 4,736 | (13,936) |
| Transfers to Debt Service - Refunding | (591,000) | (215,000) | (58,500) |
| Total Disbursements | (1,124,336) | (558,082) | (385,687) |
| 12/31 Balance | \$ 316,800 | \$ 211,457 | \$ 199,898 |
| DEBT SERVICE ACCOUNTS | | | |
| Debt Service Reserve: | | | |
| 1/1 Balance | 400,987 | 455,833 | 451,097 |
| Bond Proceeds | 54,845 | (4,736) | 13,936 |
| 12/31 Debt Service Reserve Balance | 455,833 | 451,097 | 465,033 |
| Debt Service Interest: | | | |
| 1/1 Balance | - | - | - |
| Transfers from Operating Accounts | 229,060 | 208,035 | 262,463 |
| Transfers from Operating Accounts for ATCT | 3,425 | 3,339 | 3,425 |
| Transfers from Construction Accounts | 78,109 | 20,463 | 16,754 |
| Debt Service from Vastera and JP Morgan | 1,130 | 1,132 | 1,132 |
| Interest from Construction Accounts | 1,210 | 493 | 537 |
| PFC from construction Accounts | 3,672 | 82,013 | 59,745 |
| Total Debt Service Principal and Interest | 316,606 | 315,476 | 344,057 |
| Disbursements: | | | |
| Principal and Interest Payments | (316,606) | (315,476) | (344,057) |
| Total Disbursements | (316,606) | (315,476) | (344,057) |
| 12/31 Debt Service Interest Balance | \$ - | \$ - | \$ - |

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Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

AVIATION ENTERPRISE FUND OPERATION AND MAINTENANCE PROGRAM

Program Summary

The Aviation Enterprise Fund O&M Program provides funding for the daily operation of Reagan National and Dulles International, including those functions performed centrally. The 2011 O&M Program level is \$616.5 million, which includes \$325.7 million for operating expenses and \$291 million for debt service.

As elements of the CCP are completed and brought on line, both operating and debt expenses are significantly impacted. Funding levels for the 2011 O&M Program were developed after reviewing revenue forecasts, the impact of funding increases on landing fees, rental rates, and other rates and charges, prior year actuals, our current program levels, new operating requirements, and the overall economic climate of the region and airline industry.

- Staffing is proposed to increase by 18 positions.
- Utilities costs are estimated to decrease by 8.7 percent in 2010 reflecting participation in the electric cooperative and real time experiences of the AeroTrain.
- A decrease of \$825.3 thousand for supplies and materials funds primarily for Dulles International.
- An increase of \$400.4 thousand for noncapital facility projects primarily for Dulles International.

Expenses are identified separately for Consolidated Functions, Reagan National and Dulles International. The Consolidated Functions activity includes the Offices of the President and Chief Executive Officer, Executive Vice President and Chief Operating Officer, Legal, Audit, Air Service Planning and Development, Communications, Finance, Engineering, Business Administration, Human Resources, Information and Telecommunications Systems, and the central staff of Public Safety. Expenses for the Board of Directors are also included in the President and Chief Executive Officer's program, although these expenses are accounted for separately during budget execution. The expenses for the Police and Fire Departments are included in the expenses for Reagan National and Dulles International.

Comparison of 2010 & 2011 Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-22

Metropolitan Washington Airports Authority

(dollars in thousands)

| OPERATING EXPENSES | 2010 | 2011 | Dollar Change | Percent Change |
|--------------------------------------|-------------------|-------------------|-----------------|----------------|
| PERSONNEL EXPENSES | | | | |
| Full-time Permanent | \$ 97,185 | \$ 102,565 | \$ 5,380 | 5.5% |
| Other than Full-time Permanent | 1,760 | 1,545 | (215) | -12.2% |
| Overtime | 8,988 | 8,974 | (14) | -0.2% |
| Other | 3,631 | 856 | (2,775) | -76.4% |
| Personnel Compensation | 111,564 | 113,940 | 2,376 | 2.1% |
| Health Insurance | 15,970 | 16,509 | 539 | 3.4% |
| Life Insurance | 145 | 338 | 193 | 133.4% |
| Retirement | 19,212 | 20,044 | 833 | 4.3% |
| Other | 6,745 | 6,186 | (559) | -8.3% |
| Employee Benefits | 42,072 | 43,078 | 1,006 | 2.4% |
| Total Personnel Expenses | 153,636 | 157,018 | 3,382 | 2.2% |
| TRAVEL | 1,191 | 1,257 | 66 | 5.5% |
| LEASE AND RENTAL PAYMENTS | | | | |
| Airport Lease Payments | 5,079 | 5,122 | 43 | 0.8% |
| Other | 4,503 | 271 | (4,232) | -94.0% |
| Total Lease and Rental Payments | 9,582 | 5,393 | (4,189) | -43.7% |
| UTILITIES | | | | |
| Electricity | 21,731 | 21,404 | (327) | -1.5% |
| Natural Gas | 8,217 | 5,336 | (2,880) | -35.1% |
| Water | 1,148 | 1,315 | 167 | 14.5% |
| Sewerage | 1,706 | 1,886 | 181 | 10.6% |
| Total Utilities | 32,802 | 29,941 | (2,860) | -8.7% |
| TELECOMMUNICATIONS | 1,116 | 1,415 | 300 | 26.8% |
| JP MORGAN CHASE BUILDING | 488 | 1,350 | 862 | 176.5% |
| SERVICES | | | | |
| Custodial Services | 16,144 | 18,022 | 1,878 | 11.6% |
| Contractual Services | 72,675 | 80,948 | 8,273 | 11.4% |
| Total Services | 88,819 | 98,970 | 10,151 | 11.4% |
| SUPPLIES, MATERIALS AND FUELS | | | | |
| Fuels | 5,333 | 3,821 | (1,511) | -28.3% |
| Supplies and Materials | 13,857 | 14,543 | 686 | 5.0% |
| Total Supplies, Materials and Fuels | 19,190 | 18,365 | (825) | -4.3% |
| INSURANCE AND RISK MANAGEMENT | 8,785 | 8,785 | - | 0.0% |
| NONCAPITAL EQUIPMENT | 1,788 | 1,812 | 23 | 1.3% |
| NONCAPITAL FACILITY PROJECTS | 895 | 1,296 | 401 | 44.7% |
| CAPITAL EQUIPMENT | - | 105 | 105 | 0.0% |
| CAPITAL FACILITY PROJECTS | - | - | - | 0.0% |
| TOTAL OPERATING EXPENSES | \$ 318,292 | \$ 325,706 | \$ 7,413 | 2.3% |

Comparison of 2010 & 2011 Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-23

Consolidated Functions

(dollars in thousands)

| OPERATING EXPENSES | 2010 | 2011 | Dollar Change | Percent Change |
|--------------------------------------|------------------|------------------|---------------|----------------|
| PERSONNEL EXPENSES | | | | |
| Full-time Permanent | \$ 30,806 | \$ 32,684 | \$ 1,878 | 6.1% |
| Other than Full-time Permanent | 116 | 218 | 101 | 87.3% |
| Overtime | 1,298 | 1,282 | (16) | -1.2% |
| Other | 1,155 | (1,063) | (2,218) | -192.0% |
| Personnel Compensation | 33,375 | 33,121 | (254) | -0.8% |
| Health Insurance | 4,010 | 4,021 | 11 | 0.3% |
| Life Insurance | 32 | 83 | 51 | 159.4% |
| Retirement | 5,630 | 5,761 | 131 | 2.3% |
| Other | 2,014 | 1,249 | (765) | -38.0% |
| Employee Benefits | 11,685 | 11,114 | (571) | -4.9% |
| Total Personnel Expenses | 45,061 | 44,235 | (826) | -1.8% |
| TRAVEL | 935 | 950 | 15 | 1.6% |
| LEASE AND RENTAL PAYMENTS | | | | |
| Airport Lease Payments | 5,079 | 5,122 | 43 | 0.8% |
| Other | 124 | 124 | - | 0.0% |
| Total Lease and Rental Payments | 5,203 | 5,246 | 43 | 0.8% |
| UTILITIES | | | | |
| Electricity | 2 | 2 | - | 0.0% |
| Natural Gas | - | - | - | 0.0% |
| Water | - | - | - | 0.0% |
| Sewerage | - | (0) | (0) | 0.0% |
| Total Utilities | 2 | 1 | (0) | -6.7% |
| TELECOMMUNICATIONS | 1,116 | 1,415 | 300 | 26.8% |
| JP MORGAN CHASE BUILDING | 488 | 1,350 | 862 | 176.5% |
| SERVICES | | | | |
| Custodial Services | - | - | - | 0.0% |
| Contractual Services | 25,208 | 25,624 | 416 | 1.6% |
| Total Services | 25,208 | 25,624 | 416 | 1.6% |
| SUPPLIES, MATERIALS AND FUELS | | | | |
| Fuels | - | - | - | 0.0% |
| Supplies and Materials | 2,509 | 2,496 | (14) | -0.5% |
| Total Supplies, Materials and Fuels | 2,509 | 2,496 | (14) | -0.5% |
| INSURANCE AND RISK MANAGEMENT | 8,785 | 8,785 | - | 0.0% |
| NONCAPITAL EQUIPMENT | 1,357 | 1,326 | (31) | -2.3% |
| NONCAPITAL FACILITY PROJECTS | - | - | - | 0.0% |
| CAPITAL EQUIPMENT | - | 105 | 105 | 0.0% |
| CAPITAL FACILITY PROJECTS | - | - | - | 0.0% |
| TOTAL OPERATING EXPENSES | \$ 90,662 | \$ 91,532 | \$ 869 | 1.0% |

Comparison of 2010 & 2011 Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-24

Ronald Reagan Washington National Airport

(dollars in thousands)

| OPERATING EXPENSES | 2010 | 2011 | Dollar Change | Percent Change |
|--------------------------------------|------------------|------------------|-----------------|----------------|
| PERSONNEL EXPENSES | | | | |
| Full-time Permanent | \$ 25,576 | \$ 25,663 | \$ 87 | 0.3% |
| Other than Full-time Permanent | 154 | 366 | 212 | 137.3% |
| Overtime | 2,293 | 2,295 | 2 | 0.1% |
| Other | 1,064 | 1,156 | 92 | 8.7% |
| Personnel Compensation | 29,086 | 29,480 | 393 | 1.4% |
| Health Insurance | 4,707 | 4,484 | (223) | -4.7% |
| Life Insurance | 44 | 92 | 48 | 110.1% |
| Retirement | 5,214 | 5,294 | 80 | 1.5% |
| Other | 1,849 | 2,121 | 272 | 14.7% |
| Employee Benefits | 11,814 | 11,991 | 177 | 1.5% |
| Total Personnel Expenses | 40,901 | 41,471 | 570 | 1.4% |
| TRAVEL | 94 | 134 | 40 | 42.6% |
| LEASE AND RENTAL PAYMENTS | | | | |
| Airport Lease Payments | - | - | - | 0.0% |
| Other | 133 | 36 | (96) | -72.6% |
| Total Lease and Rental Payments | 133 | 36 | (96) | -72.6% |
| UTILITIES | | | | |
| Electricity | 5,960 | 6,200 | 240 | 4.0% |
| Natural Gas | 2,989 | 2,253 | (736) | 0.0% |
| Water | 585 | 752 | 167 | 0.0% |
| Sewerage | 876 | 1,057 | 181 | 0.0% |
| Total Utilities | 10,410 | 10,262 | (148) | -1.4% |
| TELECOMMUNICATIONS | - | - | - | 0.0% |
| JP MORGAN CHASE BUILDING | - | - | - | 0.0% |
| SERVICES | | | | |
| Custodial Services | 4,852 | 5,450 | 598 | 0.0% |
| Contractual Services | 11,043 | 12,028 | 984 | 8.9% |
| Total Services | 15,895 | 17,478 | 1,582 | 10.0% |
| SUPPLIES, MATERIALS AND FUELS | | | | |
| Fuels | 871 | 753 | (118) | 0.0% |
| Supplies and Materials | 3,265 | 3,779 | 514 | 15.7% |
| Total Supplies, Materials and Fuels | 4,136 | 4,532 | 396 | 9.6% |
| INSURANCE AND RISK MANAGEMENT | - | - | - | 0.0% |
| NONCAPITAL EQUIPMENT | 183 | 200 | 17 | 9.3% |
| NONCAPITAL FACILITY PROJECTS | 895 | 1,038 | 143 | 0.0% |
| CAPITAL EQUIPMENT | - | - | - | 0.0% |
| CAPITAL FACILITY PROJECTS | - | - | - | 0.0% |
| TOTAL OPERATING EXPENSES | \$ 72,647 | \$ 75,151 | \$ 2,504 | 3.4% |

Comparison of 2010 & 2011 Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-25

Washington Dulles International Airport

(dollars in thousands)

| OPERATING EXPENSES | 2010 | 2011 | Dollar Change | Percent Change |
|--------------------------------------|-------------------|-------------------|-----------------|----------------|
| PERSONNEL EXPENSES | | | | |
| Full-time Permanent | \$ 40,803 | \$ 44,218 | \$ 3,415 | 8.4% |
| Other than Full-time Permanent | 1,489 | 961 | (528) | -35.4% |
| Overtime | 5,398 | 5,397 | (1) | 0.0% |
| Other | 1,413 | 764 | (648) | -45.9% |
| Personnel Compensation | 49,102 | 51,341 | 2,238 | 4.6% |
| Health Insurance | 7,253 | 8,004 | 752 | 10.4% |
| Life Insurance | 69 | 164 | 94 | 136.1% |
| Retirement | 8,368 | 8,989 | 621 | 7.4% |
| Other | 2,883 | 2,816 | (67) | -2.3% |
| Employee Benefits | 18,573 | 19,973 | 1,400 | 7.5% |
| Total Personnel Expenses | 67,675 | 71,314 | 3,639 | 5.4% |
| TRAVEL | 163 | 174 | 11 | 6.7% |
| LEASE AND RENTAL PAYMENTS | | | | |
| Airport Lease Payments | - | - | - | 0.0% |
| Other | 4,247 | 111 | (4,136) | -97.4% |
| Total Lease and Rental Payments | 4,247 | 111 | (4,136) | -97.4% |
| UTILITIES | | | | |
| Electricity | 15,770 | 15,202 | (567) | -3.6% |
| Natural Gas | 5,228 | 3,083 | (2,145) | -41.0% |
| Water | 563 | 563 | - | 0.0% |
| Sewerage | 829 | 829 | - | 0.0% |
| Total Utilities | 22,390 | 19,678 | (2,712) | -12.1% |
| TELECOMMUNICATIONS | - | - | - | 0.0% |
| JP MORGAN CHASE BUILDING | - | - | - | 0.0% |
| SERVICES | | | | |
| Custodial Services | 11,292 | 12,572 | 1,280 | 11.3% |
| Contractual Services | 36,424 | 43,295 | 6,870 | 18.9% |
| Total Services | 47,716 | 55,867 | 8,151 | 17.1% |
| SUPPLIES, MATERIALS AND FUELS | | | | |
| Fuels | 4,462 | 3,068 | (1,394) | -31.2% |
| Supplies and Materials | 8,083 | 8,269 | 186 | 2.3% |
| Total Supplies, Materials and Fuels | 12,545 | 11,337 | (1,208) | -9.6% |
| INSURANCE AND RISK MANAGEMENT | - | - | - | 0.0% |
| NONCAPITAL EQUIPMENT | 248 | 285 | 37 | 14.9% |
| NONCAPITAL FACILITY PROJECTS | - | 258 | 258 | 0.0% |
| CAPITAL EQUIPMENT | - | - | - | 0.0% |
| CAPITAL FACILITY PROJECTS | - | - | - | 0.0% |
| TOTAL OPERATING EXPENSES | \$ 154,983 | \$ 159,023 | \$ 4,040 | 2.6% |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-26

2010 Operation and Maintenance Program by Organization

(dollars in thousands)

| | Consolidated Functions | Reagan National | Dulles International | Total |
|--|---------------------------|--------------------|-------------------------|-------------------|
| OPERATING EXPENSES | | | | |
| Personnel Compensation | \$ 33,375 | \$ 29,086 | \$ 49,102 | \$ 111,563 |
| Employee Benefits | 11,685 | 11,815 | 18,573 | 42,073 |
| Travel | 935 | 94 | 163 | 1,192 |
| Lease and Rental Payments | 5,203 | 133 | 4,247 | 9,583 |
| Utilities | 2 | 10,410 | 22,390 | 32,802 |
| Telecommunications | 1,116 | - | - | 1,116 |
| JP Morgan Chase Building | 488 | - | - | 488 |
| Services | 25,208 | 15,895 | 47,716 | 88,819 |
| Supplies, Materials and Fuels | 2,509 | 4,136 | 12,545 | 19,190 |
| Insurance and Risk Management | 8,785 | - | - | 8,785 |
| Noncapital Equipment | 1,357 | 183 | 248 | 1,787 |
| Noncapital Facility Projects | - | 895 | - | 895 |
| Capital Equipment | - | - | - | - |
| Capital Facility Projects | - | - | - | - |
| Total Operating Expenses | \$ 90,662 | \$ 72,646 | \$ 154,983 | \$ 318,291 |
| DEBT SERVICE | | | | |
| Bond Principal Payments | \$ - | \$ 20,599 | \$ 42,273 | \$ 62,872 |
| Interest Expense | - | 58,799 | 120,668 | 179,467 |
| Total Debt Service | \$ - | \$ 79,398 | \$ 162,940 | \$ 242,339 |
| Total Operation and Maintenance Program | \$ 90,662 | \$ 152,044 | \$ 317,924 | \$ 560,630 |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-27

2011 Operation and Maintenance Program by Organization

(dollars in thousands)

| | Consolidated Functions | Reagan National | Dulles International | Total |
|--|---------------------------|--------------------|-------------------------|-------------------|
| OPERATING EXPENSES | | | | |
| Personnel Compensation | \$ 33,121 | \$ 29,480 | \$ 51,341 | \$ 113,941 |
| Employee Benefits | 11,114 | 11,991 | 19,973 | 43,078 |
| Travel | 950 | 134 | 174 | 1,257 |
| Lease and Rental Payments | 5,246 | 36 | 111 | 5,393 |
| Utilities | 1 | 10,262 | 19,678 | 29,941 |
| Telecommunications | 1,415 | - | - | 1,415 |
| JP Morgan Chase Building | 1,350 | - | - | 1,350 |
| Services | 25,624 | 17,478 | 55,867 | 98,968 |
| Supplies, Materials and Fuels | 2,496 | 4,532 | 11,337 | 18,365 |
| Insurance and Risk Management | 8,785 | - | - | 8,785 |
| Noncapital Equipment | 1,326 | 200 | 285 | 1,812 |
| Noncapital Facility Projects | - | 1,038 | 258 | 1,296 |
| Capital Equipment | 105 | - | - | 105 |
| Capital Facility Projects | - | - | - | - |
| Total Operating Expenses | \$ 91,532 | \$ 75,151 | \$ 159,023 | \$ 325,706 |
| DEBT SERVICE | | | | |
| Bond Principal Payments | \$ - | \$ 37,040 | \$ 70,349 | \$ 107,389 |
| Interest Expense | - | 63,342 | 120,304 | 183,646 |
| Total Debt Service | \$ - | \$ 100,382 | \$ 190,653 | \$ 291,035 |
| Total Operation and Maintenance Program | \$ 91,532 | \$ 175,533 | \$ 349,676 | \$ 616,741 |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-28

Metropolitan Washington Airports Authority - Operation and Maintenance Program (Actual to Budget)

(dollars in thousands)

| | Actual 2009 | Budget 2010 | Budget 2011 | 2010 Budget vs. 2011 Budget | |
|--|-------------------|-------------------|-------------------|-----------------------------|-------------------|
| | | | | Dollar Change | Percent Change |
| OPERATING EXPENSES | | | | | |
| Personnel Compensation | \$ 102,205 | \$ 111,564 | \$ 113,941 | \$ 2,377 | 2.1% |
| Employee Benefits | 36,116 | 42,072 | 43,078 | 1,006 | 2.4% |
| Travel | 677 | 1,191 | 1,257 | 66 | 5.5% |
| Lease and Rental Payments | 8,406 | 9,582 | 5,393 | (4,189) | -43.7% |
| Utilities | 27,539 | 32,802 | 29,941 | (2,860) | -8.7% |
| Telecommunications | 0 | 1,116 | 1,415 | 300 | 26.8% |
| JP Morgan Chase Building | (176) | 488 | 1,350 | 862 | 176.5% |
| Services | 66,110 | 88,819 | 98,968 | 10,149 | 11.4% |
| Supplies, Materials and Fuels | 12,292 | 19,190 | 18,365 | (825) | -4.3% |
| Insurance and Risk Management | 7,797 | 8,785 | 8,785 | - | 0.0% |
| Noncapital Equipment | 976 | 1,788 | 1,812 | 23 | 1.3% |
| Noncapital Facility Projects | 430 | 895 | 1,296 | 401 | 44.7% |
| Capital Equipment | - | - | 105 | 105 | 0.0% |
| Capital Facility Projects | - | - | - | - | 0.0% |
| Total Operating Expenses | \$ 262,371 | \$ 318,292 | \$ 325,706 | \$ 7,413 | 2.3% |
| DEBT SERVICE | | | | | |
| Bond Principal Payments | \$ 87,306 | \$ 62,871 | \$ 107,389 | \$ 44,518 | 70.8% |
| Interest Expense | 141,754 | 179,467 | 183,646 | 4,180 | 2.3% |
| Total Debt Service | \$ 229,060 | \$ 242,338 | \$ 291,035 | \$ 48,697 | 20.1% |
| Total Operation and Maintenance Program | \$ 491,431 | \$ 560,630 | \$ 616,741 | \$ 56,111 | 10.0% |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

CONSOLIDATED FUNCTIONS

Operating Expenses

Table 2-29

| | 2010 | 2011 | Difference |
|--|----------------------|----------------------|-------------------|
| Personnel Compensation and Benefits | \$ 45,061,000 | \$ 44,235,000 | \$ (826,000) |
| Other Operating Expenses | 45,602,000 | 47,297,000 | 1,695,000 |
| Total Consolidated Functions Operating Expenses | \$ 90,663,000 | \$ 91,532,000 | \$ 869,000 |

The funding requirements for Consolidated Functions' operating expenses will increase by \$869.0 thousand in 2011.

Personnel Compensation and Benefits Expenses..... \$(826,000)

- A decrease of \$255.8 thousand for personnel compensation is a combination of new positions largely in Engineering and Information Technology, and funding of authorized vacancies, offset by an increase budgeted allocation to the Dulles Corridor Enterprise Fund.
- A decrease of \$571.6 thousand in employee benefits reflects an increase in the budgeted allocation to the Dulles Corridor Enterprise Fund.

Other Operating Expenses..... \$1,695,000

- An increase of \$43.0 thousand for other lease and rental payments relates to a mandatory increase in Airport Lease payment to the Federal government.
- An increase of \$417.5 thousand pertains to various contractual services that include diversity awareness training, and radio equipment maintenance, audit services, and other consulting services.
- An increase of \$105.0 thousand for capital equipment consists of software and printers.
- The net cost for the JP Morgan Building is projected to increase by \$861.7 thousand due to an increased vacancy rate resulting in decreased rent revenue.

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Operating Expenses

Table 2-30

| | 2010 | 2011 | Difference |
|---|----------------------|----------------------|---------------------|
| Personnel Compensation and Benefits | \$ 40,901,000 | \$ 41,471,000 | \$ 570,000 |
| Other Operating Expenses | 31,746,000 | 33,680,000 | 1,934,000 |
| Total Reagan National Operating Expenses | \$ 72,647,000 | \$ 75,151,000 | \$ 2,504,000 |

The funding requirement for Reagan National's operating expenses will increase by \$2.5 million in 2011.

Personnel Compensation and Benefits Expenses..... \$570,000

- An increase of \$393.4 thousand for personnel compensation reflects the filling of vacant positions.
- Employee benefits increased \$177 thousand as the Airports Authority's share of employee health insurance cost decreased \$223.2 thousand and was offset by increases in the other employee benefit categories to reflect current employee alignment.

Other Operating Expenses..... \$1,934,000

- An increase of \$39.9 thousand for general travel.
- A decrease of \$148.2 thousand for utilities is based on decreased demand and rates for gas, water and sewage.
- An increase of \$1.6 million for services related to janitorial services, maintenance services, repair services, inspection services, and guard services.
- An additional \$396.3 thousand for supplies and materials.
- An increase of \$159.4 thousand for the purchasing of various noncapital equipment.

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Debt Service

Table 2-31

| | 2010 | 2011 | Difference |
|---|----------------------|-----------------------|----------------------|
| Bond Principal Payments | \$ 20,599,000 | \$ 37,040,000 | \$ 16,441,000 |
| Interest Expense | 58,799,000 | 63,342,000 | 4,543,000 |
| Total Reagan National Debt Service | \$ 79,398,000 | \$ 100,382,000 | \$ 20,984,000 |

Interest expense is for interest payments on bonds and excludes capitalized interest. Also included in this amount is funding for the liquidity enhancement fees associated with the Airports Authority's Commercial Program (CP) Program.

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

Operating Expenses

Table 2-32

| | 2010 | 2011 | Difference |
|--|-----------------------|-----------------------|---------------------|
| Personnel Compensation and Benefits | \$ 67,675,000 | \$ 71,314,000 | \$ 3,639,000 |
| Other Operating Expenses | 87,308,000 | 87,709,000 | 401,000 |
| Total Dulles International Operating Expenses | \$ 154,983,000 | \$ 159,023,000 | \$ 4,040,000 |

The funding requirement for Dulles International' operating expenses will increase by \$4.0 million in 2011.

Personnel Compensation and Benefits Expenses..... \$3,639,000

- An increase of \$2.2 million for personnel compensation is the filling of vacant positions, the annualization in 2010 of positions; an adjustment to reflect current employee alignment and a PMP adjustment.
- An increase to employee benefits of \$1.4 million reflects an adjustment to reflect current employee alignment.

Other Operating Expenses..... \$401,000

- An additional \$1.3 million is included for custodial services.
- Lease expense decreased by \$4.1 million largely due to employee shuttle bus expense moving to services category.
- Utilities decreased \$2.7 million due to an adjustment to reflect current expense alignment.
- Services increased due to the movement of employee shuttle buses as well as an adjustment to reflect current expense alignment.

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Debt Service

Table 2-33

| | 2010 | 2011 | Difference |
|--|-----------------------|-----------------------|----------------------|
| Bond Principal Payments | \$ 42,273,000 | \$ 70,349,000 | \$ 28,076,000 |
| Interest Expense | 120,668,000 | 120,304,000 | (364,000) |
| Total Dulles International Debt Service | \$ 162,941,000 | \$ 190,653,000 | \$ 27,712,000 |

Interest expense is for interest on bonds and excludes capitalized interest. Also included in this amount is funding for the liquidity enhancement fees associated with the Airports Authority's CP Program.

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-34

2011 Operating Expenses by Organization

| <i>(dollars in thousands)</i> | Consolidated Functions | Reagan National | Dulles International | Total |
|--------------------------------------|---------------------------|--------------------|-------------------------|---------------------|
| PERSONNEL EXPENSES | | | | |
| Full-time Permanent | \$ 32,684.2 | \$ 25,662.9 | \$ 44,217.7 | \$ 102,564.8 |
| Other than Full-time Permanent | 217.6 | 365.7 | 961.5 | 1,544.8 |
| Overtime | 1,281.9 | 2,295.4 | 5,397.0 | 8,974.2 |
| Other | (1,062.9) | 1,155.7 | 764.4 | 857.2 |
| Personnel Compensation | 33,120.8 | 29,479.7 | 51,340.5 | 113,941.0 |
| Health Insurance | 4,020.9 | 4,484.2 | 8,004.3 | 16,509.4 |
| Life Insurance | 82.7 | 92.0 | 163.6 | 338.4 |
| Retirement | 5,761.1 | 5,294.2 | 8,989.2 | 20,044.5 |
| Other | 1,249.0 | 2,121.0 | 2,816.0 | 6,186.0 |
| Employee Benefits | 11,113.7 | 11,991.5 | 19,973.0 | 43,078.2 |
| Total Personnel Expenses | 44,234.6 | 41,471.2 | 71,313.6 | 157,019.3 |
| TRAVEL | 949.6 | 133.6 | 173.8 | 1,257.0 |
| LEASE AND RENTAL PAYMENTS | | | | |
| Airport Lease Payments | 5,122.0 | - | - | 5,122.0 |
| Other | 124.0 | 36.3 | 110.8 | 271.1 |
| Total Lease and Rental Payments | 5,246.0 | 36.3 | 110.8 | 5,393.1 |
| UTILITIES | | | | |
| Electricity | 1.5 | 6,200.0 | 15,202.4 | 21,403.9 |
| Natural Gas | - | 2,253.0 | 3,083.2 | 5,336.2 |
| Water | - | 752.0 | 562.8 | 1,314.8 |
| Sewerage | (0.1) | 1,057.0 | 829.4 | 1,886.3 |
| Total Utilities | 1.4 | 10,262.0 | 19,677.9 | 29,941.3 |
| TELECOMMUNICATIONS | 1,415.0 | - | - | 1,415.0 |
| JP MORGAN CHASE BUILDING | 1,349.8 | - | - | 1,349.8 |
| SERVICES | | | | |
| Custodial Services | - | 5,450.0 | 12,572.4 | 18,022.4 |
| Contractual Services | 25,623.7 | 12,027.6 | 43,294.6 | 80,945.8 |
| Total Services | 25,623.7 | 17,477.6 | 55,866.9 | 98,968.1 |
| SUPPLIES, MATERIALS AND FUELS | | | | |
| Fuels | - | 753.0 | 3,068.5 | 3,821.5 |
| Supplies and Materials | 2,495.6 | 3,779.2 | 8,268.6 | 14,543.5 |
| Total Supplies, Materials and Fuels | 2,495.6 | 4,532.2 | 11,337.1 | 18,364.9 |
| INSURANCE AND RISK MANAGEMENT | 8,784.9 | - | - | 8,784.9 |
| NONCAPITAL EQUIPMENT | 1,326.2 | 200.4 | 284.9 | 1,811.5 |
| NONCAPITAL FACILITY PROJECTS | - | 1,037.5 | 258.0 | 1,295.5 |
| CAPITAL EQUIPMENT | 105.0 | - | - | 105.0 |
| CAPITAL FACILITY PROJECTS | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 91,531.8 | \$ 75,150.8 | \$ 159,023.0 | \$ 325,705.6 |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-35(a)

2011 Operating Expenses for Consolidated Functions

| <i>(dollars in thousands)</i> | Board of Directors Executive Offices | Legal | Audit | Air Service Planning & Development | Communications | Finance |
|--------------------------------------|---|-------------------|-------------------|--|-------------------|--------------------|
| PERSONNEL EXPENSES | | | | | | |
| Full-time Permanent | \$ 1,547.5 | \$ 1,192.0 | \$ 804.5 | \$ 641.0 | \$ 1,528.1 | \$ 3,954.5 |
| Other than Full-time Permanent | 38.5 | - | 4.8 | - | 64.7 | - |
| Overtime | 1.9 | 2.0 | 2.0 | 2.0 | 2.5 | 88.0 |
| Other | (155.5) | (291.0) | (72.1) | 8.8 | (34.1) | (286.4) |
| Personnel Compensation | 1,432.4 | 903.0 | 739.2 | 651.9 | 1,561.1 | 3,756.1 |
| Health Insurance | 108.7 | 84.3 | 66.6 | 60.2 | 171.5 | 442.9 |
| Life Insurance | 2.2 | 1.7 | 1.3 | 1.2 | 3.5 | 9.1 |
| Retirement | 318.6 | 172.2 | 125.9 | 112.5 | 237.0 | 580.4 |
| Other | (45.1) | (9.1) | 23.2 | 42.8 | 72.7 | 85.4 |
| Employee Benefits | 384.4 | 249.1 | 217.0 | 216.8 | 484.7 | 1,117.6 |
| Total Personnel Expenses | 1,816.8 | 1,152.1 | 956.2 | 868.7 | 2,045.8 | 4,873.7 |
| TRAVEL | 336.7 | 15.0 | 31.3 | 260.0 | 20.0 | 78.6 |
| LEASE AND RENTAL PAYMENTS | | | | | | |
| Airport Lease Payments | - | - | - | - | - | 5,122.0 |
| Other | - | - | - | - | - | - |
| Total Lease and Rental Payments | - | - | - | - | - | 5,122.0 |
| UTILITIES | | | | | | |
| Electricity | - | - | - | - | 1.5 | - |
| Natural Gas | - | - | - | - | - | - |
| Water | - | - | - | - | - | - |
| Sewerage | - | - | - | - | (0.1) | - |
| Total Utilities | - | - | - | - | 1.4 | - |
| TELECOMMUNICATIONS | | | | | | |
| JP MORGAN CHASE BUILDING | - | - | - | - | - | - |
| SERVICES | | | | | | |
| Custodial Services | - | - | - | - | - | - |
| Contractual Services | 561.6 | 875.1 | 1,496.2 | 2,788.8 | 1,815.1 | 1,482.2 |
| Total Services | 561.6 | 875.1 | 1,496.2 | 2,788.8 | 1,815.1 | 1,482.2 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | |
| Fuels | - | - | - | - | - | - |
| Supplies and Materials | 29.5 | 8.3 | 11.6 | 15.4 | 61.1 | 28.7 |
| Total Supplies, Materials and Fuels | 29.5 | 8.3 | 11.6 | 15.4 | 61.1 | 28.7 |
| INSURANCE AND RISK MANAGEMENT | | | | | | |
| NONCAPITAL EQUIPMENT | 19.1 | 1.6 | 3.4 | 4.0 | 4.2 | 16.5 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | - | - | - |
| CAPITAL EQUIPMENT | - | - | - | - | - | 105.0 |
| CAPITAL FACILITY PROJECTS | - | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 2,763.7 | \$ 2,052.1 | \$ 2,498.7 | \$ 3,936.9 | \$ 3,947.6 | \$ 11,706.7 |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-35(b)

2011 Operating Expenses for Consolidated Functions (continued)

| <i>(dollars in thousands)</i> | Engineering | Business Administration | Human Resources | Information & Telecom. | Public Safety | Total |
|--------------------------------------|-------------------|-------------------------|-------------------|------------------------|--------------------|--------------------|
| PERSONNEL EXPENSES | | | | | | |
| Full-time Permanent | \$ 3,882.0 | \$ 4,114.9 | \$ 2,692.4 | \$ 2,352.6 | \$ 9,974.7 | \$ 32,684.2 |
| Other than Full-time Permanent | - | - | 51.2 | - | 58.4 | 217.6 |
| Overtime | 2.6 | 8.1 | 15.0 | 19.4 | 1,138.4 | 1,281.9 |
| Other | (587.3) | (361.3) | 609.1 | (6.4) | 113.3 | (1,062.9) |
| Personnel Compensation | 3,297.3 | 3,761.7 | 3,367.8 | 2,365.6 | 11,284.8 | 33,120.8 |
| Health Insurance | 337.3 | 511.8 | 388.6 | 177.9 | 1,671.2 | 4,020.9 |
| Life Insurance | 6.9 | 10.5 | 8.0 | 3.6 | 34.5 | 82.7 |
| Retirement | 594.5 | 634.2 | 456.6 | 290.0 | 2,239.2 | 5,761.1 |
| Other | 18.5 | 122.0 | 177.0 | 112.2 | 649.5 | 1,249.0 |
| Employee Benefits | 957.2 | 1,278.6 | 1,030.2 | 583.8 | 4,594.4 | 11,113.7 |
| Total Personnel Expenses | 4,254.5 | 5,040.2 | 4,398.0 | 2,949.3 | 15,879.2 | 44,234.6 |
| TRAVEL | 64.7 | 43.3 | 42.2 | 25.3 | 32.5 | 949.6 |
| LEASE AND RENTAL PAYMENTS | | | | | | |
| Airport Lease Payments | - | - | - | - | - | 5,122.0 |
| Other | - | 48.7 | 42.0 | - | 33.3 | 124.0 |
| Total Lease and Rental Payments | - | 48.7 | 42.0 | - | 33.3 | 5,246.0 |
| UTILITIES | | | | | | |
| Electricity | - | - | - | - | - | 1.5 |
| Natural Gas | - | - | - | - | - | - |
| Water | - | - | - | - | - | - |
| Sewerage | - | - | - | - | - | (0.1) |
| Total Utilities | - | - | - | - | - | 1.4 |
| TELECOMMUNICATIONS | - | - | - | 1,415.0 | - | 1,415.0 |
| JP MORGAN CHASE BUILDING | - | 1,349.8 | - | - | - | 1,349.8 |
| SERVICES | | | | | | |
| Custodial Services | - | - | - | - | - | - |
| Contractual Services | 361.6 | 1,629.0 | 1,467.5 | 12,833.9 | 312.6 | 25,623.7 |
| Total Services | 361.6 | 1,629.0 | 1,467.5 | 12,833.9 | 312.6 | 25,623.7 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | |
| Fuels | - | - | - | - | - | - |
| Supplies and Materials | 315.2 | 91.5 | 135.6 | 1,405.1 | 393.6 | 2,495.6 |
| Total Supplies, Materials and Fuels | 315.2 | 91.5 | 135.6 | 1,405.1 | 393.6 | 2,495.6 |
| INSURANCE AND RISK MANAGEMENT | - | 8,784.9 | - | - | - | 8,784.9 |
| NONCAPITAL EQUIPMENT | 48.9 | 20.2 | 13.0 | 1,165.0 | 30.3 | 1,326.2 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | - | - | - |
| CAPITAL EQUIPMENT | - | - | - | - | - | 105.0 |
| CAPITAL FACILITY PROJECTS | - | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 5,044.9 | \$ 17,007.7 | \$ 6,098.3 | \$ 19,793.6 | \$ 16,681.5 | \$ 91,531.8 |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-36

2011 Operating Expenses for Ronald Reagan Washington National Airport

| <i>(dollars in thousands)</i> | Airport Manager | Operations | Engineering & Maintenance | Airport Administration | Total |
|--------------------------------------|--------------------|-------------------|------------------------------|---------------------------|--------------------|
| PERSONNEL EXPENSES | | | | | |
| Full-time Permanent | \$ 501.7 | \$ 1,740.4 | \$ 13,325.7 | \$ 2,178.7 | \$ 17,746.5 |
| Other than Full-time Permanent | 59.9 | - | - | 34.9 | 94.8 |
| Overtime | - | 29.4 | 457.0 | 13.5 | 499.9 |
| Other | 211.2 | 114.6 | 273.0 | 1.0 | 599.9 |
| Personnel Compensation | 772.8 | 1,884.4 | 14,055.7 | 2,228.2 | 18,941.1 |
| Health Insurance | 129.4 | 228.9 | 2,273.4 | 373.4 | 3,005.1 |
| Life Insurance | 2.6 | 4.7 | 46.6 | 7.6 | 61.6 |
| Retirement | 82.0 | 325.1 | 2,434.6 | 321.8 | 3,163.4 |
| Other | 102.6 | 111.6 | 972.4 | 270.5 | 1,457.2 |
| Employee Benefits | 316.6 | 670.2 | 5,727.1 | 973.3 | 7,687.3 |
| Total Personnel Expenses | 1,089.5 | 2,554.7 | 19,782.8 | 3,201.5 | 26,628.4 |
| TRAVEL | 5.0 | 33.1 | 45.0 | 19.3 | 102.4 |
| LEASE AND RENTAL PAYMENTS | | | | | |
| Airport Lease Payments | - | - | - | - | - |
| Other | 3.0 | - | 23.3 | 1.5 | 27.8 |
| Total Lease and Rental Payments | 3.0 | - | 23.3 | 1.5 | 27.8 |
| UTILITIES | | | | | |
| Electricity | - | - | 6,200.0 | - | 6,200.0 |
| Natural Gas | - | - | 2,253.0 | - | 2,253.0 |
| Water | - | - | 752.0 | - | 752.0 |
| Sewerage | - | - | 1,057.0 | - | 1,057.0 |
| Total Utilities | - | - | 10,262.0 | - | 10,262.0 |
| TELECOMMUNICATIONS | | | | | |
| JP MORGAN CHASE BUILDING | - | - | - | - | - |
| SERVICES | | | | | |
| Custodial Services | - | - | 5,450.0 | - | 5,450.0 |
| Contractual Services | 474.1 | 3,712.2 | 7,285.6 | 338.3 | 11,810.3 |
| Total Services | 474.1 | 3,712.2 | 12,735.6 | 338.3 | 17,260.3 |
| SUPPLIES, MATERIALS AND FUELS | | | | | |
| Fuels | - | - | 711.4 | 2.5 | 713.9 |
| Supplies and Materials | 55.3 | 58.5 | 3,309.6 | 52.5 | 3,476.0 |
| Total Supplies, Materials and Fuels | 55.3 | 58.5 | 4,021.1 | 55.0 | 4,189.9 |
| INSURANCE AND RISK MANAGEMENT | | | | | |
| NONCAPITAL EQUIPMENT | 30.0 | 26.5 | 110.0 | 15.0 | 181.5 |
| NONCAPITAL FACILITY PROJECTS | (12.5) | - | 1,050.0 | - | 1,037.5 |
| CAPITAL EQUIPMENT | | | | | |
| CAPITAL FACILITY PROJECTS | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 1,644.4 | \$ 6,385.0 | \$ 48,029.8 | \$ 3,630.6 | \$ 59,689.8 |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-37

2011 Operating Expenses for Dulles International Airport

| <i>(dollars in thousands)</i> | Airport Manager | Operations | Mobile Lounge Ramp Control | Engineering & Maintenance | Airport Administration | Total |
|--------------------------------------|--------------------|--------------------|-------------------------------|------------------------------|---------------------------|---------------------|
| PERSONNEL EXPENSES | | | | | | |
| Full-time Permanent | \$ 626.5 | \$ 2,862.4 | \$ 5,881.4 | \$ 19,858.1 | \$ 2,420.4 | \$ 31,648.9 |
| Other than Full-time Permanent | 281.4 | - | 598.8 | - | - | 880.2 |
| Overtime | 3.1 | 223.4 | 318.8 | 2,661.8 | 172.9 | 3,380.0 |
| Other | 13.4 | 103.3 | 474.3 | 468.0 | (8.2) | 1,050.9 |
| Personnel Compensation | 924.3 | 3,189.1 | 7,273.3 | 22,988.0 | 2,585.1 | 36,959.8 |
| Health Insurance | 165.6 | 433.9 | 1,532.9 | 3,301.1 | 395.2 | 5,828.7 |
| Life Insurance | 3.4 | 8.9 | 31.0 | 67.8 | 8.1 | 119.2 |
| Retirement | 158.2 | 527.5 | 1,190.6 | 3,415.9 | 408.8 | 5,700.8 |
| Other | 118.4 | 201.9 | 728.1 | 1,457.2 | 187.2 | 2,692.8 |
| Employee Benefits | 445.6 | 1,172.1 | 3,482.6 | 8,242.0 | 999.2 | 14,341.6 |
| Total Personnel Expenses | 1,369.9 | 4,361.2 | 10,755.9 | 31,230.0 | 3,584.3 | 51,301.4 |
| TRAVEL | 20.0 | 35.0 | - | 28.1 | 47.5 | 130.6 |
| LEASE AND RENTAL PAYMENTS | | | | | | |
| Airport Lease Payments | - | - | - | - | - | - |
| Other | - | 4.8 | - | 94.1 | (0.0) | 98.8 |
| Total Lease and Rental Payments | - | 4.8 | - | 94.1 | (0.0) | 98.8 |
| UTILITIES | | | | | | |
| Electricity | - | - | - | 15,202.4 | - | 15,202.4 |
| Natural Gas | - | - | - | 3,083.2 | - | 3,083.2 |
| Water | - | - | - | 562.8 | - | 562.8 |
| Sewerage | - | - | - | 829.4 | - | 829.4 |
| Total Utilities | - | - | - | 19,677.9 | - | 19,677.9 |
| TELECOMMUNICATIONS | | | | | | |
| JP MORGAN CHASE BUILDING | - | - | - | - | - | - |
| SERVICES | | | | | | |
| Custodial Services | - | - | - | 12,572.4 | - | 12,572.4 |
| Contractual Services | 693.7 | 10,079.0 | 8.4 | 27,842.9 | 4,864.3 | 43,488.3 |
| Total Services | 693.7 | 10,079.0 | 8.4 | 40,415.2 | 4,864.3 | 56,060.6 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | |
| Fuels | - | - | - | 2,546.4 | 372.0 | 2,918.5 |
| Supplies and Materials | 58.0 | 145.7 | 49.0 | 7,490.9 | 170.4 | 7,914.0 |
| Total Supplies, Materials and Fuels | 58.0 | 145.7 | 49.0 | 10,037.4 | 542.4 | 10,832.5 |
| INSURANCE AND RISK MANAGEMENT | | | | | | |
| NONCAPITAL EQUIPMENT | 0.8 | 135.5 | - | 101.1 | 20.6 | 258.0 |
| NONCAPITAL FACILITY PROJECTS | - | 0.5 | - | 257.5 | - | 258.0 |
| CAPITAL EQUIPMENT | - | - | - | - | - | - |
| CAPITAL FACILITY PROJECTS | - | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 2,142.4 | \$ 14,761.7 | \$ 10,813.3 | \$ 101,841.3 | \$ 9,059.1 | \$ 138,617.9 |

Operating Expenses

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 2-38

2011 Operating Expenses for Public Safety

| <i>(dollars in thousands)</i> | PSD Consolidated Functions | PSD National | PSD Dulles International | Total |
|--------------------------------------|----------------------------------|--------------------|--------------------------------|--------------------|
| PERSONNEL EXPENSES | | | | |
| Full-time Permanent | \$ 9,974.7 | \$ 7,916.4 | \$ 12,568.9 | \$ 30,460.0 |
| Other than Full-time Permanent | 58.4 | 270.9 | 81.3 | 410.6 |
| Overtime | 1,138.4 | 1,795.5 | 2,017.0 | 4,950.9 |
| Other | 113.3 | 555.8 | (286.5) | 382.7 |
| Personnel Compensation | 11,284.8 | 10,538.6 | 14,380.7 | 36,204.1 |
| Health Insurance | 1,671.2 | 1,479.1 | 2,175.6 | 5,325.9 |
| Life Insurance | 34.5 | 30.4 | 44.4 | 109.4 |
| Retirement | 2,239.2 | 2,130.8 | 3,288.3 | 7,658.3 |
| Other | 649.5 | 663.8 | 123.1 | 1,436.5 |
| Employee Benefits | 4,594.4 | 4,304.2 | 5,631.4 | 14,530.0 |
| Total Personnel Expenses | 15,879.2 | 14,842.8 | 20,012.2 | 50,734.1 |
| TRAVEL | 32.5 | 31.2 | 43.2 | 106.9 |
| LEASE AND RENTAL PAYMENTS | | | | |
| Airport Lease Payments | - | - | - | - |
| Other | 33.3 | 8.5 | 12.0 | 53.8 |
| Total Lease and Rental Payments | 33.3 | 8.5 | 12.0 | 53.8 |
| UTILITIES | | | | |
| Electricity | - | - | - | - |
| Natural Gas | - | - | - | - |
| Water | - | - | - | - |
| Sewerage | - | - | - | - |
| Total Utilities | - | - | - | - |
| TELECOMMUNICATIONS | | | | |
| JP MORGAN CHASE BUILDING | - | - | - | - |
| SERVICES | | | | |
| Custodial Services | - | - | - | - |
| Contractual Services | 312.6 | 217.3 | (193.7) | 336.2 |
| Total Services | 312.6 | 217.3 | (193.7) | 336.2 |
| SUPPLIES, MATERIALS AND FUELS | | | | |
| Fuels | - | 39.1 | 150.0 | 189.1 |
| Supplies and Materials | 393.6 | 303.2 | 354.6 | 1,051.4 |
| Total Supplies, Materials and Fuels | 393.6 | 342.3 | 504.6 | 1,240.5 |
| INSURANCE AND RISK MANAGEMENT | | | | |
| NONCAPITAL EQUIPMENT | 30.3 | 18.9 | 26.9 | 76.1 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | - |
| CAPITAL EQUIPMENT | - | - | - | - |
| CAPITAL FACILITY PROJECTS | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 16,681.5 | \$ 15,461.0 | \$ 20,405.2 | \$ 52,547.6 |

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Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

BUDGET BY COST CENTERS

Cost Centers are those areas or functions of activities established by the Airports Authority at each Airport where revenues or expenses are attributed. The rules for budget allocation to the cost centers are governed by the Airline Agreement. Cost Centers are either direct or indirect.

Direct cost centers are used to accumulate all elements comprising the total requirement allocable or attributable to the area under the Airports Authority's accounting system. Direct cost centers are airfield, terminal, aviation, ground transportation, non-aviation, equipment, international arrivals buildings, airside operations building, cargo, aviation, and passenger conveyance system.

Indirect cost centers are those functional areas and related facilities other than direct cost centers where costs are accumulated net of direct reimbursement, allowable or attributable to the area under the Airports Authority's accounting system and which are subsequently allocated to the direct cost centers. Indirect cost centers include maintenance, public safety, system and services, and administrative. Airlines rates and charges are based on cost center requirements.

Cost center budgets allow for identification of specific area expenses, including airfield and terminal.

The total requirement budget is provided for certain cost centers.

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Ronald Reagan Washington National Airport

| Airfield | Budget 2010 | Budget 2011 |
|-------------------------------------|---------------------|---------------------|
| Signatory Landing Fee (Net Stlmnt) | \$37,002,617 | \$42,426,139 |
| Nonsignatory Landing Fees | 143,760 | 168,444 |
| <u>General Aviation</u> | 32,969 | 38,597 |
| Transfers | 2,424,528 | 3,770,648 |
| Other Rents | 181,428 | 189,000 |
| Concessions | 1,439 | 1,000 |
| Utilities | 85,178 | 89,000 |
| Other Revenues | 19,000 | 20,000 |
| TOTAL REVENUES PLUS TRANSFER | \$39,890,919 | \$46,702,828 |
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | 3,145,535 | 4,532,265 |
| Other Services | 1,766,058 | 3,293,552 |
| Supplies & Materials | 876,071 | 325,473 |
| Miscellaneous | 222,790 | 233,687 |
| Capital Expenditures | 0 | 0 |
| <u>O&M Expenses (Indirect):</u> | | |
| Maintenance | 1,898,989 | 2,726,492 |
| Public Safety | 7,340,307 | 8,659,896 |
| Administration | 9,083,638 | 9,829,617 |
| Systems & Services | 97,019 | 99,186 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 24,430,407 | 29,700,169 |
| NET REVENUES | \$15,460,513 | \$17,002,659 |
| O&M Reserve Requirement Increment | 414,984 | 115,250 |
| Debt Service | 10,131,318 | 11,923,270 |
| Federal Lease Payment | 551,048 | 650,344 |
| NET CASH FLOW | \$4,363,163 | \$4,313,794 |
| Coverage (All Debt) | 1.53 | 1.43 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Terminal A</i> | Budget 2010 | Budget 2011 |
|--|----------------------|----------------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$5,645,826 | \$6,361,681 |
| Transfers | 630,355 | 1,133,370 |
| Security Reimb (Net Settlement) | 0 | 0 |
| Other Rents | 602,444 | 614,000 |
| Concessions | 1,779,817 | 2,403,000 |
| Utilities | 10,000 | 11,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$8,668,441 | \$10,523,051 |
| <u><i>O&M Expenses (Direct):</i></u> | | |
| Payroll & Employee Benefits | 824,813 | 827,111 |
| Other Services | 1,511,407 | 1,690,527 |
| Supplies & Materials | 149,854 | 151,669 |
| Miscellaneous | 360,255 | 338,630 |
| Capital Expenditures | 0 | 0 |
| <u><i>O&M Expenses (Indirect):</i></u> | | |
| Maintenance | 899,291 | 978,073 |
| Public Safety | 574,903 | 1,069,451 |
| Administration | 2,664,096 | 2,655,041 |
| Systems & Services | 180,456 | 311,699 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 7,165,076 | 8,022,201 |
| NET REVENUES | \$1,503,365 | \$2,500,850 |
| O&M Reserve Requirement Increment | 121,709 | 31,130 |
| Debt Service | 2,835,687 | 3,847,906 |
| Federal Lease Payment | 161,614 | 175,662 |
| NET CASH FLOW | (\$1,615,644) | (\$1,553,848) |
| Coverage (All Debt) | 0.53 | 0.65 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Terminal B & C</i> | Budget 2010 | Budget 2011 |
|--|---------------------|----------------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$69,840,083 | \$74,342,906 |
| Transfers | 7,032,748 | 9,808,094 |
| Security Reimb (Net Settlement) | 0 | 0 |
| Other Rents | 440,175 | 449,000 |
| Concessions | 17,591,222 | 16,878,810 |
| TSA Security Fees | 877,716 | 843,542 |
| Utilities | 1,350,336 | 1,377,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$97,132,280 | \$103,699,352 |
| <i><u>O&M Expenses (Direct):</u></i> | | |
| Payroll & Employee Benefits | 2,427,263 | 2,781,430 |
| Other Services | 6,307,294 | 6,965,258 |
| Supplies & Materials | 414,760 | 428,032 |
| Miscellaneous | 2,499,722 | 2,498,162 |
| Capital Expenditures | 0 | 0 |
| <i><u>O&M Expenses (Indirect):</u></i> | | |
| Maintenance | 3,680,487 | 4,120,763 |
| Public Safety | 5,441,369 | 6,929,267 |
| Administration | 15,838,349 | 15,360,724 |
| Systems & Services | 6,865,647 | 8,172,302 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 43,474,890 | 47,255,939 |
| Washington Flyer Magazine Subsidy | 0 | 0 |
| NET REVENUES | \$53,657,390 | \$56,443,413 |
| O&M Reserve Requirement Increment | 723,572 | 180,102 |
| Debt Service | 40,033,672 | 44,525,241 |
| Federal Lease Payment | 960,815 | 1,016,292 |
| NET CASH FLOW | \$11,939,332 | \$10,721,778 |
| Coverage (All Debt) | 1.34 | 1.27 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Ground Transportation</i> | Budget 2010 | Budget 2011 |
|-------------------------------------|---------------------|---------------------|
| Other Rents | \$176,721 | \$184,000 |
| Concessions | 54,367,113 | 57,268,000 |
| Utilities | 220,574 | 229,000 |
| Other Revenues | 1,316,954 | 1,660,000 |
| DSRF Investment Earnings | 3,279,010 | 4,219,525 |
| P&I Investment Earnings | 52,633 | 22,606 |
| O&M Fund Investment Earnings | 1,136,506 | 389,016 |
| TOTAL REVENUES | \$60,549,510 | \$63,972,147 |
| <i>O&M Expenses (Direct):</i> | | |
| Payroll & Employee Benefits | 779,213 | 1,391,516 |
| Other Services | 2,915,666 | 4,012,005 |
| Supplies & Materials | 173,107 | 188,057 |
| Miscellaneous | 2,057,563 | 1,998,418 |
| Capital Expenditures | 0 | 0 |
| <i>O&M Expenses (Indirect):</i> | | |
| Maintenance | 1,872,164 | 2,467,992 |
| Public Safety | 6,208,313 | 3,912,626 |
| Administration | 11,020,295 | 8,670,731 |
| Systems & Services | 4,612,718 | 3,557,253 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 29,639,039 | 26,198,598 |
| NET REVENUES | \$30,910,471 | \$37,773,549 |
| O&M Reserve Requirement Increment | 503,460 | 101,663 |
| Debt Service | 19,172,326 | 22,872,329 |
| Federal Lease Payment | 668,533 | 573,670 |
| NET CASH FLOW | \$10,566,151 | \$14,225,887 |
| Coverage (All Debt) | 1.61 | 1.65 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Aviation</i> | Budget 2010 | Budget 2011 |
|--|----------------------|----------------------|
| Other Rents | \$8,078,091 | \$8,438,000 |
| Concessions | 1,372,274 | 1,419,000 |
| Utilities | 658,559 | 685,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES | \$10,108,925 | \$10,542,000 |
| <u><i>O&M Expenses (Direct):</i></u> | | |
| Payroll & Employee Benefits | 992,738 | 778,593 |
| Other Services | 548,355 | 682,910 |
| Supplies & Materials | 33,300 | 22,648 |
| Miscellaneous | 555,218 | 639,095 |
| Capital Expenditures | 0 | 0 |
| <u><i>O&M Expenses (Indirect):</i></u> | | |
| Maintenance | 672,846 | 690,403 |
| Public Safety | 2,179,540 | 2,366,702 |
| Administration | 4,070,682 | 3,460,123 |
| Systems & Services | 1,895,404 | 1,814,282 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 10,948,083 | 10,454,756 |
| NET REVENUES | (\$839,158) | \$87,244 |
| O&M Reserve Requirement Increment | 185,968 | 40,569 |
| Debt Service | 7,086,007 | 7,483,243 |
| Federal Lease Payment | 246,943 | 228,928 |
| NET CASH FLOW | (\$8,358,077) | (\$7,665,496) |
| Coverage (All Debt) | (0.12) | 0.01 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Nonaviation</i> | Budget 2010 | Budget 2011 |
|-------------------------------------|--------------------|--------------------|
| Other Rents | \$0 | \$0 |
| Concessions | 0 | 0 |
| Utilities | 0 | 0 |
| Other Revenues | 406,785 | 423,000 |
| TOTAL REVENUES | \$406,785 | \$423,000 |
| <i>O&M Expenses (Direct):</i> | | |
| Payroll & Employee Benefits | 2,120 | 4,048 |
| Other Services | 2,866 | 3,756 |
| Supplies & Materials | 193 | 447 |
| Miscellaneous | 1,054 | 0 |
| Capital Expenditures | 0 | 0 |
| <i>O&M Expenses (Indirect):</i> | | |
| Maintenance | 1,970 | 2,683 |
| Public Safety | 277,748 | 279,968 |
| Administration | 356,926 | 280,281 |
| Systems & Services | 317,074 | 275,685 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 959,952 | 846,868 |
| NET REVENUES | (\$553,167) | (\$423,868) |
| O&M Reserve Requirement Increment | 16,306 | 3,286 |
| Debt Service | 274,602 | 273,328 |
| Federal Lease Payment | 21,653 | 18,544 |
| NET CASH FLOW | (\$865,727) | (\$719,026) |
| Coverage (All Debt) | (2.01) | (1.55) |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Tenant Equipment</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|--------------------|--------------------|
| Equipment Charges | \$2,009,462 | \$2,035,996 |
| Transfers | 534,692 | 508,831 |
| TOTAL REVENUES | \$2,544,154 | \$2,544,827 |
| O&M Reserve Requirement Increment | 0 | 0 |
| Debt Service | 2,035,323 | 2,035,862 |
| NET CASH FLOW | \$508,831 | \$508,965 |
| Coverage (All Debt) | 1.25 | 1.25 |

| <i>Maintenance</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|--------------------|---------------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$7,028,073 | \$6,928,144 |
| Other Services | 782,593 | 1,307,022 |
| Supplies & Materials | 1,165,351 | 2,716,098 |
| Miscellaneous | 49,731 | 35,141 |
| Capital Expenditures | 0 | 0 |
| TOTAL O&M EXPENSES | \$9,025,747 | \$10,986,405 |

| <i>Public Safety</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|---------------------|---------------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$20,808,254 | \$21,759,073 |
| Other Services | 382,045 | 647,985 |
| Supplies & Materials | 706,128 | 691,056 |
| Miscellaneous | 125,753 | 119,796 |
| Capital Expenditures | 0 | 0 |
| TOTAL O&M EXPENSES | \$22,022,180 | \$23,217,910 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Administration</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|---------------------|---------------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$26,245,601 | \$25,400,208 |
| Other Services | 14,089,931 | 12,532,359 |
| Supplies & Materials | 1,346,791 | 699,551 |
| Miscellaneous | 1,351,664 | 1,571,899 |
| Capital Expenditures | 0 | 52,500 |
| TOTAL O&M EXPENSES | \$43,033,987 | \$40,256,518 |

| <i>Systems & Services</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|---------------------|---------------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$1,789,218 | \$1,830,223 |
| Utilities | 10,984,338 | 10,998,580 |
| Other Services | 545,694 | 251,601 |
| Supplies & Materials | 560,178 | 643,175 |
| Miscellaneous | 88,891 | 506,827 |
| Capital Expenditures | 0 | 0 |
| TOTAL O&M EXPENSES | \$13,968,319 | \$14,230,407 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Washington Dulles International Airport

| Airfield | Budget 2010 | Budget 2011 |
|-------------------------------------|---------------------|---------------------|
| Signatory Landing Fee (Net Stlmnt) | \$56,978,215 | \$67,430,168 |
| Signatory Apron Fees | 4,333,303 | 4,531,203 |
| Nonsignatory Landing Fees | 911,654 | 955,225 |
| General Aviation | 3,706,633 | 3,708,936 |
| Transfers | 20,955,061 | 14,227,779 |
| Other Rents | 0 | 0 |
| Concessions | 293,361 | 338,298 |
| Utilities | 46,614 | 30,482 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$87,224,841 | \$91,222,091 |
| ADJUSTED REVENUES | \$87,224,841 | \$91,222,091 |
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | 3,397,758 | 5,437,644 |
| Other Services | 8,327,738 | 8,492,259 |
| Supplies & Materials | 1,732,518 | 2,502,569 |
| Miscellaneous | 869,044 | 717,382 |
| Capital Expenditures | 0 | 0 |
| <u>O&M Expenses (Indirect):</u> | | |
| Maintenance | 3,545,937 | 4,570,428 |
| Public Safety | 9,069,087 | 8,387,652 |
| Administration | 7,914,177 | 7,719,110 |
| Systems & Services | 16,474 | 2,832 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 34,872,733 | 37,829,875 |
| NET REVENUES | \$52,352,108 | \$53,392,216 |
| O&M Reserve Requirement Increment | 674,179 | 178,650 |
| Debt Service | 36,921,776 | 38,679,003 |
| Federal Lease Payment | 502,154 | 574,897 |
| NET CASH FLOW | \$14,253,999 | \$13,959,666 |
| Coverage (All Debt) | 1.42 | 1.38 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Concourse C&D</i> | Budget 2010 | Budget 2011 |
|---------------------------------------|---------------------|---------------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$23,165,883 | \$25,599,299 |
| Transfers | 4,028,465 | 3,094,715 |
| Other Rents | 917,546 | 954,000 |
| Concessions | 8,365,793 | 9,015,116 |
| Utilities | 185,532 | 193,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$36,663,218 | \$38,856,130 |
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | 801,623 | 739,411 |
| Other Services | 5,060,332 | 4,295,249 |
| Supplies & Materials | 233,639 | 147,495 |
| Miscellaneous | 290,751 | 175,034 |
| Capital Expenditures | 0 | 0 |
| <u>O&M Expenses (Indirect):</u> | | |
| Maintenance | 1,580,616 | 1,427,688 |
| Public Safety | 904,564 | 1,576,821 |
| Administration | 3,300,530 | 2,536,902 |
| Systems & Services | 2,371,274 | 1,534,270 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | 14,543,331 | 12,432,870 |
| NET REVENUES | \$22,119,887 | \$26,423,260 |
| O&M Reserve Requirement Increment | 281,160 | 58,714 |
| Debt Service | 5,369,360 | 6,584,509 |
| Federal Lease Payment | 209,418 | 188,941 |
| NET CASH FLOW | \$16,259,949 | \$19,591,096 |
| Coverage (All Debt) | 4.12 | 4.01 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Concourse B</i> | Budget 2010 | Budget 2011 |
|---------------------------------------|---------------------|---------------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$20,755,780 | \$24,651,023 |
| Transfers | 3,937,772 | 1,909,759 |
| Other Rents | 248,569 | 259,000 |
| Concessions | 7,324,996 | 8,194,000 |
| Utilities | 194,278 | 202,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$32,461,394 | \$35,215,781 |
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$1,632,673 | \$1,677,606 |
| Other Services | 7,449,755 | 6,699,929 |
| Supplies & Materials | 332,372 | 450,485 |
| Miscellaneous | 441,847 | 365,184 |
| Capital Expenditures | 0 | 0 |
| <u>O&M Expenses (Indirect):</u> | | |
| Maintenance | 2,439,513 | 2,449,984 |
| Public Safety | 1,272,772 | 2,683,158 |
| Administration | 4,535,846 | 4,243,683 |
| Systems & Services | 1,881,803 | 2,227,446 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$19,986,582 | \$20,797,474 |
| NET REVENUES | \$12,474,812 | \$14,418,308 |
| O&M Reserve Requirement Increment | 386,392 | 98,215 |
| Debt Service | 5,338,433 | 9,371,148 |
| Federal Lease Payment | 287,799 | 316,057 |
| NET CASH FLOW | \$6,462,188 | \$4,632,887 |
| Coverage (All Debt) | 2.34 | 1.54 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Main Terminal</i> | Budget 2010 | Budget 2011 |
|--|----------------------|----------------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$73,602,233 | \$90,483,225 |
| Transfers | 18,685,692 | 17,831,045 |
| Other Rents | 643,416 | 669,000 |
| Concessions | 7,439,235 | 8,333,000 |
| TSA Security Fees | 400,376 | 393,674 |
| Utilities | 10,000 | 10,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$100,780,952 | \$117,719,945 |
| <u><i>O&M Expenses (Direct):</i></u> | | |
| Payroll & Employee Benefits | \$1,651,124 | \$2,001,124 |
| Other Services | 11,950,870 | 12,046,842 |
| Supplies & Materials | 394,133 | 363,683 |
| Miscellaneous | 496,041 | 353,363 |
| Capital Expenditures | 0 | 0 |
| <u><i>O&M Expenses (Indirect):</i></u> | | |
| Maintenance | 3,586,801 | 3,934,868 |
| Public Safety | 3,901,752 | 2,755,862 |
| Administration | 7,563,314 | 6,722,613 |
| Systems & Services | 4,183,045 | 5,161,552 |
| TOTAL O&M EXPENSES | \$33,727,079 | \$33,339,907 |
| Washington Flyer Magazine Subsidy | 0 | 0 |
| NET REVENUES | \$67,053,872 | \$84,380,038 |
| O&M Reserve Requirement Increment | 644,290 | 155,587 |
| Debt Service | 46,119,486 | 62,272,749 |
| Federal Lease Payment | 479,892 | 500,681 |
| NET CASH FLOW | \$19,810,205 | \$21,451,021 |
| Coverage (All Debt) | 1.45 | 1.36 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Airside Operations Building</i> | Budget 2010 | Budget 2011 |
|---------------------------------------|----------------|----------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$364,466 | \$403,254 |
| Transfers | 97,861 | 76,820 |
| Other Rents | 79,363 | 69,000 |
| Utilities | 17,486 | 31,000 |
| TOTAL REVENUES PLUS TRANSFER | \$559,176 | \$580,073 |
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$3,083 | \$3,398 |
| Other Services | 0 | 0 |
| Supplies & Materials | 0 | 0 |
| Miscellaneous | 0 | 0 |
| Capital Expenditures | 0 | 0 |
| <u>O&M Expenses (Indirect):</u> | | |
| Maintenance | 882 | 906 |
| Public Safety | 227,151 | 252,130 |
| Administration | 75,404 | 71,255 |
| Systems & Services | 16,804 | 21,518 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$323,324 | \$349,207 |
| NET REVENUES | \$235,852 | \$230,866 |
| O&M Reserve Requirement Increment | 8,017 | 1,649 |
| Debt Service | 120,916 | 132,956 |
| Federal Lease Payment | 36,072 | 5,307 |
| NET CASH FLOW | \$95,535 | \$90,954 |
| Coverage (All Debt) | 1.94 | 1.74 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>International Arrivals Building</i> | Budget 2010 | Budget 2011 |
|--|----------------|----------------|
| Signatory IAB Fees | \$9,226,270 | \$17,144,905 |
| Transfers | 2,184,272 | 2,850,117 |
| TOTAL REVENUES PLUS TRANSFER | \$11,410,542 | \$19,995,022 |
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$157,421 | \$199,029 |
| Other Services | 1,837,843 | 1,765,909 |
| Supplies & Materials | 37,596 | 20,885 |
| Miscellaneous | 132,299 | 104,938 |
| Capital Expenditures | 0 | 0 |
| <u>O&M Expenses (Indirect):</u> | | |
| Maintenance | 535,875 | 557,187 |
| Public Safety | 749,681 | 944,875 |
| Administration | 1,172,097 | 1,465,211 |
| Systems & Services | 541,872 | 2,122,682 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$5,164,685 | \$7,180,716 |
| NET REVENUES | \$6,245,857 | \$12,814,306 |
| O&M Reserve Requirement Increment | 99,847 | 33,911 |
| Debt Service | 4,685,305 | 10,090,284 |
| Federal Lease Payment | 74,369 | 109,125 |
| NET CASH FLOW | \$1,386,337 | \$2,580,987 |
| Coverage (All Debt) | 1.33 | 1.27 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Concourse C IAB</i> | Budget 2010 | Budget 2011 |
|-------------------------------------|----------------|----------------|
| Signatory IAB Fees | \$7,018,483 | \$6,273,665 |
| Transfers | 1,049,522 | 962,309 |
| TOTAL REVENUES PLUS TRANSFER | \$8,068,005 | \$7,235,974 |
| <i>O&M Expenses (Direct):</i> | | |
| Payroll & Employee Benefits | \$74,974 | \$47,743 |
| Other Services | 473,278 | 277,338 |
| Supplies & Materials | 21,852 | 9,524 |
| Miscellaneous | 27,193 | 11,302 |
| Capital Expenditures | 0 | 0 |
| <i>O&M Expenses (Indirect):</i> | | |
| Maintenance | 147,830 | 92,184 |
| Public Safety | 227,988 | 111,573 |
| Administration | 553,908 | 235,533 |
| Systems & Services | 913,698 | 369,106 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$2,440,721 | \$1,154,302 |
| NET REVENUES | \$5,627,284 | \$6,081,671 |
| O&M Reserve Requirement Increment | 47,185 | 5,451 |
| Debt Service | 793,647 | 373,608 |
| Federal Lease Payment | 35,145 | 17,542 |
| NET CASH FLOW | \$4,751,306 | \$5,685,071 |
| Coverage (All Debt) | 7.09 | 16.28 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Concourse A</i> | Budget 2010 | Budget 2011 |
|---------------------------------------|--------------------|---------------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$6,837,966 | \$7,735,005 |
| Transfers | 1,526,575 | 1,567,438 |
| Concessions | 1,467,426 | 1,478,426 |
| Utilities | 40,811 | 42,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$9,872,778 | \$10,822,869 |
| <i>O&M Expenses (Direct):</i> | | |
| Payroll & Employee Benefits | \$190,863 | \$216,051 |
| Other Services | 1,941,580 | 1,718,251 |
| Supplies & Materials | 64,990 | 54,592 |
| Miscellaneous | 93,125 | 61,181 |
| Capital Expenditures | 0 | 0 |
| <i>O&M Expenses (Indirect):</i> | | |
| Maintenance | 566,912 | 546,344 |
| Public Safety | 619,534 | 1,385,489 |
| Administration | 1,076,124 | 1,071,928 |
| Systems & Services | 188,664 | 199,479 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$4,741,792 | \$5,253,315 |
| NET REVENUES | \$5,130,986 | \$5,569,554 |
| O&M Reserve Requirement Increment | 91,671 | 24,809 |
| Debt Service | 764,875 | 1,178,031 |
| Federal Lease Payment | 68,280 | 79,834 |
| NET CASH FLOW | \$4,206,160 | \$4,286,881 |
| Coverage (All Debt) | 6.71 | 4.73 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Z Gates</i> | Budget 2010 | Budget 2011 |
|---------------------------------------|--------------------|--------------------|
| Signatory Terminal Rntls (Net Stlmnt) | \$1,623,254 | \$1,470,148 |
| Transfers | 587,008 | 345,165 |
| Concessions | 148,857 | 125,000 |
| Utilities | 7,878 | 8,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES PLUS TRANSFER | \$2,366,997 | \$1,948,313 |
| <i>O&M Expenses (Direct):</i> | | |
| Payroll & Employee Benefits | \$50,945 | \$67,492 |
| Other Services | 121,123 | 125,381 |
| Supplies & Materials | 20,097 | 20,718 |
| Miscellaneous | 85,484 | 66,380 |
| Capital Expenditures | 0 | 0 |
| <i>O&M Expenses (Indirect):</i> | | |
| Maintenance | 68,718 | 74,612 |
| Public Safety | 67,977 | 33,903 |
| Administration | 121,638 | 99,591 |
| Systems & Services | 0 | 0 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$535,981 | \$488,076 |
| NET REVENUES | \$1,831,016 | \$1,460,237 |
| O&M Reserve Requirement Increment | 10,362 | 2,305 |
| Debt Service | 1,281,032 | 936,944 |
| Federal Lease Payment | 7,718 | 7,417 |
| NET CASH FLOW | \$531,905 | \$513,570 |
| Coverage (All Debt) | 1.43 | 1.56 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Ground Transportation</i> | Budget 2010 | Budget 2011 |
|--|---------------------|---------------------|
| Other Rents | \$2,535,493 | \$2,637,000 |
| Concessions | 66,731,364 | 66,692,000 |
| Utilities | 315,134 | 328,000 |
| Other Revenues | 2,869,121 | 4,500,000 |
| DSRF Investment Earnings | 11,119,226 | 11,533,533 |
| P&I Investment Earnings | 118,751 | 35,407 |
| O&M Fund Investment Earnings | 1,915,938 | 629,221 |
| TOTAL REVENUES | \$85,605,027 | \$86,355,161 |
| <u><i>O&M Expenses (Direct):</i></u> | | |
| Payroll & Employee Benefits | \$860,604 | \$1,458,596 |
| Other Services | 6,008,085 | 5,542,220 |
| Supplies & Materials | 1,050,638 | 1,435,365 |
| Miscellaneous | 5,424,508 | 2,862,057 |
| Capital Expenditures | 0 | 0 |
| <u><i>O&M Expenses (Indirect):</i></u> | | |
| Maintenance | 3,302,590 | 3,010,975 |
| Public Safety | 4,775,959 | 3,500,326 |
| Administration | 7,198,032 | 5,042,080 |
| Systems & Services | 3,096,723 | 1,858,648 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$31,717,140 | \$24,710,267 |
| Ground Transportation Subsidy | 0 | 0 |
| NET REVENUES | \$53,887,887 | \$61,644,894 |
| O&M Reserve Requirement Increment | 613,173 | 116,693 |
| Debt Service | 22,423,116 | 24,623,794 |
| Federal Lease Payment | 456,715 | 375,520 |
| NET CASH FLOW | \$30,394,884 | \$36,528,887 |
| Coverage (All Debt) | 2.40 | 2.50 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Aviation</i> | Budget 2010 | Budget 2011 |
|-------------------------------------|---------------------|---------------------|
| Other Rents | \$10,549,918 | \$11,230,000 |
| Concessions | 17,921,241 | 18,541,000 |
| Utilities | 2,858,466 | 2,973,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES | \$31,329,624 | \$32,744,000 |
| <i>O&M Expenses (Direct):</i> | | |
| Payroll & Employee Benefits | \$54,287 | \$77,275 |
| Other Services | 375,514 | 196,167 |
| Supplies & Materials | 5,263 | 7,028 |
| Miscellaneous | 244,961 | 162,429 |
| Capital Expenditures | 0 | 0 |
| <i>O&M Expenses (Indirect):</i> | | |
| Maintenance | 168,306 | 118,032 |
| Public Safety | 1,477,038 | 1,448,143 |
| Administration | 2,296,296 | 1,627,568 |
| Systems & Services | 5,496,647 | 4,339,755 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$10,118,311 | \$7,976,397 |
| NET REVENUES | \$21,211,313 | \$24,767,603 |
| O&M Reserve Requirement Increment | 195,613 | 37,668 |
| Debt Service | 13,869,815 | 16,093,676 |
| Federal Lease Payment | 145,700 | 121,217 |
| NET CASH FLOW | \$7,000,186 | \$8,515,042 |
| Coverage (All Debt) | 1.53 | 1.54 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Nonaviation</i> | Budget 2010 | Budget 2011 |
|-------------------------------------|----------------|----------------|
| Other Rents | \$721,445 | \$750,000 |
| Concessions | 2,696,836 | 2,714,950 |
| Utilities | 1,783,202 | 1,855,000 |
| Other Revenues | 1,034,566 | 1,076,000 |
| TOTAL REVENUES | \$6,236,051 | \$6,395,950 |
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$37,563 | \$41,513 |
| Other Services | 10,419 | 40,535 |
| Supplies & Materials | 7,263 | 899 |
| Miscellaneous | 170,708 | 131,554 |
| Capital Expenditures | 0 | 0 |
| <u>O&M Expenses (Indirect):</u> | | |
| Maintenance | 55,923 | 57,164 |
| Public Safety | 1,915,571 | 1,880,547 |
| Administration | 1,731,241 | 1,446,227 |
| Systems & Services | 3,699,786 | 3,489,243 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$7,628,476 | \$7,087,682 |
| NET REVENUES | (\$1,392,425) | (\$691,732) |
| O&M Reserve Requirement Increment | 147,478 | 33,471 |
| Debt Service | 4,053,273 | 4,990,228 |
| Federal Lease Payment | 109,847 | 107,711 |
| NET CASH FLOW | (\$5,703,023) | (\$5,823,142) |
| Coverage (All Debt) | (0.34) | (0.14) |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Cargo</i> | Budget 2010 | Budget 2011 |
|--|--------------------|--------------------|
| Other Rents | \$4,400,039 | \$4,400,000 |
| Concessions | 669,049 | 669,000 |
| Utilities | 1,200,939 | 1,249,000 |
| Other Revenues | 0 | 0 |
| TOTAL REVENUES | \$6,270,027 | \$6,318,000 |
| <u><i>O&M Expenses (Direct):</i></u> | | |
| Payroll & Employee Benefits | \$179,972 | \$114,480 |
| Other Services | 235,166 | 207,844 |
| Supplies & Materials | 10,280 | 63,315 |
| Miscellaneous | 358,970 | 230,219 |
| Capital Expenditures | 0 | 0 |
| <u><i>O&M Expenses (Indirect):</i></u> | | |
| Maintenance | 194,135 | 164,126 |
| Public Safety | 506,239 | 646,238 |
| Administration | 871,297 | 729,231 |
| Systems & Services | 1,483,189 | 1,418,366 |
| Tenant Equipment | N/A | N/A |
| TOTAL O&M EXPENSES | \$3,839,249 | \$3,573,819 |
| NET REVENUES | \$2,430,778 | \$2,744,181 |
| O&M Reserve Requirement Increment | 74,222 | 16,877 |
| Debt Service | 1,997,553 | 2,615,312 |
| Federal Lease Payment | 55,284 | 54,311 |
| NET CASH FLOW | \$303,720 | \$57,681 |
| Coverage (All Debt) | 1.22 | 1.05 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Passenger Conveyance</i> | Budget 2010 | Budget 2011 |
|------------------------------------|-----------------------|-----------------------|
| Signatory Revenue (Net Settlement) | \$6,713,460 | \$9,391,743 |
| Passenger Conveyance Transfers | 4,701,980 | 5,697,587 |
| Mobile Lounge Fees | 0 | 0 |
| TOTAL REVENUES | \$11,415,440 | \$15,089,329 |
| <i>O&M Expenses (Direct):</i> | | |
| Payroll & Employee Benefits | \$16,675,302 | \$13,617,552 |
| Other Services | 3,586,364 | 19,313,278 |
| Supplies & Materials | 3,985,735 | 2,551,277 |
| Miscellaneous | 526,899 | 449,023 |
| Capital Expenditures | 0 | 0 |
| TOTAL O&M EXPENSES | \$24,774,300 | \$24,774,300 |
| NET REVENUES | (\$13,358,860) | (\$20,841,801) |
| O&M Reserve Requirement Increment | 0 | 0 |
| Debt Service | 15,883,579 | 18,894,626 |
| Federal Lease Payment | 0 | 0 |
| NET CASH FLOW | (\$29,242,440) | (\$39,736,427) |
| Coverage (All Debt) | (0.84) | (1.10) |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Tenant Equipment</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|----------------|----------------|
| Equipment Charges | \$1,089,676 | \$1,267,360 |
| Transfers | 256,415 | 279,262 |
| TOTAL REVENUES | \$1,346,091 | \$1,546,621 |
| O&M Reserve Requirement Increment | 0 | 0 |
| Direct Senior Bond Debt Service | 1,076,873 | 1,237,297 |
| NET CASH FLOW | \$269,218 | \$309,324 |
| Coverage (All Debt) | 1.25 | 1.25 |

| <i>Maintenance</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|----------------|----------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$13,061,914 | \$13,416,247 |
| Other Services | 1,311,161 | 1,255,462 |
| Supplies & Materials | 2,061,421 | 2,250,459 |
| Miscellaneous | 93,475 | 82,331 |
| Capital Expenditures | 0 | 0 |
| TOTAL O&M EXPENSES | \$16,527,971 | \$17,004,498 |

| <i>Public Safety</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|----------------|----------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$23,352,373 | \$23,592,730 |
| Other Services | 628,148 | 625,672 |
| Supplies & Materials | 1,548,637 | 1,284,556 |
| Miscellaneous | 183,189 | 103,758 |
| Capital Expenditures | 0 | 0 |
| TOTAL O&M EXPENSES | \$25,712,348 | \$25,606,716 |

Budget By Cost Centers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| <i>Administration</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|---------------------|---------------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$25,773,651 | \$26,735,374 |
| Other Services | 10,794,767 | 4,330,082 |
| Supplies & Materials | 1,472,308 | 875,489 |
| Miscellaneous | 862,287 | 1,017,487 |
| Capital Expenditures | 0 | 52,500 |
| TOTAL O&M EXPENSES | \$38,903,013 | \$33,010,932 |

| <i>Systems & Services</i> | Budget 2010 | Budget 2011 |
|-----------------------------------|---------------------|---------------------|
| <u>O&M Expenses (Direct):</u> | | |
| Payroll & Employee Benefits | \$1,207,244 | \$1,343,523 |
| Utilities | 22,932,762 | 20,357,720 |
| Other Services | (1,029,397) | 649,007 |
| Supplies & Materials | 761,579 | 460,222 |
| Miscellaneous | 25,766 | (65,574) |
| Capital Expenditures | 0 | 0 |
| TOTAL O&M EXPENSES | \$23,897,954 | \$22,744,898 |

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Capital, Operating and Maintenance Investment Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

CAPITAL, OPERATING AND MAINTENANCE INVESTMENT PROGRAM

Program Summary

The COMIP provides for repair work at Reagan National and Dulles International, equipment and projects, snow removal, planning, improvements, and operational initiatives. The Airports Authority's share of NRR is the primary source of funding for COMIP projects in accordance with the Airline Agreement, and may be supplemented by grants.

2011 Funding Requirements

The new 2011 program authority for COMIP totals \$32.3 million. The COMIP authorization for 2011 is \$3.5 million for Consolidated Functions, \$9.9 million at Reagan National and \$18.9 million at Dulles International.

List of Projects

Projects are listed by Airport, grouped into major functional categories, and designated by funding source.

CAPITAL, OPERATING & MAINTENANCE INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY BY FUNDING SOURCE

| DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & CARRY PROGRAM 2010 PROGRAM | EXPENDITURES | | | |
|---|------|----------------------|--------------|---|--------------|--------------|--------------|--|
| | | | | | 2010 | 2011 | 2012 & 2013 | |
| | | | | | | | | |
| CONSOLIDATED FUNCTIONS | | | | | | | | |
| Capital Fund | 60 | \$16,891,000 | \$3,454,000 | \$20,345,000 | \$492,000 | \$5,809,000 | \$4,448,000 | |
| Federal Grant | FG | 0 | 0 | 0 | 0 | 0 | 0 | |
| Airline | AR | 0 | 0 | 0 | 0 | 0 | 0 | |
| Letter of Intent Discretionary Grant | LOI | 0 | 0 | 0 | 0 | 0 | 0 | |
| Commonwealth of Virginia State Grant | CVG | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Consolidated Functions | | \$16,891,000 | \$3,454,000 | \$20,345,000 | \$492,000 | \$5,809,000 | \$4,448,000 | |
| RONALD REAGAN WASHINGTON NATIONAL AIRPORT | | | | | | | | |
| Capital Fund | 60 | \$20,398,000 | \$9,889,000 | \$30,287,000 | \$5,907,000 | \$17,323,000 | \$7,057,000 | |
| Federal Grant | FG | 771,000 | 0 | 771,000 | 0 | 526,000 | 245,000 | |
| Airline | AR | 400,000 | 0 | 400,000 | 0 | 400,000 | 0 | |
| Letter of Intent Discretionary Grant | LOI | 0 | 0 | 0 | 0 | 0 | 0 | |
| Commonwealth of Virginia State Grant | CVG | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Ronald Reagan Washington National Airport | | \$21,569,000 | \$9,889,000 | \$31,458,000 | \$5,907,000 | \$18,249,000 | \$7,302,000 | |
| WASHINGTON DULLES INTERNATIONAL AIRPORT | | | | | | | | |
| Capital Fund | 60 | \$62,081,000 | \$18,926,000 | \$81,007,000 | \$20,386,789 | \$37,282,105 | \$23,338,106 | |
| Federal Grant | FG | 0 | 0 | 0 | 0 | 0 | 0 | |
| Airline | AR | 0 | 0 | 0 | 0 | 0 | 0 | |
| Letter of Intent Discretionary Grant | LOI | 0 | 0 | 0 | 0 | 0 | 0 | |
| Commonwealth of Virginia State Grant | CVG | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Washington Dulles International Airport | | \$62,081,000 | \$18,926,000 | \$81,007,000 | \$20,386,789 | \$37,282,105 | \$23,338,106 | |
| METROPOLITAN WASHINGTON AIRPORTS AUTHORITY | | | | | | | | |
| Capital Fund | 60 | \$99,370,000 | \$32,269,000 | \$131,639,000 | \$26,785,789 | \$60,414,105 | \$34,843,106 | |
| Federal Grant | FG | 771,000 | 0 | 771,000 | 0 | 526,000 | 245,000 | |
| Airline | AR | 400,000 | 0 | 400,000 | 0 | 400,000 | 0 | |
| Letter of Intent Discretionary Grant | LOI | 0 | 0 | 0 | 0 | 0 | 0 | |
| Commonwealth of Virginia State Grant | CVG | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Metropolitan Washington Airports Authority | | \$100,541,000 | \$32,269,000 | \$132,810,000 | \$26,785,789 | \$61,340,105 | \$35,088,106 | |

FUND: Fund 60 - Capital Fund; FG - Federal Grant; AR - Airline; LOI - Letter of Intent Discretionary Grant; and CVG - Commonwealth of Virginia State Grant

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY CONSOLIDATED FUNCTIONS

| PROJ NUM | DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & 2011 PROGRAM | EXPENDITURES | | |
|-------------|--|------|-------------------------|--------------------|---|------------------|--------------------|--------------------|
| | | | | | | 2010 | 2011 | 2012 & 2013 |
| | <u>OTHER</u> | | | | | | | |
| 0601 | 2007 Equipment - Engineering Vehicles | 60 | 9,000 | 0 | 9,000 | 0 | 0 | 9,000 |
| 0602 | 2007 Information Technology Equipment | 60 | 105,000 | 0 | 105,000 | 7,000 | 60,000 | 38,000 |
| 0605 | Compensation Studies | 60 | 1,500,000 | 0 | 1,500,000 | 0 | 0 | 1,500,000 |
| 0608 | Revenue Collection Systems - Finance | 60 | 70,000 | 0 | 70,000 | 0 | 20,000 | 50,000 |
| 0611 | Public Safety Radio Replacements | 60 | 97,000 | 0 | 97,000 | 22,000 | 75,000 | 0 |
| 0612 | Replacement Vehicles - Engineering | 60 | 51,000 | 0 | 51,000 | 0 | 0 | 51,000 |
| 0614 | Organization Planning and Programming | 60 | 700,000 | 550,000 | 1,250,000 | 300,000 | 950,000 | 0 |
| 0616 | 2009 Public Safety - Capital Equipment | 60 | 163,000 | 0 | 163,000 | 163,000 | 0 | 0 |
| 0619 | Consultant (Use & Lease Agreement, Legal, FA | 60 | - | 750,000 | 750,000 | 0 | 250,000 | 500,000 |
| 0620 | ERP Operational Support | 60 | - | 2,000,000 | 2,000,000 | 0 | 1,500,000 | 500,000 |
| 0621 | Public Safety - Vehicles (6) | 60 | - | 154,000 | 154,000 | 0 | 154,000 | 0 |
| 0622 | COB Office Rehabilitation | 60 | 3,600,000 | 0 | 3,600,000 | 0 | 1,800,000 | 1,800,000 |
| | Subtotal Other | | 6,295,000 | 3,454,000 | 9,749,000 | 492,000 | 4,809,000 | 4,448,000 |
| 3130 | Dulles Toll Road/Rail Program | 60 | 10,596,000 | 0 | 10,596,000 | 0 | 1,000,000 | 0 |
| | <u>ALL OTHER</u> | 60 | 0 | 0 | 0 | | | |
| | Summary of Funding Source | | | | | | | |
| | Capital Fund | 60 | 16,891,000 | 3,454,000 | 20,345,000 | 492,000 | 5,809,000 | 4,448,000 |
| | Federal Grant | FG | 0 | 0 | 0 | 0 | 0 | 0 |
| | Airline | AR | 0 | 0 | 0 | 0 | 0 | 0 |
| | Letter of Intent Discretionary Grant | LOI | 0 | 0 | 0 | 0 | 0 | 0 |
| | Commonwealth of Virginia State Grant | CVG | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal Consolidated Functions | | \$16,891,000 | \$3,454,000 | \$20,345,000 | \$492,000 | \$5,809,000 | \$4,448,000 |

FUND: Fund 60 - Capital Fund; FG - Federal Grant; AR - Airline; LOI - Letter of Intent Discretionary Grant; and CVG - Commonwealth of Virginia State Grant

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
RONALD REAGAN WASHINGTON NATIONAL AIRPORT

| PROJ NUM | DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & 2011 PROGRAM | EXPENDITURES | | |
|-------------|---|------|-------------------------|-----------------|---|--------------|-----------|-------------|
| | | | | | | 2010 | 2011 | 2012 & 2013 |
| | ROADS | | | | | | | |
| 3186 | Expansion Joint Replacement | 60 | 290,000 | 350,000 | 640,000 | 75,000 | 350,000 | 215,000 |
| 3198 | Bridge Pan Deck Repair | 60 | 0 | 500,000 | 500,000 | 0 | 500,000 | 0 |
| 3199 | Replace Old Street Light Poles | 60 | 0 | 250,000 | 250,000 | 0 | 250,000 | 0 |
| 3203 | Economy Lot Rehab/Satellite Lot Demo | 60 | 0 | 150,000 | 150,000 | 0 | 150,000 | 0 |
| | Subtotal Roads | | 290,000 | 1,250,000 | 1,540,000 | 75,000 | 1,250,000 | 215,000 |
| | BUILDINGS | | | | | | | |
| 3000 | Rehabilitate North Hangars | 60 | 150,000 | 0 | 150,000 | 0 | 100,000 | 50,000 |
| 3033 | Facility Repairs | 60 | 308,000 | 0 | 308,000 | 73,000 | 235,000 | 0 |
| 3080 | Terminal B/C Corrosion Prevention | 60 | 119,000 | 250,000 | 369,000 | 0 | 250,000 | 119,000 |
| 3091 | West Building Mechanical & Electrical MODs | 60 | 343,000 | 0 | 343,000 | 0 | 100,000 | 243,000 |
| 3110 | Replace Roofing - Terminal B/C Roof Drains & Dome Valleys | 60 | 34,000 | 0 | 34,000 | 28,000 | 6,000 | 0 |
| 3135 | Fixed Camera - Blue Doors Access to AOA | 60 | 165,000 | 0 | 165,000 | 0 | 100,000 | 65,000 |
| 3137 | Moving Walkway | 60 | 17,000 | 0 | 17,000 | 0 | 17,000 | 0 |
| 3138 | Replace Air Condition Rooftop Units Hangar 11/12/Terminal A | 60 | 22,000 | 0 | 22,000 | 0 | 22,000 | 0 |
| 3158 | Operations Computer Room Rehabilitation | 60 | 749,000 | 0 | 749,000 | 187,000 | 400,000 | 162,000 |
| 3159 | Replace Roofing - DCA Air Traffic Control Tower | 60 | 785,000 | 0 | 785,000 | 143,000 | 642,000 | 0 |
| 3160 | Rehabilitation of Sanitary Force Main | 60 | 890,000 | 0 | 890,000 | 40,000 | 250,000 | 600,000 |
| 3161 | Restroom Rehabilitation - Taxi Parking Structure | 60 | 83,000 | 0 | 83,000 | 20,000 | 63,000 | 0 |
| 3162 | Facility Start-up-ConsCommCenter | 60 | 208,000 | 0 | 208,000 | 0 | 50,000 | 158,000 |
| 3171 | Hangar 7 Elevator & Stairs Repair | 60 | 232,000 | 0 | 232,000 | 8,000 | 100,000 | 124,000 |
| 3173 | Boat House Dredging | 60 | 26,000 | 0 | 26,000 | 0 | 26,000 | 0 |
| 3174 | Terminal B/C Communications Room Ceiling Replacement | 60 | 188,000 | 0 | 188,000 | 35,000 | 153,000 | 0 |
| 3175 | Baggage Claim Rehabilitation - Terminal B/C | 60 | 56,000 | 0 | 56,000 | 0 | 56,000 | 0 |
| 3187 | Repair Baggage Belt System | 60 | 100,000 | 0 | 100,000 | 0 | 50,000 | 50,000 |
| 3188 | North Hangar Dedicated Fire System (DFS) Upgrade | 60 | 100,000 | 0 | 100,000 | 0 | 50,000 | 50,000 |
| 3189 | Refill Line for Central Plant | 60 | 180,000 | 0 | 180,000 | 0 | 90,000 | 90,000 |
| 3190 | Inbound Baggage Handling System Refurbishment | 60 | 200,000 | 0 | 200,000 | 0 | 100,000 | 100,000 |
| 3191 | Terminal A Freight Elevator | 60 | 250,000 | 0 | 250,000 | 0 | 125,000 | 125,000 |
| 3196 | Baggage System & PLB Equip Terminal A (Delta) | AR | 400,000 | 0 | 400,000 | 0 | 400,000 | 0 |
| 4464 | Replace Roofing | 60 | 604,000 | 0 | 604,000 | 0 | 0 | 604,000 |
| 3204 | Terminal B/C Freight Elevators and Elevator Doors | 60 | 0 | 500,000 | 500,000 | 0 | 500,000 | 0 |
| 3205 | COB and Hangar 12 Office Renovations | 60 | 0 | 425,000 | 425,000 | 0 | 425,000 | 0 |
| | Subtotal Buildings | | 6,209,000 | 1,175,000 | 7,384,000 | 534,000 | 4,310,000 | 2,540,000 |

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY RONALD REAGAN WASHINGTON NATIONAL AIRPORT

| PROJ NUM | DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & 2011 PROGRAM | EXPENDITURES | | |
|-------------|---|------|-------------------------|-----------------|---|--------------|-----------|-------------|
| | | | | | | 2010 | 2011 | 2012 & 2013 |
| | AIRFIELD FACILITIES | | | | | | | |
| 3092 | Runway Safety Area (RSA) Evaluation Analysis | 60 | 184,000 | 0 | 184,000 | 106,000 | 78,000 | 0 |
| 3113 | Pavement Marking & Signage | 60 | 67,000 | 0 | 67,000 | 0 | 35,000 | 32,000 |
| 3149 | Pavement Management System - Airside | 60 | 168,000 | 0 | 168,000 | 0 | 85,000 | 83,000 |
| 3176 | Airfield Pavement | 60 | 1,598,000 | 750,000 | 2,348,000 | 250,000 | 750,000 | 1,348,000 |
| | Subtotal Airfield Facilities | | 2,017,000 | 750,000 | 2,767,000 | 356,000 | 948,000 | 1,463,000 |
| | PARKING FACILITIES | | | | | | | |
| 3169 | Runway 04 - Parking Lot | 60 | 109,000 | 0 | 109,000 | 6,000 | 103,000 | 0 |
| 3192 | Facility Startup - Garages | 60 | 150,000 | 0 | 150,000 | 0 | 150,000 | 0 |
| | Subtotal Parking Facilities | | 259,000 | 0 | 259,000 | 6,000 | 253,000 | 0 |
| | UTILITY SYSTEMS | | | | | | | |
| 3057 | Airport Communication Telephone System Upgrade | 60 | 24,000 | 0 | 24,000 | 0 | 24,000 | 0 |
| 3082 | Electronic Information Modification | 60 | 1,100,000 | 0 | 1,100,000 | 654,000 | 446,000 | 0 |
| 3115 | Radio Communication Fiber Link | 60 | 175,000 | 0 | 175,000 | 0 | 55,000 | 120,000 |
| 3117 | Utility Meter Automation | 60 | 38,000 | 0 | 38,000 | 6,000 | 32,000 | 0 |
| 3118 | Cable TV Head-End Replacement | 60 | 100,000 | 0 | 100,000 | 0 | 50,000 | 50,000 |
| 3119 | 800 MHz Licensing Support | 60 | 98,000 | 0 | 98,000 | 0 | 50,000 | 48,000 |
| 3142 | Public Safety Command Vehicle Radio Upgrade | 60 | 13,000 | 0 | 13,000 | 0 | 13,000 | 0 |
| 3143 | Voice Mail System and VoIP | 60 | 66,000 | 0 | 66,000 | 0 | 35,000 | 31,000 |
| 3144 | Radio Projects & Misc Upgrades | 60 | 141,000 | 0 | 141,000 | 0 | 141,000 | 0 |
| 3177 | Public Safety Replacement Radios | 60 | 75,000 | 0 | 75,000 | 0 | 30,000 | 45,000 |
| 3193 | Tyson Corner Site Radio Capacity Expansion | 60 | 75,000 | 0 | 75,000 | 0 | 30,000 | 45,000 |
| 3194 | Replace Non-Public Safety Radios | 60 | 150,000 | 0 | 150,000 | 0 | 75,000 | 75,000 |
| 3195 | New Authority Radio Requirements | 60 | 50,000 | 0 | 50,000 | 0 | 50,000 | 0 |
| 4447 | Communications F&E System Integration | 60 | 425,000 | 0 | 425,000 | 95,000 | 330,000 | 0 |
| 3206 | South Sewer Pump House Rehabilitation | 60 | 0 | 250,000 | 250,000 | 0 | 250,000 | 0 |
| 3207 | Data Network Intrusion Detection System | 60 | 0 | 215,000 | 215,000 | 0 | 215,000 | 0 |
| 3208 | Replace End-of-Life Storage Area Networks (SANs) | 60 | 0 | 250,000 | 250,000 | 0 | 250,000 | 0 |
| 3209 | Tele. Private Branch Exchange Repl. and Tele. Partner Assurance Support Service | 60 | 0 | 480,000 | 480,000 | 0 | 480,000 | 0 |
| 3210 | Radio System UPS Replacement Program | 60 | 0 | 60,000 | 60,000 | 0 | 60,000 | 0 |
| 3211 | Supplemental Radiation System (SRS) Upgrade | 60 | 0 | 65,000 | 65,000 | 0 | 65,000 | 0 |
| 3212 | Replace End-of-Life Uninterruptible Power Supply for IT Servers | 60 | 0 | 45,000 | 45,000 | 0 | 45,000 | 0 |
| 3213 | Replace Cisco IT Line Modules | 60 | 0 | 90,000 | 90,000 | 0 | 90,000 | 0 |
| | Subtotal Utility Systems | | 2,530,000 | 1,455,000 | 3,985,000 | 755,000 | 2,816,000 | 414,000 |

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY RONALD REAGAN WASHINGTON NATIONAL AIRPORT

| PROJ NUM | DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & 2011 PROGRAM | EXPENDITURES | | |
|-------------|---|------|-------------------------|--------------------|---|--------------------|---------------------|--------------------|
| | | | | | | 2010 | 2011 | 2012 & 2013 |
| | OTHER | | | | | | | |
| 3009 | Automated Vehicle ID-Taxicabs | 60 | 343,000 | 0 | 343,000 | 0 | 343,000 | 0 |
| 3014 | Commercial Program Investment | 60 | 1,771,000 | 0 | 1,771,000 | 8,000 | 200,000 | 1,563,000 |
| 3036 | Noise Abatement | FG | 26,000 | 0 | 26,000 | 0 | 26,000 | 0 |
| 3060 | Security Study and Infrastructure Improvements | FG | 745,000 | 0 | 745,000 | 0 | 500,000 | 245,000 |
| 3061 | Capital Equipment & Facility Repair Projects | 60 | 602,000 | 0 | 602,000 | 194,000 | 408,000 | 0 |
| 3073 | Snow Removal Program | 60 | 1,025,000 | 500,000 | 1,525,000 | 45,000 | 1,480,000 | 0 |
| 3084 | Public Safety Capital Equipment | 60 | 154,000 | 0 | 154,000 | 0 | 154,000 | 0 |
| 3100 | Vital Records Protection System Study | 60 | 159,000 | 0 | 159,000 | 0 | 159,000 | 0 |
| 3102/4411 | Environmental Compliance Program | 60 | 37,000 | 200,000 | 237,000 | 37,000 | 200,000 | 0 |
| 3120 | Statute Site Preparation | 60 | 65,000 | 80,000 | 145,000 | 0 | 80,000 | 65,000 |
| 3129 | Planning/Programming Studies | 60 | 404,000 | 200,000 | 604,000 | 94,000 | 100,000 | 410,000 |
| 3145 | Business Process Reengineering | 60 | 247,000 | 0 | 247,000 | 0 | 50,000 | 197,000 |
| 3146 | Payment Card Industry (PCI) Compliance | 60 | 70,000 | 0 | 70,000 | 28,000 | 0 | 42,000 |
| 3150 | Security Study & Infrastructure Improvements (Landside Enhancement) | 60 | 894,000 | 0 | 894,000 | 637,000 | 200,000 | 57,000 |
| 3151 | Information Technology Systems Enhancements | 60 | 304,000 | 0 | 304,000 | 51,000 | 200,000 | 53,000 |
| 3152 | CrashNet System Replacement | 60 | 76,000 | 0 | 76,000 | 0 | 50,000 | 26,000 |
| 3154 | Security Video Matrix Switch | 60 | 7,000 | 0 | 7,000 | 0 | 0 | 7,000 |
| 3155 | Arts Program | 60 | 20,000 | 100,000 | 120,000 | 15,000 | 100,000 | 5,000 |
| 3178 | 2009 Public Safety Equipment - Regan National | 60 | 34,000 | 0 | 34,000 | 0 | 34,000 | 0 |
| 3179 | Arc Flash Hazard Analysis Study | 60 | 91,000 | 0 | 91,000 | 52,000 | 39,000 | 0 |
| 3183 | 2010 Regan National Capital Equipment & Facility Projects | 60 | 471,000 | 0 | 471,000 | 471,000 | 0 | 0 |
| 3184 | Airport Rescue and Fire Fighting (ARFF) Vehicle | 60 | 1,176,000 | 0 | 1,176,000 | 1,152,000 | 24,000 | 0 |
| 3185 | Equal Opportunity Program Business Diversity Program | 60 | 96,000 | 0 | 96,000 | 0 | 96,000 | 0 |
| 3214 | Replace Last Remaining Lead Sheath at Reagan National | 60 | 200,000 | 0 | 200,000 | 150,000 | 50,000 | 0 |
| 3215 | Energy Audit Buy-out | 60 | 0 | 300,000 | 300,000 | 0 | 300,000 | 0 |
| 3216 | Capital Equipment and Facility Projects | 60 | 0 | 1,479,000 | 1,479,000 | 0 | 1,479,000 | 0 |
| 3217 | Parking Operations Shuttle Busses (4) | 60 | 0 | 1,600,000 | 1,600,000 | 0 | 1,600,000 | 0 |
| | Public Safety - Mobile Command Post Vehicle | 60 | 0 | 800,000 | 800,000 | 0 | 800,000 | 0 |
| | Subtotal Other | | 9,017,000 | 5,259,000 | 14,276,000 | 2,934,000 | 8,672,000 | 2,670,000 |
| | ALL OTHER | 60 | 1,247,000 | 0 | 1,247,000 | 1,247,000 | 0 | 0 |
| | SUMMARY OF FUNDING SOURCE | | | | | | | |
| | Capital Fund | 60 | \$20,398,000 | 9,889,000 | 30,287,000 | \$5,907,000 | \$17,323,000 | \$7,057,000 |
| | Federal Grant | FG | 771,000 | 0 | 771,000 | 0 | 526,000 | 245,000 |
| | Airline | AR | 400,000 | 0 | 400,000 | 0 | 400,000 | 0 |
| | Letter of Intent Discretionary Grant | LOI | 0 | 0 | 0 | 0 | 0 | 0 |
| | Commonwealth of Virginia State Grant | CVG | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal National Airport | | \$21,569,000 | \$9,889,000 | \$31,458,000 | \$5,907,000 | \$18,249,000 | \$7,302,000 |

FUND: Fund 60 - Capital Fund; FG - Federal Grant; AR - Airline; LOI - Letter of Intent Discretionary Grant; and CVG - Commonwealth of Virginia State Grant

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

| PROJ NUM | DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & 2011 PROGRAM | EXPENDITURES | | |
|------------------|---|------|-------------------------|-----------------|---|--------------|-----------|-------------|
| | | | | | | 2010 | 2011 | 2012 & 2013 |
| ROADS | | | | | | | | |
| 3590 | Rehabilitate Access Highway Bridges | 60 | 538,000 | 0 | 538,000 | 288,000 | 240,000 | 0 |
| 3730 | Landside Roadway Rehabilitation | 60 | 674,000 | 0 | 674,000 | 450,000 | 224,000 | 0 |
| 3852 | Horsepen Lake/Marriott Lake Dam Rehabilitation | 60 | 204,000 | 0 | 204,000 | 0 | 204,000 | 0 |
| 3853 | Landside Roadway Rehabilitation | 60 | 0 | 500,000 | 500,000 | 0 | 500,000 | 0 |
| 3854 | Rehabilitation/Repair Access Highway Bridges | 60 | 700,000 | 0 | 700,000 | 358,000 | 342,000 | 0 |
| 3870 | Guardrail Maintenance and Rehabilitation, Dulles Airport Access Highway | 60 | 200,000 | 200,000 | 400,000 | 200,000 | 200,000 | 0 |
| | Subtotal Roads | | 2,316,000 | 700,000 | 3,016,000 | 1,306,000 | 1,710,000 | 0 |
| BUILDINGS | | | | | | | | |
| 3597 | Rehabilitate Cargo Buildings | 60 | 353,000 | 0 | 353,000 | 30,000 | 150,000 | 173,000 |
| 3707 | Baggage Belt Rehabilitation | 60 | 327,000 | 0 | 327,000 | 140,000 | 187,000 | 0 |
| 3708 | Paint Spray Building Fire Suppression | 60 | 16,000 | 0 | 16,000 | 0 | 0 | 0 |
| 3731 | Reroof Buildings | 60 | 166,000 | 300,000 | 466,000 | 109,000 | 357,000 | 0 |
| 3743 | Authority-owned Jet Bridge Modifications | 60 | 1,324,000 | 0 | 1,324,000 | 602,000 | 300,000 | 422,000 |
| 3757 | Sprinkler System Modification Concourse B | 60 | 255,000 | 0 | 255,000 | 23,000 | 100,000 | 132,000 |
| 3759 | Airline Space Relocation | 60 | 324,000 | 0 | 324,000 | 0 | 100,000 | 224,000 |
| 3760 | Baggage Belt Replacement (Claims 3&4) | 60 | 129,000 | 0 | 129,000 | 0 | 50,000 | 79,000 |
| 3761 | Engineering & Maintenance Relocation | 60 | 500,000 | 0 | 500,000 | 177,000 | 200,000 | 123,000 |
| 3763 | ATC Space Conversion -Authority Use & Pass & ID | 60 | 83,000 | 0 | 83,000 | 0 | 50,000 | 33,000 |
| 3780 | New Facility Start-Up | 60 | 3,036,000 | 0 | 3,036,000 | 1,838,250 | 1,197,750 | 0 |
| 3783 | Transportation Security Agency (TSA) Offices | 60 | 136,000 | 0 | 136,000 | 0 | 50,000 | 86,000 |
| 3799 | Fueling Station Improvements - Shop 2 | 60 | 1,200,000 | 0 | 1,200,000 | 100,000 | 200,000 | 900,000 |
| 3800 | Buy-out of Authority Airline Permitted Space (Conc B/Z) | 60 | 961,000 | 0 | 961,000 | 755,000 | 206,000 | 0 |
| 3814 | Buy-out & Enhance of Toxicab Lounge & Ops Bldg | 60 | 66,000 | 0 | 66,000 | 66,000 | 0 | 0 |
| 3835 | Improvements to the Supplemental Radiating Systems (SRS) | 60 | 138,000 | 0 | 138,000 | 10,000 | 50,000 | 78,000 |
| 3855 | ARFF Station 303 Access Improvements | 60 | 388,000 | 0 | 388,000 | 5,000 | 100,000 | 283,000 |
| 3856 | Buy-out of Airports Authority Permitted Space (Conc B/D) | 60 | 500,000 | 0 | 500,000 | 0 | 100,000 | 400,000 |
| 3857 | Hydrant Fuel Piping Cathodic Protection Life-Extension | 60 | 100,000 | 0 | 100,000 | 60,000 | 40,000 | 0 |
| 3866 | New Facility Start-Up and Fitout | 60 | 2,000,000 | 1,500,000 | 3,500,000 | 0 | 2,000,000 | 1,500,000 |
| 3867 | Elevators, Escalators and Moving Walks Rehabilitation | 60 | 211,000 | 190,000 | 401,000 | 210,000 | 191,000 | 0 |
| 3868 | Capital Equipment and Facility Projects | 60 | 2,000,000 | 1,000,000 | 3,000,000 | 1,610,894 | 1,000,000 | 389,106 |
| 3869 | Shop 3 Equipment Maintenance Building Expansion | 60 | 695,000 | 0 | 695,000 | 95,000 | 150,000 | 450,000 |
| 3881 | Cooling Tower Basins Rehabilitation , Utility Bldg. | 60 | 400,000 | 400,000 | 400,000 | 0 | 400,000 | 0 |
| 3882 | Vehicle Storage Building Conversion to Maintenance Building Shop | 60 | 695,000 | 695,000 | 695,000 | 0 | 695,000 | 0 |
| 3883 | Salt/Sand Facility Rehabilitation - Corrosion Issues | 60 | 400,000 | 400,000 | 400,000 | 0 | 400,000 | 0 |
| 3884 | MUFIDS Installation, Main Terminal | 60 | 450,000 | 450,000 | 450,000 | 0 | 450,000 | 0 |
| 3885 | Expansion Joint & Terrazzo Replacement, Main Terminal, Ticketing Level | 60 | 700,000 | 700,000 | 700,000 | 0 | 700,000 | 0 |
| 3886 | Carpet Replacement | 60 | 200,000 | 200,000 | 200,000 | 0 | 200,000 | 0 |
| | Subtotal Buildings | | 14,908,000 | 5,835,000 | 20,743,000 | 5,847,144 | 9,623,750 | 5,272,106 |

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY WASHINGTON DULLES INTERNATIONAL AIRPORT

| PROJ/ NUM | DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & 2011 PROGRAM | EXPENDITURES | | |
|----------------------------|---|------|----------------------|--------------|-------------------------------------|--------------|-----------|-------------|
| | | | | | | 2010 | 2011 | 2012 & 2013 |
| AIRFIELD FACILITIES | | | | | | | | |
| 3503 | Aircraft Guidance System | 60 | 13,000 | 0 | 13,000 | 0 | 13,000 | 0 |
| 3593 | Airfield Pavement Maintenance and Joint Sealing Repairs | 60 | 5,079,000 | 3,000,000 | 8,079,000 | 2,945,000 | 3,500,000 | 1,634,000 |
| 3710 | Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase IV | 60 | 1,182,000 | 800,000 | 1,982,000 | 602,000 | 800,000 | 580,000 |
| 3837 | Taxilane A, B, and C Trench Drain Repairs | 60 | 2,681,000 | 1,250,000 | 3,931,000 | 983,000 | 1,500,000 | 1,438,000 |
| | Subtotal Airfield Facilities | | 8,955,000 | 5,050,000 | 14,005,000 | 4,540,000 | 5,813,000 | 3,652,000 |
| PARKING FACILITIES | | | | | | | | |
| 3733 | Parking Lot Repairs | 60 | 52,000 | 0 | 52,000 | 0 | 52,000 | 0 |
| 3815 | Fire Alarm System Repairs Daily Garages | 60 | 307,000 | 0 | 307,000 | 0 | 307,000 | 0 |
| | Subtotal Parking Facilities | | 359,000 | 0 | 359,000 | 0 | 359,000 | 0 |
| UTILITY SYSTEMS | | | | | | | | |
| 3509 | Radio Communication Systems | 60 | 281,000 | 0 | 281,000 | 0 | 150,000 | 131,000 |
| 3549 | Comprehensive Utility Survey Update | 60 | 377,000 | 0 | 377,000 | 0 | 50,000 | 327,000 |
| 3577 | Standby Power - Terminal Buildings | 60 | 93,000 | 0 | 93,000 | 0 | 50,000 | 43,000 |
| 3679 | Global Positioning System Field Data | 60 | 199,000 | 0 | 199,000 | 12,000 | 50,000 | 137,000 |
| 3735 | Federal Compliance Law | 60 | 16,000 | 0 | 16,000 | 0 | 16,000 | 0 |
| 3736 | HVAC Renovation to Tel/Weather Bldg. | 60 | 56,000 | 0 | 56,000 | 0 | 56,000 | 0 |
| 3738 | Radio System Security Initiative | 60 | 20,000 | 0 | 20,000 | 0 | 20,000 | 0 |
| 3765 | Electrical Unit Substation Replacement | 60 | 407,000 | 0 | 407,000 | 127,000 | 100,000 | 180,000 |
| 3766 | Replace Electrical Feeder Laterals | 60 | 831,000 | 0 | 831,000 | 0 | 250,000 | 581,000 |
| 3767 | Utility Meter Automation | 60 | 200,000 | 0 | 200,000 | 0 | 100,000 | 100,000 |
| 3768 | Telephone Cable Plant Improvements & Additions | 60 | 113,000 | 0 | 113,000 | 16,000 | 97,000 | 0 |
| 3803 | Automatic Control of Electrical Loads | 60 | 36,000 | 0 | 36,000 | 0 | 36,000 | 0 |
| 3804 | Public Safety Command Vehicle Radios | 60 | 83,000 | 0 | 83,000 | 39,000 | 44,000 | 0 |
| 3805 | HVAC Improvements (Shop 1, 2 & Metal Shop) | 60 | 442,000 | 0 | 442,000 | 350,000 | 92,000 | 0 |
| 3816 | Electrical Unit Substation Rehabilitation | 60 | 198,000 | 0 | 198,000 | 0 | 75,000 | 123,000 |
| 3843 | E-Line Sanitary Sewer Rehabilitation | 60 | 200,000 | 0 | 200,000 | 0 | 50,000 | 150,000 |
| 3858 | Public Safety Replacement Radios | 60 | 75,000 | 0 | 75,000 | 0 | 30,000 | 45,000 |
| 3859 | Electricity Assistance Program | 60 | 3,000,000 | 0 | 3,000,000 | 0 | 0 | 3,000,000 |
| 3871 | Arc Flash Hazard Analysis - Implementation, Phase II | 60 | 200,000 | 0 | 200,000 | 37,000 | 163,000 | 0 |
| 3872 | Replace Non-Public Safety Radios | 60 | 150,000 | 0 | 150,000 | 0 | 75,000 | 75,000 |
| 3873 | Fiber and Cable Plant Infrastructure | 60 | 200,000 | 0 | 200,000 | 0 | 200,000 | 0 |
| 3874 | New Authority Radio Requirements | 60 | 50,000 | 0 | 50,000 | 0 | 50,000 | 0 |
| 3875 | Tyson's Corner Site Radio capacity Expansion Project | 60 | 75,000 | 0 | 75,000 | 43,000 | 32,000 | 0 |
| 3887 | Data Network Intrusion Detection System | 60 | 0 | 215,000 | 215,000 | 0 | 215,000 | 0 |
| 3888 | Replace End-of-Life Storage Area Networks (SANs) | 60 | 0 | 250,000 | 250,000 | 0 | 250,000 | 0 |
| 3889 | Tele. Private Branch Exchange Repl. and Tele. Partner Assurance Support Service | 60 | 0 | 480,000 | 480,000 | 0 | 480,000 | 0 |
| 3890 | Storm Sewer Lift Station Repairs/Improvements | 60 | 0 | 800,000 | 800,000 | 0 | 800,000 | 0 |
| 3891 | Radio System UPS Replacement Program | 60 | 0 | 60,000 | 60,000 | 0 | 60,000 | 0 |
| 3892 | Supplemental Radiation System (SRs) Upgrade | 60 | 0 | 65,000 | 65,000 | 0 | 65,000 | 0 |
| 3893 | Replace End-of-Life Uninterruptible Power Supply for IT Servers | 60 | 0 | 45,000 | 45,000 | 0 | 45,000 | 0 |
| 3894 | Replace Cisco IT Line Modules | 60 | 0 | 90,000 | 90,000 | 0 | 90,000 | 0 |
| | Subtotal Utility Systems | | 7,302,000 | 2,005,000 | 9,307,000 | 624,000 | 3,791,000 | 4,892,000 |

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2011 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY WASHINGTON DULLES INTERNATIONAL AIRPORT

| PROJ NUM | DESCRIPTION | FUND | PROJECTED CARRY-OVER | 2011 PROGRAM | PROJECTED CARRY OVER & 2011 PROGRAM | EXPENDITURES | | |
|-------------|--|------|-------------------------|-------------------|---|-------------------|-------------------|-------------------|
| | | | | | | 2010 | 2011 | 2012 & 2013 |
| | OTHER | | | | | | | |
| 3506/3770 | Planning/Programming Studies | 60 | 126,000 | 70,000 | 196,000 | 56,000 | 70,000 | 70,000 |
| 3547/3818 | Commercial Programs Investments | 60 | 286,000 | 0 | 286,000 | 0 | 50,000 | 236,000 |
| 3698 | Snow Removal Program | 60 | 4,650,000 | 1,000,000 | 5,650,000 | 3,102,000 | 2,548,000 | 0 |
| 3742 | Vital Records Protection System Study | 60 | 159,000 | 0 | 159,000 | 0 | 60,000 | 99,000 |
| 3746 | Environmental Compliance Program ("4866) | 60 | 520,000 | 175,000 | 695,000 | 214,000 | 280,000 | 201,000 |
| 3771 | Automated Vehicle ID-System Development | 60 | 74,000 | 0 | 74,000 | 7,000 | 40,000 | 27,000 |
| 3772 | Airport Access Control Systems | 60 | 83,000 | 0 | 83,000 | 0 | 20,000 | 63,000 |
| 3773 | Fence Line Modification - Stallion Branch & Gate 208 | 60 | 56,000 | 0 | 56,000 | 0 | 30,000 | 26,000 |
| 3774 | Authority Network Security System Upgrade | 60 | 90,000 | 0 | 90,000 | 0 | 90,000 | 0 |
| 3775 | 2006 Equipment & Facility Repair Maintenance Projects | 60 | 331,000 | 0 | 331,000 | 0 | 331,000 | 0 |
| 3776 | 2006 Consolidated Function (CF) Capital Equipment | 60 | 29,000 | 0 | 29,000 | 0 | 29,000 | 0 |
| 3777 | 2006 CF - Information Technology Equipment | 60 | 166,000 | 0 | 166,000 | 61,000 | 105,000 | 0 |
| 3779 | Energy Assistance Program | 60 | 600,000 | 0 | 600,000 | 0 | 0 | 600,000 |
| 3782 | Business Process Reengineering | 60 | 266,000 | 0 | 266,000 | 0 | 150,000 | 116,000 |
| 3807 | Gate 317 Security Improvements | 60 | 344,000 | 0 | 344,000 | 25,000 | 250,000 | 69,000 |
| 3808 | Airport Access Control Systems | 60 | 82,000 | 0 | 82,000 | 0 | 40,000 | 42,000 |
| 3809 | Operation Command Center Modifications | 60 | 530,000 | 0 | 530,000 | 0 | 150,000 | 380,000 |
| 3811 | 2007 Information Technology Equipment | 60 | 17,000 | 0 | 17,000 | 0 | 17,000 | 0 |
| 3813 | 2007 Public Safety - Capital Equipment | 60 | 61,000 | 0 | 61,000 | 0 | 35,000 | 26,000 |
| 3824 | Information Technology Systems Enhancements | 60 | 309,000 | 0 | 309,000 | 30,000 | 175,000 | 104,000 |
| 3825 | Card Reader Installation | 60 | 300,000 | 0 | 300,000 | 147,645 | 152,355 | 0 |
| 3826 | Security | 60 | 84,000 | 0 | 84,000 | 0 | 84,000 | 0 |
| 3827 | 2008 Equipment & Facility Repair Projects | 60 | 686,000 | 0 | 686,000 | 0 | 686,000 | 0 |
| 3828 | Arts Program | 60 | 28,000 | 100,000 | 128,000 | 5,000 | 100,000 | 23,000 |
| 3829 | 2008 Capital Equipment - Public Safety | 60 | 143,000 | 0 | 143,000 | 77,000 | 66,000 | 0 |
| 3831 | ARFF Vehicle (Replacement) | 60 | 108,000 | 0 | 108,000 | 0 | 108,000 | 0 |
| 3851 | AeroTrain Support | 60 | 7,240,000 | 0 | 7,240,000 | 0 | 250,000 | 6,990,000 |
| 3860 | Atc. Flash Hazard Analysis Study | 60 | 100,000 | 0 | 100,000 | 20,000 | 80,000 | 0 |
| 3861 | 2009 Dulles Capital Equipment & Facility Projects | 60 | 2,000,000 | 0 | 2,000,000 | 1,307,000 | 693,000 | 0 |
| 3862 | 2009 Public Safety Capital Equipment & Facility Projects | 60 | 979,000 | 0 | 979,000 | 919,000 | 60,000 | 0 |
| 3876 | Collateral Land Support | 60 | 500,000 | 0 | 500,000 | 0 | 50,000 | 450,000 |
| 3877 | Equal Opportunity Program Business Diversity Program | 60 | 195,000 | 0 | 195,000 | 0 | 195,000 | 0 |
| 3878 | Air Service Incentive Program | 60 | 5,000,000 | 0 | 5,000,000 | 0 | 5,000,000 | 0 |
| 3895 | Plane-Mate HED Lift Controller System Upgrade | 60 | 190,000 | 190,000 | 190,000 | 0 | 190,000 | 0 |
| 3896 | Aero Train Safety and Security Oversight | 60 | 100,000 | 100,000 | 100,000 | 0 | 100,000 | 0 |
| 3897 | Parking Operations Shuttle Busses (6) | 60 | 2,100,000 | 2,100,000 | 2,100,000 | 0 | 2,100,000 | 0 |
| 3898 | Public Safety - Vehicles (5) | 60 | 135,000 | 135,000 | 135,000 | 0 | 135,000 | 0 |
| 3899 | Public Safety - Firefighting Turret | 60 | 236,000 | 236,000 | 236,000 | 0 | 236,000 | 0 |
| 3913 | Public Safety - Medic and Foam Units | 60 | 1,230,000 | 1,230,000 | 1,230,000 | 0 | 1,230,000 | 0 |
| | Subtotal Other | | 26,142,000 | 5,336,000 | 31,478,000 | 5,970,645 | 15,985,355 | 9,522,000 |
| | ALL OTHER | 60 | 2,099,000 | 0 | 2,099,000 | 2,099,000 | 0 | 0 |
| | Summary of Funding Source | | | | | | | |
| | Capital Fund | 60 | \$62,061,000 | 18,926,000 | \$81,007,000 | \$20,386,769 | \$37,282,105 | \$23,338,106 |
| | Federal Grant | FG | \$0 | 0 | \$0 | \$0 | \$0 | \$0 |
| | Airline | AR | \$0 | 0 | \$0 | \$0 | \$0 | \$0 |
| | Letter of Intent Discretionary Grant | LOI | \$0 | 0 | \$0 | \$0 | \$0 | \$0 |
| | Commonwealth of Virginia State Grant | CVG | \$0 | 0 | \$0 | \$0 | \$0 | \$0 |
| | Subtotal Dulles Airport | | \$62,061,000 | 18,926,000 | 81,007,000 | 20,386,769 | 37,282,105 | 23,338,106 |

Capital, Operating and Maintenance Investment Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

CAPITAL, OPERATING AND MAINTENANCE INVESTMENT PROGRAM

The amount shown with the project description is the total current cost estimate for the project.

CONSOLIDATED FUNCTIONS

Other

2007 Equipment - Engineering Vehicles, \$80,000. Three vehicles for the Office of Engineering will be replaced.

2007 Information Technology Equipment, \$462,500. The funding supports IT requirements for Hangar 5 renovation, uninterrupted power source (UPS) upgrade at the Corporate Office Building, and the replacement of various servers.

Compensation Studies, \$1,500,000. Various segments of the organization's workforce pay structures and other compensation will be evaluated and potentially adjusted.

Revenue Collection Systems-Finance, \$70,000. This funding consists of two project initiatives. The first project entails the initial set-up of PASSUR for direct billing system of landing fees to the airlines. It provides accurate billings of landing fees (i.e., correct certificated weight) and improves the speed and efficiency of landing fee collection. The second project is for Electronic Collection Activity Tracking System, which will automate the record keeping of all account and administrative activities. It provides an electronic tracking and reporting system for revenue management collection activities.

Public Safety Radio Replacements, \$97,400. Funds will be used to purchase replacement radios for the Police and Fire Departments.

Replacement Vehicles - Engineering, \$117,000. Vehicles for the Office of Engineering will be replaced.

Organization Planning and Programming, \$1,250,000. Review various components of the organization and implement changes where needed.

2009 Public Safety Capital Equipment, \$162,700. The project funds the purchase of replacement police vehicles in support of Consolidated Functions Offices' public safety operations.

Consultant (Support for Use & Lease Agreement, Legal, FA), \$750,000. Provides consultant support as we progress to a new airline use and lease agreement

ERP Support, \$2,000,000. Provides operational support for ERP project once the system goes live

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Public Safety – Vehicles (6), \$154,000. The project funds the purchase of replacement public safety vehicles in support of Consolidated Functions Offices' public safety operations.

Corporate Office Building Rehabilitation, \$3,600,000. This project will include renovation/expansion at the south end of the existing Corporate Office Building (COB) at 1 Aviation Circle, Ronald Reagan Washington National Airport. This project is funded with \$3.6 million from the CCP Program and \$3.6 million from the COMIP Program for a total of \$7.2 million.

Dulles Toll Road/Rail Program, \$14,600,000. This project funds activity related to the acquisition and operation of the Toll Road and the construction of rail to Dulles. These costs include legal, financial and feasibility analysis, preliminary engineering planning studies, and other due diligence activities.

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Roads

Expansion Joint Replacement, \$640,000. Failure of expansion joint material compromises the structural integrity of the concrete decks and allows the infiltration of water and other debris to fall to the lower levels. This multi-year project will replace expansion joints throughout Garages A, B and C.

Bridge Pan Deck Repair, \$500,000. Project replaces damaged sections of the Terminal B/C bridge pan deck and replaces expansion joint. Water and chemical infiltration due to failing expansion joints have oxidized portions of the bridge pan deck. Failure to make the necessary repairs could compromise the integrity of the deck and allow for the infiltration of water and other debris to fall below.

Replace Old Street Light Poles, \$250,000. Project will replace 45 deteriorating street light poles and foundations at various locations on the airport and the Rt. 233 Bridge. The metal bases have deteriorated over time due to weathering and winter chemical treatments. Due to the current condition of these metal bases MA-120 has removed some units to ensure the safety of the traveling public.

Economy Lot Rehab/Satellite Lot Demo, \$150,000. This project funds for asphalt pavement repairs in the Economy Lot and the demolition of the Satellite lot as directed by the FAA. The Satellite lot was constructed to handle overflow due to the construction of the decks at Garages A, B, & C. With garage expansion now complete, above-ground features of the satellite lot must be removed.

Buildings

Rehabilitate North Hangars, \$731,400. Portions of the second floor office area in Hangars 11/12 need to be modernized and rehabilitated. This project will provide heating/cooling distribution, elevator access to upper floors, new wall coverings, new floor coverings, office fit-out for the Airports Authority's tenants, and other improvements. The finished office areas will be in compliance with the Americans with Disabilities Act and current building code regulations. In addition, this project will install fire alarm devices and smoke detectors in newly created office spaces.

Facility Repairs, \$2,390,000. This funding supports facility repairs in the Parking Garage "A" Structure, Taxi Holding Facility Structure, and other facilities. Repairs need to be made to concrete slabs, columns, beams, precast panels, expansion joints and retaining walls. Other repairs include improvements to the Electronic Room's ceiling and improvements to the terrazzo floor in Terminal B/C. These improvements will eliminate extensive and costly repairs in the future.

Terminal B/C Corrosion Prevention, \$900,000. This multiple year project will make the necessary corrosion control measures to preserve the structural integrity of Terminal B/C. The metal components of Terminal B/C are beginning to show signs of rust due to weathering. This project will continue a multi-year program to paint the exterior surfaces of the terminal.

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West Building Mechanical & Electrical Modifications, \$500,000. This project supports the necessary infrastructure rehabilitation in the West Building. The work includes the rehabilitation of the air-conditioning system; replace deteriorated roofing, and making other essential repairs to extend the useful life of the building by approximately 10 years.

Replace Roofing - Terminal B/C Roof Drains & Dome Valleys, \$400,000. This project will repair and rehabilitate roofs that have reached the end of their useful life. New work will include roof drain replacement on Terminal B/C domes and canopies, and could also provide for the design of the Boiler House roof.

Fixed Cameras at Blue Doors Access to AOA, \$517,600. Various doors that have direct access to the AOA will have security cameras installed.

Moving Walkway, \$755,000. Pallets and handrails on four moving walkways on both pedestrian bridges to Metro will be replaced. Handrails will also be replaced on moving walkways in the pedestrian tunnel between Terminal A and Garage A.

Replace Air Conditioning Roof Top Units-Hangar 11/12/Terminal A, \$150,000. Three failing air conditioning Roof Top Units (RTU) located on Hangar 11 and 12 and in Terminal A will be replaced. The existing systems have exceeded their useful life and are no longer able to meet the growing needs of the space.

Operations Computer Room Rehabilitation, \$857,600. Due to the increasing number of network components needed to support Reagan National operations, the existing space will need to be expanded and rehabilitated to accommodate future growth. This project will install a dry chemical fire suppression system, upgrade the existing electrical power service and air conditioning system, and purchase a new uninterrupted power source system.

Replace Roofing - Reagan National Air Traffic Control Tower (ATCT), \$825,000. The recent removal of the airport surface detection equipment (ASDE) from the ATCT has caused roof damage and created numerous roof leaks. This project will replace the leaking roof on the catwalk area that is directly above the air traffic controller work area.

Rehabilitation of Sanitary Force Main, \$900,000. This project will provide a slip-lining rehabilitation on the existing main 16-inch sanitary force main that transports all the sewage from Reagan National to Arlington County. The funding allocation provides \$80,000 for study/design and \$370,000 for the construction.

Restroom Rehabilitation - Taxi Parking Structure, \$150,000. This project will fund the rehabilitation of restrooms in the taxi parking structure.

Facility Start-up - Consolidated Communication Center, \$250,000. These funds will provide the resources necessary to accomplish the transition from a newly constructed facility to an operational one.

Capital, Operating and Maintenance Investment Program

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Hangar 7 Elevator & Stairs Repair, \$480,000. These funds will provide repairs for Hangar 7's elevator and stairs.

Boat House Dredging, \$25,500. This project will dredge the channel to the North Boat House. Excessive build up of natural silt and sedimentation prevents the boats from accessing the main, navigable channel of the Potomac River in low tides.

Terminal B/C Communications Room Ceiling Replacement, \$220,000. This project will fund the replacement of the ceiling in the Terminal B/C Communications Room, as well as the installation of a new catwalk system above this room to allow better access to the above baggage handling system.

Baggage Claim Rehabilitation-Terminal B/C, \$480,600. This project will refurbish the baggage handling system at Terminal B/C.

Repair Baggage Belt System, \$100,000. This project is part of a phased program to rehabilitate the baggage belt systems in the passenger terminals. New work includes replacement of motors, motor mount brackets and removing obstructions that interfere with preventative maintenance.

North Hangar Dedicated Fire System Upgrade, \$100,000. This project funds the installation of a new Dedicated Fire System (DFS) line and valves in Hangar 12 in order to maintain the integrity of the water distribution system and water system pressure for Reagan National's fire fighting capabilities.

Refill Line for Central Plant, \$180,000. This project will fund a feeder line from the existing water main to support the refilling process of the chilled water storage tank at the Central Plant. This feeder line is necessary to maintain the existing water distribution system and water pressure needed to support daily operations and fire fighting capabilities during times of major volume losses in the system.

Inbound Baggage Handling System (BHS) Refurbishment, \$200,000. Funds for this multi-year project will be used to refurbish and rehabilitate the Inbound Baggage Handling System (BHS) at Terminal B/C.

Terminal A Freight Elevator, \$250,000. This project will fund the installation of a freight elevator post security in Terminal A.

Replace Roofing, \$1,425,000. This project is part of a recurring program to repair and rehabilitate facility roofs that have reached the end of their useful life. The scope of work will include the design of the boiler house roof and the final studies and design of repairs for the Terminal B/C roof.

Terminal B/C Freight Elevators and Elevator Doors, \$500,000. This phased project will replace 1 of 2 elevator passenger cabs on the loading docks at Terminal B & C with freight cabs. The current cabs are not configured for use of pallets in loading areas. In addition this project will also replace Terminal B/C Elevator Doors. Frequent usage and daily wear and tear have caused many of the Terminal B/C elevator cab doors to malfunction and many times become inoperable. These doors are original and are at the end of their useful life. This project will be a three year phased program to replace cab doors, controls, and tracks in each of the 50 elevators.

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COB and Hangar 12 Office Renovations, \$425,000. This project is for office renovations in COB and Hangar 12.

Airfield Facilities

Runway Safety Area (RSA) Evaluation Analysis, \$190,000. This project will evaluate the current conditions of the RSA for each runway in terms of soft ground, improper grades, infrangible objects or other items reviewed in Part 139 certification inspections, and identify improvements needed to meet the RSA standard.

Pavement Marking & Signage, \$300,000. This project will fund the re-striping of taxiway pavement markings and the replacement of taxiway panel signs in an effort to comply with FAA requirements.

Pavement Management System - Airside, \$350,000. The Pavement Management System provides recurring and federally-required conditions assessments for the airside pavements. This project will fund the data collection for the Pavement Management System.

Airfield Pavement, \$2,900,000. The existing airfield pavements deteriorate due to aircraft traffic and weathering requiring repair and replacement of airfield pavements to ensure these areas remain safe and structurally sound. Funds will be used to replace concrete panels in the aircraft gate pad alleys of Terminal B/C and on the Taxiway Bravo holding pad.

Parking Facilities

Runway 04 – Parking Lot, \$600,000. This project consists of constructing approximately 800+ space public parking lot on the south end of the Airport. The scope of work includes civil, electrical, and telecommunications, which requires installation of 60 parking lot lights, a four-lane entry, exit plaza, and four shuttle bus stops.

Facility Startup – Garages, \$150,000. These funds will provide the resources necessary to accomplish the transition from a newly modified facility to an operational one.

Utility Systems

Airport Communication Telephone System Upgrade, \$300,000. This project upgrades telephone systems to provide reliable services to tenants and departments. Work includes implementing SONET nodes and enhancements, telephone switch gear and software/hardware, and other improvements.

Electronic Information Modification, \$4,425,000. This project upgrades several electronic systems in Terminal B/C that are no longer supported by the manufacturer or no longer under warranty. These systems include electronics used to operate the MUFIDS, public address system, and the master clock. This project will fund the purchase of 437 LCD monitors to replace the existing CRT in the public and gate areas and Digital Data Controllers (DDC).

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Radio Communication Fiber Link, \$175,000. This project establishes a fiber link between the Airports Authority's 800 MHz radio system and the Arlington County public safety system so that county mutual aid responders are able to communicate within the terminal areas. The existing county signal does not penetrate into the terminals.

Utility Meter Automation, \$100,000. This project will replace manual processing with an automated utility metering system at the Airport and tenant facilities. The project includes a study, purchase of meter equipment and software, as well as partial implementation.

Cable TV Head-End Replacement, \$100,000. This project will replace existing cable TV head-end equipment with new hardware. The new system will create increased TV channel capacity and enhance distribution.

800 MHz Licensing Support, \$145,000. This funding provides licensing assistance support service that interprets regulatory issues between the Airports Authority and Federal Communications Commission (FCC). Such regulatory issues include compliance to transmission frequencies from the FCC environment and the personalities within the structure.

Public Safety Command Vehicle Radio Upgrade, \$65,000. This project will upgrade radio equipment in the mobile Public Safety Command Vehicle.

Voice Mail System & Voice Over Internet Protocol, \$165,000. This project will rehabilitate existing telecommunication equipment across the Airport. Work includes replacement of aged telecommunication cable, improvements to the Airport Communication System, switch upgrades, airside gate telephone support, and other improvements. The new system provides full voice messaging services for the Airport as well as expanded services including voice commands, text-to-speech, desktop PC client/voicemail interface, and other functionality. Voice over Internet Protocol will be inherent to the new system.

Radio Projects & Miscellaneous Upgrades, \$315,000. The radio communications system requires equipment upgrades, software/hardware upgrades, and system support to function efficiently and reliably.

Public Safety Replacement Radios, \$75,000. Replacement radios for Police, Fire and Ops will be purchased. The existing radios have reached their useful life and/or additional equipment is needed to meet department requirements.

Tyson Corner Site Radio Capacity Expansion, \$75,000. This project is required to provide the Airports Authority's 800MHz Radio System with sufficient capacity to accommodate increased radio usage expected along the Dulles Access Corridor.

Replace Non-Public Safety Radios, \$150,000. Legacy 800MHz radios (mobile/portable/desktop) need to be replaced when they no longer work properly. These radios are up to 12 years old and the Motorola service-maintenance will no longer support them after December 30, 2010. This is part of a 5-year plan to replace approximately 1,000 radios.

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New Airports Authority Radio Requirements, \$50,000. These funds will be used to purchase 22 radios (portable/mobile) for the Police/Fire, and Operations and Maintenance Departments.

Communications Facilities and Equipment System Integration, \$898,000. Communication facilities, equipment, and system integration are needed to support the Airport's communication requirements. This includes construction of duct banks, purchase of switches, connectivity for data transmission, premises distribution systems, and other equipment as identified in the comprehensive communications plan.

South Sewer Pump House Rehabilitation, \$250,000. This multiple year project rehabilitates the South Sewer Pump House (SSPH). Phase I will include a study to determine both short and long term projects to improve reliability and efficiency of the system as well as replace pumps and motors. Failure of the SSPH could lead to the discharge of raw sewage into Terminals A, B, & C.

Data Network Intrusion Detection System, \$215,000. This project enhances the security of the data network and is part of an IT Security Strategic Initiative that identifies vulnerabilities. This project funds for the installation and tuning of additional Intrusion Detection System (IDS) sensor devices across the Airports Authority data network. IDS monitors network activity for malicious activity, policy violations and stops or mitigates these activities. This phased program will implement 10 sensors a year for five years totaling 50 sensors system wide.

Replace End-of-Life Storage Area Networks (SANs), \$250,000. SANs store most Airports Authority data on network and shared drives and are needed for continuity of IT operations. The new SANs ensure data safety and security. The project will procure and install two SANs, one each at Reagan National and Dulles International, to replace the existing units. The existing units have reached their End-of-Life and will no longer be supported by the manufacturer warranty after January 2012.

Tele. Private Branch Exchange (PBX) Repl. and Tele. Partner Assurance Support Service (PASS), \$480,000. In order to maintain continuity and reliability of the Airports Authority's telephone systems the PBX needs replacement. All telephone calls, including emergency calls, are routed through the PBX's. The 9 existing PBX's (seven at Dulles International and two at Reagan National) have reached their useful life and need to be replaced. After June 2011, these switches have reached end-of-life and will no longer be supported by Nortel in the event of a failure. Currently Nortel manufacturers Release 6.0 while the Airports Authority uses Release 3.0. To maintain continuity and reliability of Airports Authority telephones, the PASS support must be purchased. PASS is a software program that allows technicians to troubleshoot the PBX remotely in the event of a failure or malfunction. PASS also provides ACS personnel technical support to Tier 3 Nortel technicians.

Radio System UPS Replacement Program, \$60,000. To maintain continuity and reliability of the Public Safety radio system, the older Uninterruptible Power Supply (UPS) must be replaced. They are no longer covered under the manufacturer's warranty. This project replaces approximately 3 UPS systems in strategic areas of the radio system (Tyson's Corner Radio site, Dulles International Ramp Tower, Dulles International Radio NOC). These units have exceeded their useful life. This is part of a multi-year program to replace 15 units.

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Supplemental Radiation System (SRS) Upgrade, \$65,000. To maintain continuity and reliability of the Public Safety radio system, end-of-life SRS components must be replaced. Components of the SRS system have reached their useful life and are no longer supported by the manufacturer. Additionally, upgrades are needed to support the newly assigned 800 Mhz frequencies. This will fund replacement of the Kaval bi-directional amplifiers. This is part of a five year program to upgrade the system.

Replace End-of-Life Uninterruptible Power Supply for IT Servers, \$45,000. To maintain and protect the integrity of the data network, UPS's that have reached their useful life must be replaced. They are no longer covered under the manufacturer's warranty. This project will replace UPS systems in smaller IT racks not located in major IT facilities not on a grid supported by generator power. They support systems that provide network services to users remote from IT facilities. Approximately 50 units will be purchased.

Replace Cisco IT Line Modules, \$90,000. Replace all Cisco line modules that have reached end-of-life and no longer supported by manufacturer's warranty. The line modules provide network connection for users to all network resources like internet, email, Ere FP, etc. Locations are in computer rooms and communication closets. Part of a two year program to replace 45 - 50 units per year for a total of 90 - 100 units. On January 2011 these systems reach EOL at which time they are no longer supported by the manufacturer.

Other

Automated Vehicle ID, \$550,000. This project supports the continued implementation of the automated vehicle identification system for taxicabs and hotel shuttles that enables the Airport to establish an electronic credit/debit system. The purchase of the equipment includes computer hardware/software, identification readers, vehicle-mounted transponders, entrance/exit lane readers, and other required peripherals. New equipment also will be installed to track hotel shuttle movement.

Commercial Program Investment, \$3,769,000. This project will fund commercial program initiatives that help increase the value of Airport facilities. Some initiatives include: retail, food and beverage facility improvements, installation of commercial signage, architectural services to review concessionaires, and designs for store fronts and store layouts, and other improvements that are part of the initiative. As tenant leases expire, infrastructure modifications may be required to attract new tenants. This may include relocation of utilities, facility enhancements, and incentives to attract prospective tenants. This project will also provide funds to meet contractual obligations to food and beverage management companies.

Noise Abatement, \$1,429,000. This project will provide a complete review of the Airport's Noise Compatibility Program in accordance with the FAA Part 150 Program.

Security Study & Infrastructure Improvements, \$13,850,000. This project provides continued security enhancements and improvements of the Airport's facilities and area perimeters such as landside perimeter security, ground-based radar intrusion detection, explosive proof trash cans, design for ARFF and K gates. Additionally, this funds new card readers and lock sets for the hangar line and connection to the Fire Alarm System, APC panel upgrades.

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Capital Equipment and Facility Repair Projects, \$3,300,000. These funds will be used to purchase critical capital equipment and complete facility repair projects.

Snow Removal Program, \$1,963,400. This project provides funding for snow removal requirements, excluding personnel related costs, during extraordinary snow events.

Public Safety Capital Equipment, \$408,000. This project funds various replacements of capital equipment including police vehicles and medical units in support of Reagan National's Public Safety operation.

Vital Records Protection System Study, \$225,000. The vital records program protects against business disruption during unforeseen events. The additional program funds the implementation of Phase 1 of the recommended study.

Environmental Compliance Program, \$1,508,000. These funds will be used to continue an ongoing environmental management program. The statutory requirements, which are regulated by federal and state agencies, stipulate that the Airports Authority permit, update, monitor and assess environmental impacts. The following compliance programs are included: water quality, deicing/anti-icing runoff, pollution prevention, underground/aboveground storage tanks, energy initiatives and air quality.

Statue Site Preparation, \$145,000. This project will fund the design and construction of the foundation, the preparation and finishing of the site, and the installation of a Ronald Reagan commemorative statue.

Planning/Programming Studies, \$650,000. This project provides consultant support to the Office of Engineering for various data collection and studies associated with airport change.

Business Process Re-engineering and ERP Preparation, \$4,660,000. This project supports the Airports Authority's efforts in Business Process Re-engineering (BPR) directly related to Enterprise Resource Planning (ERP) program. BPR will review the analysis and design of workflows within and between the organizations. Where necessary, certain workflows and business process will be modified to achieve improvement in quality, time management, and cost. These funds will also be used to help prepare the Airports Authority for implementation of the ERP until a software solution is identified.

Payment Card Industry (PCI) Compliance, \$300,000. This project upgrades the Airports Authority's network components that are used by the Airports Authority and its tenants to electronically process credit card transactions. The credit card industry has established new regulatory data security standards that must be met to help protect merchants and cardholder data.

Security Study & Infrastructure Improvements (Landside Enhancement), \$991,000. The project funds the Landside Security Enhancements for eight hydraulic vehicle barrier gates, fence-line cabling, and security cameras.

Information Technology Systems Enhancements, \$600,000. This project supports the various information systems and technology equipment purchases to maintain and develop a safe, secure, and efficient information technology infrastructure.

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CrashNet System Replacement, \$350,000. The existing analog CrashNet system installed in 1996 has been discontinued by the manufacturer and is no longer supported. The new system will be installed over a private internet protocol (IP) network allowing for better airfield communication during emergency situations.

Security Video Matrix Switch, \$312,400. As new buildings are completed and the secured domain is expanded, more security cameras will be needed. This project will replace the existing analog to digital controller switch that controls and distributes the video feeds from all of Reagan National's security surveillance cameras.

Arts Program, \$225,000. This project will provide the establishment of the Arts Master Plan and Archival Program for Reagan National.

2009 Public Safety Capital Equipment - Reagan National, \$127,000. This project funds various replacements of capital equipment including police vehicles and medical units in support of Reagan National's Public Safety operations.

Arc Flash Hazard Analysis Study, \$100,000. This project will fund the study and the identification of the Flash Protection Boundaries and the establishment of the maximum hazard/risk categories for Reagan National's electrical power distribution system. This study will also specify personal protective equipment needed at each location in accordance with National Fire Prevention Association (NFPA).

2010 Reagan National Capital Equipment & Facility Projects, \$527,000. This project funds various replacements of capital equipment, including police vehicles and medical units in support of Reagan National's Public Safety operations.

Airport Rescue and Firefighting (ARFF) Vehicle, \$1,176,200. This equipment will replace the 1989 ARFF vehicle, Foam 356.

Equal Opportunity Program Business Diversity Program, \$96,000. The Equal Opportunity Program (EOP) contracts for a broad range of on-site business diversity support services such as: DBE/LDBE pre and post award compliance/monitoring; certification and application review; data management; business research; planning; and outreach.

Replace Last Remaining Lead Sheath Cables at Reagan National, \$200,000. This project funds the replacement of the lead sheath cables between Terminal A, Hangar 3, and the Shops building.

Energy Audit Buy-Out, \$300,000. This project buys out the preliminary energy audits conducted through the Commonwealth of Virginia's Energy Savings Program if the Airports Authority chooses not to go forward with the performance contract.

Capital Equipment and Facility Project, \$1,479,000. This project funds various replacements of capital equipment and facility projects in support of Reagan National's operations.

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Parking Operations Shuttle Buses (4), \$1,600,000. This project funds the replacement of four shuttle busses in support of parking operations.

Public Safety – Mobile Command Post Vehicle, \$800,000. This vehicle will replace Mobile Command-346; the 1995 Chevrolet/Lynch assigned to Fire Station-301.

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The amount shown with the project description is the total current cost estimate for the project.

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Roads

Rehabilitate Access Highway Bridges, \$2,670,000. These funds will be used to repair the Access Highway Bridges. Repairs include joint/spall repair, painting, and other improvements that will enhance the integrity of the structures.

Landside Roadway Rehabilitation, \$2,550,000. This project will provide preventive and corrective maintenance on the landside roadway system. This project work includes mill/overlay work at the Saarinen Circle and general repairs airport-wide.

Horsepen Lake/Marriott Lake Dam Rehabilitation, \$204,000. This project will remove trees from the abutments and toes of the Horsepen Lake/Marriott Lake dams. The project is necessary to stay in compliance with the Commonwealth of Virginia's Dam Safety Law which prohibits the growth of woody vegetation within 25 feet of the abutments or toe of a dam.

Landside Roadway Rehabilitation, \$1,250,000. This project will provide preventive and corrective maintenance on the landside roadway system. The project work includes the rehabilitation of Autopilot Drive, the resurfacing of the Cargo Area Parking Lots, and other maintenance work.

Rehabilitation/Repair Access Highway Bridges, \$700,000. These funds will be used to repair the Access Highway Bridges. Repairs include joint/spall repair, painting, surface and sub-surface repairs, parapet repairs, and other improvements that will enhance the integrity of the structures.

Guardrail Maintenance and Rehabilitation, Dulles Airport Access Highway (DAAH), \$400,000. Funds provide for both routine and major corrective maintenance services for guardrail on the DAAH. Work consists of upgrading sub-standard guardrail and replacing rusted and weathered guardrail on overpasses and bridge abutments.

Buildings

Rehabilitate Cargo Buildings, \$444,400. This project will repair and rehabilitate Cargo Buildings 1, 2 and 3. The repairs will include improvements to all life-safety components throughout the facility.

Baggage Belt Rehabilitation, \$975,000. This project provides the rehabilitation of baggage belt systems in the International Arrivals Buildings (IAB), followed as needed in later years by the rehabilitation of baggage systems in the Main Terminal. Additional funds added to rehabilitate the inbound claim devices 3 and 4 and conditions assessment for outbound belt devices on Kiosk 1 and 4.

Paint Spray Building Fire Suppression, \$200,000. This project entails the design and construction of a new water-based fire suppression system that is appropriate for the size of the facility and the activities that take place within the paint spray building.

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Reroof Buildings, \$703,600. This project includes replacing deteriorated or damaged roofing on the Grounds Equipment Storage building, the South Equipment Storage building, the Fertilizer Storage building, and the JP Morgan Chase Building.

Airports Authority-Owned Jet Bridge Modifications, \$1,750,000. Modifications to Airports Authority-owned gates, gate areas, and jet bridges on Concourses B and D, and the Z Gates will be accomplished.

Sprinkler System Modification Concourse B, \$500,000. This project will repair the exterior fire suppression system at Concourse B. Repairs will include replacing the fin-tube system and adding a monitoring system to alert personnel when the overhang becomes too cold.

Airline Space Relocation, \$460,000. This project will provide funding for the Airports Authority to relocate airline tenants and/or their operational support space to accommodate new service or to make the best use of facilities.

Baggage Belt Replacement (Claims 3&4), \$200,000. This project provides for the rehabilitation of baggage belt systems in the Main Terminal and the IAB. This project will fund the rehabilitation of inbound claim devices 3&4 and includes the replacement of system components which are subject to wear and those that have reached the end of their useful life. Inbound claim devices 3&4 were put into service in 1996.

Engineering and Maintenance Relocation, \$500,000. This project will relocate the office functions of the Engineering & Maintenance Department to the Airports Authority-owned JP Morgan Chase Building.

ATC Space Conversion-Airports Authority Use & Pass and ID, \$300,000. The mobile lounge manager will be relocated from operations area in Concourse B to the Main Terminal. This project will also fund the relocation of the Pass & ID offices.

New Facility Startup, \$4,700,000. These funds will provide the resources necessary to accomplish the integration of newly-constructed facilities into existing operational systems. This multi-year program will provide a contingency source of funds for critical items outside the scope of CCP projects. The program will also provide for critical repairs to items which are discovered late in the turnover process or after start-up. The requested amount is approximately two percent of the amount of construction.

Transportation Security Agency (TSA) Offices, \$240,000. This project relates to TSA facility fit-out for the two side-by-side Lost and Found Offices in the Main Terminal.

Fueling Station Improvements - Shop 2, \$1,200,000. The existing canopy over the fuel tanks will be demolished and replaced with a new canopy and catwalks.

Buy-out of Airports Authority Permitted Space-Concourse B/Z, \$1,100,000. Funds the relocation of displaced airline tenants to accommodate support services at the new gate areas.

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Buy-out and Enhancement of Taxicab Lounge and Operations Building, \$600,000. This project will provide funding to buy-out the unamortized amount of the taxicab lounge and operations building from its current operator and also fund various improvements to this facility.

Improvements to the Supplemental Radiating Systems (SRS), \$300,000. This project funds for the maintenance and preservation of the SRS systems for both airport campuses. This project will install SRS systems in the four main office buildings on Aviation Drive to meet Public Safety radio communications standards.

ARFF Station 303 Access Improvements, \$387,500. This project will address roadway improvements on Rudder Road and Autopilot Drive to reduce accidents and maintain response times at ARFF Station 303. Station 303 is currently constrained by increased traffic and accidents.

Buy-out of Airports Authority Airline Permitted Space-Concourse B/D, \$500,000. This project funds the relocation of displaced airline tenants to accommodate support services at the new gate areas.

Hydrant Fuel Piping Cathodic Protection Life Extension, \$100,000. This project will extend the life of the existing cathodic protection system on the high pressure underground carbon steel fuel piping system.

New Facility Startup & Fitout, \$3,500,000. These funds will provide the resources necessary to accomplish the integration of newly constructed facilities into existing operational systems.

Elevators, Escalators, and Moving Walks Rehabilitation, \$400,500. This multi-year project will fund for the rehabilitation of conveyance system units per the original equipment manufacturer's requirements.

Capital Equipment and Facility Projects, \$3,000,000. Includes funding various capital facility projects.

Shop 3 Equipment Maintenance Building Expansion, \$695,000. This project expands the existing Shop 3 complex by adding a 40' wide drive-through work bay to the east end of the building. This expansion will support the additional multi-functional airfield snow removal equipment required for the 4th Runway complex.

Cooling Tower Basins Rehabilitation, Utility Building, \$400,000. Project will replace damaged water proofing membrane in four cooling tower basins at the Utility Bldg.

Vehicle Storage Building Conversion to Vehicle Maintenance Building Shop, \$695,000. Project funds the modification of Vehicle Storage Building # 3245 to a vehicle maintenance facility to support the maintenance of snow removal equipment in support of the 4th Runway complex.

Salt/Sand Facility Rehabilitation – Corrosion Issues, \$400,000. This project funds for corrosion rehabilitation within the Salt/Sand Facility. Work will entail the rehabilitation or replacement of structural, electrical, ventilation, and safety components that have oxidized within the facility.

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MUFIDS Installation, Main Terminal, \$450,000. Project installs 2 LCD MUFIDS displaying departure information on the ticketing level of the terminal. These MUFID banks will be in line with the east and west escalators.

Expansion Joint & Terrazzo Replacement Main Terminal, Ticketing Level, \$700,000. Replace existing expansion joint material on the east and west ends of the Main Terminal near the ticketing level escalators; Joints are located where original Main Terminal and Main Terminal expansion meet; cracks and depressions have developed along joints. Depressions and compression of the joint have buckled surrounding terrazzo and caused trip hazards.

Carpet Replacement, \$200,000. This project replaces carpet in Mobile Lounge Dock and Jet Bridges in Concourse B.

Airfield Facilities

Aircraft Guidance System, \$470,000. The Federal Aviation Administration recently revised requirements for airfield surface movement guidance control. This project will enable the Airport to comply with certification requirements by installing taxiway center-line lighting and other electrical/electronic aids on taxiways designated for aircraft movement during low visibility conditions.

Airfield Pavement Maintenance and Joint Sealing, \$27,694,000. This project supports the recurring airfield pavement repairs. Work includes joint resealing, spall repair, crack sealing, partial depth repairs, replacing concrete panel, and other major repair work. This year's work concentrates on patch repairs airfield-wide, slab leveling in areas north of Concourse C/D, and joint sealing on high speed taxiways on Runway 1R-19L and T/L C.

Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase IV, \$2,300,000. This multi-phase project will seal and rehabilitate portions of the airfield storm drainage system. Work will also include correcting grading and erosion issues around storm drain inlets.

Taxilane A, B, & C Trench Drain/Concrete Repairs, \$4,500,000. This multi-year project will make repairs/replace deteriorated and damaged sections of storm water trench drains and surrounding concrete on Taxilanes A, B, and C.

Parking Facilities

Parking Lot Repairs, \$200,000. This project will provide preventive and corrective maintenance on all surface parking lots. This project is completed; and the remaining funds are reprogrammed to fund the BPR project.

Fire Alarm System Repairs Daily Garages, \$500,000. Various components of the Fire Alarm System in Daily Garages 1 and 2, as well as connect system to the Fire Department will be replaced.

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Utility Systems

Radio Communication Systems, \$1,422,000. The 800MHz radio communications system requires equipment upgrades, software/hardware upgrades, and system support so that the system can function efficiently and reliably. This project will purchase control and diagnostic equipment, test equipment, battery management equipment, technical support, and other equipment and services.

Comprehensive Utility Survey Update, \$1,150,000. This project relates to a utility survey of the entire Airport. The survey will identify the location and type of all sewer, sanitary sewer, electrical, and water lines.

Standby Power, Terminal Buildings, \$363,000. This project will install new standby power generators and distribution equipment that will serve the Main Terminal and Concourses B, C and D. The standby power will have the capability of supporting airline functions, security gate check in, FIDS/BIDS, security doors, designated elevators, telephone systems and other loads.

Global Positioning System (GPS) Field Data, \$600,000. This project provides a collection of field data on infrastructure as it is constructed, verifies existing survey monuments, and monitors the accuracy of the Airport's survey monuments to support various construction projects. Data will also be used for future implementation of Geographical Information System databases.

Federal Compliance Law, \$100,000. This project will ensure radio communication systems at the Airports maintain compliance with FCC regulations. Additionally, this project will purchase test equipment needed to comply with FCC and OSHA regulations.

HVAC Renovations to Telephone/Weather Building, \$460,000. This project will increase the HVAC capacity to allow for better cooling of computer, weather and airport communication systems. This building, which accommodates both Verizon and NOAA, was one of the first buildings built at Dulles International and was not designed to handle the existing heat loads from the various electrical components.

Radio System Security Initiative, \$85,500. This security system initiative provides encryption of radio communications to maintain privacy and enhance information security and enable the Radio Services and Wireless Systems department to address system alerts in a timely and efficient manner.

Electrical Unit Substation Replacement, \$1,500,000. This project will replace substations at Cargo 1, 2, 3 and Landmark Aviation, fund a study for North/South power connection, replace wood poles with metal poles at North Switching Station, and construct a shelter for the Fuel Farm Substation.

Replace Electrical Feeder Laterals, \$1,650,000. This project will replace portions of the existing main electrical feeder and controls serving the loading dock on Windsock, Aviation, and Autopilot Drives. The new feeder will increase capacity and replace old cables to serve current and future tenants.

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Utility Meter Automation, \$200,000. This project will replace manual processing with an automated utility metering system at the Airport and tenant facilities. The project includes a study, purchase of meter equipment and software, as well as partial implementation.

Telephone Cable Plant Improvements and Additions, \$305,000. This project will provide abandoned cable plant removal from critical duct banks and cable racking in manholes to facilitate cable runs. The project will also include testing and rehabilitation of underground copper and fiber runs in accordance with the cable plan maintenance program. This project is partially funded from Telecom Cable Plant Improvements & Additions.

Automatic Control of Electrical Loads \$120,000. Automatic power monitors and controls (e.g., shunt trip mechanisms) of various electrical loads throughout the Airport will be installed. The new electrical controls will be connected to the existing control system in the Exterior Electrical Shop.

Public Safety Command Vehicle Radios, \$110,000. The radio equipment in the mobile Public Safety Command Vehicle will be upgraded.

HVAC Improvements (Shop 1 & 2 and Metal Shop) \$500,000. The HVAC equipment salvaged from the Concourse G will be relocated and installed at Shops 1, 2, and the Metal Shop.

Electrical Unit Substation Rehabilitation, \$447,500. This project encompasses the rehabilitation of the electrical unit substation located near the old fuel farm. The existing system is 42 years old and replacement parts are no longer made. This substation supplies the power to the facility that controls the flow of water onto the Airport and the Airport beacon.

E-Line Sanitary Sewer System Rehabilitation, \$200,000. Some of the existing sanitary sewer lines and structures are more than 35 years old. This project will rehabilitate sections that are cracked, structurally unsound, or obstructed by debris. This project is part of a multi-year program to rehabilitate the Airport's entire sanitary sewer system. The existing pipes have deteriorated allowing for more filtration, which leads to system blockage and sink holes.

Public Safety Replacement Radios, \$75,000. Replacement radios for Police, Fire and Ops will be purchased. The existing radios have reached their useful life and/or additional equipment is needed to meet department requirements.

Electricity Assistance Program, \$3,000,000. The impact of rate escalation resulted in higher utility and fuel costs. This program will provide supplemental funding in the event that funding in the Operation and Maintenance Budget is not sufficient.

Arc Flash Safety Analysis Study and Implementation, Phase II, \$200,000. This project will fund the study and the identification of the flash protection boundaries and the establishment of the maximum hazard/risk categories for Dulles International's electrical power distribution system.

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Replace Non-Public Safety Radios, \$150,000. Legacy 800MHz radios (mobile/portable/desktop) need to be replaced when they no longer work properly. These radios are up to 12 years old and the Motorola service-maintenance will no longer support them after December 30, 2010. This is part of 5 year plan to replace approximately 1,000 radios.

Fiber and Cable Plant Infrastructure, \$200,000. The cable plant capacity has been completely subscribed in certain areas at Dulles International. Projects have been placed on hold because of the lack of cable to provide services. Additional fiber and cable is vital to continue providing services to: Cargo 5, the former Independence Air building, and Building 8.

New Airports Authority Radio Requirements, \$50,000. These funds will be used to purchase 22 radios (portable/mobile) for the Police/Fire, and Operations and Maintenance Departments.

Tyson Corner Site Radio Capacity Expansion, \$75,000. This project is required to provide the Airports Authority's 800MHz Radio System with sufficient capacity to accommodate increased radio usage expected along the Dulles Access Corridor.

Data Network Intrusion Detection System, \$215,000. This project enhances the security of the data network and is part of an IT Security Strategic Initiative that identifies vulnerabilities. This project funds the installation and tuning of additional Intrusion Detection System (IDS) sensor devices across the Airports Authority data network. IDS monitors network activity for malicious activity, policy violations and stops or mitigates these activities. This phased program will implement 10 sensors a year for five years totaling 50 sensors system wide.

Replace End-of-Life Storage Area Networks (SANs), \$250,000. SANs store most MWAA data on network and shared drives and are needed for continuity of IT operations. The new SANs ensure data safety and security. The project will procure and install two SANs, one each at Reagan National and Dulles International, to replace the existing units. The existing units have reached their End-of-Life and will no longer be supported by the manufacturer warranty after January 2012.

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Storm Sewer Lift Station Repairs/Improvements, \$800,000. Project funds the rehabilitation of existing storm water pump stations for commercial roads and curbside at Main Terminal.

Radio System UPS Replacement Program, \$60,000. To maintain continuity and reliability of the Public Safety radio system, the older Uninterruptible Power Supply (UPS) must be replaced. They are

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no longer covered under the manufacturer's warranty. This project replaces approximately 3 UPS systems in strategic areas of the radio system (Tyson's Corner Radio site, Dulles International Ramp Tower, Dulles International Radio NOC). These units have exceeded their useful life. This is part of a multi-year program to replace 15 units.

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Other

Planning/Programming Studies, \$910,000. This project provides consultant support to the Office of Engineering for various data collection and studies associated with Airport change.

Commercial Program Investments, \$2,417,000. This project will fund commercial program initiatives that help increase the value of Airport facilities. Some of the initiatives include: retail, food and beverage facility improvements, installation of commercial signage, purchase of advertising dioramas, and other initiatives.

Snow Removal Program, \$13,094,600. This project provides funding for snow removal requirements, excluding personnel related costs, during extraordinary snow events.

Vital Records Protection System Study, \$225,000. The vital records program protects against business disruption during unforeseen events. The additional program funds the implementation of Phase 1 of the recommended study.

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impacts. The following compliance programs are included: water quality, deicing/anti-icing runoff, pollution prevention, underground/aboveground storage tanks, energy initiatives and air quality.

Automated Vehicle ID - System Development, \$400,000. This project will provide the system development, hardware and software for AVI to be implemented with CCP projects on Ariane Way and the commercial curb.

Airport Access Control Systems, \$250,000. In compliance with TSA Part 49 CFR 152.207, Airport Security-Access Control System, this project will replace this key control access at various locations throughout the Airport.

Fence Line Modification - Stallion Branch & Gate 208, \$100,000. This project will redesign and construct a new fence that improves the flow of rising waters along Stallion Branch. The existing fence line is frequently washed out by storms, which could compromise perimeter security.

Airports Authority Network Security System Upgrade, \$435,000. This project will study, acquire, and implement network security upgrades to protect the Airports Authority's systems and data to ensure system availability and integrity. The upgrades include system management tools, technical monitoring, and detection and control tools. The security capabilities include internal firewalls, log and internet access monitoring.

2006 Equipment, and Facility Repair and Maintenance Projects, \$2,750,000. This funding supports the airport's capital and operating programs. The program includes the purchase of required maintenance equipment, and completion of major and minor facility repairs.

2006 Consolidated Functions (CF) Capital Equipment, \$99,000. This funding will pay for replacement of capital equipment located at the Consolidated Offices.

2006 CF - Information Technology Equipment, \$388,200. Funding supports the various information systems and technology equipment purchases.

Energy Assistance Program, \$600,000. The impact of unforeseen natural disasters resulted in higher utility and fuel costs. This funding will provide contingency in the event the Operation and Maintenance Budget is not sufficient.

Business Process Reengineering, \$4,660,000. This project supports the Airports Authority's efforts in Business Process Re-engineering (BPR) directly related to Enterprise Resource Planning (ERP) program. BPR will review the analysis and design of workflows within and between the organizations. Where necessary, certain workflows and business process will be modified to achieve improvement in quality, time management, and cost. These funds will also be used to help prepare the Airports Authority for implementation of the ERP until a software solution is identified.

Gate 317 Security Improvements \$900,000. After the security improvement evaluation study at Gate 317, various physical security enhancements such as bollards, pop-up barriers, and arrestor cables in the adjacent perimeter fence will be installed.

Capital, Operating and Maintenance Investment Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Airport Access Control Systems (Lock/Key Replacement), \$190,000. All keys at the Airport will be replaced in compliance with TSA Part 49 CFR 152.207 (Airport Security-Access Control Systems) regulation.

Operation Command Center Modifications \$530,000. The existing space in the Operations Command Center located in Concourse B will be reconfigured to accommodate new systems and equipment.

2007 Information Technology Equipment, \$60,000. Various servers will be replaced.

2007 Public Safety Capital Equipment, \$323,000. The funds will purchase replacement capital equipment including police vehicles and medical units in support of Dulles International's Public Safety operation.

Information Technology Systems Enhancements, \$600,000. Funding supports the various information systems and technology equipment purchases to maintain and develop a safe, secure, and efficient information technology infrastructure.

Card Reader Installation, \$300,000. This multi-year project will install 140 card readers on all mechanical, electrical and communication rooms. The completion of this project will control the access to the rooms for safety and security reasons by eliminating the issuance of keys, eliminating code violations due to materials left by contractors blocking electric and service panels, and eliminating unauthorized use of these spaces as break rooms.

Security, \$250,000. This project funds operational security systems.

2008 Capital Equipment and Facility Repair Projects, \$3,011,500. These funds will be used to fund critical facility projects and equipment.

Arts Program, \$250,000. This project will establish the Arts Master Plan and Archival Program for Dulles International.

2008 Public Safety Capital Equipment, \$353,200. The funds will purchase replacement capital equipment in support of Dulles International's Public Safety operation.

ARFF Vehicle, \$1,100,000. This equipment will replace the 1989 ARFF vehicle, Foam 356.

AeroTrain Support, \$9,400,000. These funds will be used for operating costs of the AeroTrain.

Arc Flash Hazard Analysis Study, \$100,000. This project will fund the study and the identification of the Flash Protection Boundaries and the establishment of the maximum hazard/risk categories for Dulles International's electrical power distribution system. The study will also specify personal protective equipment needed at each location in accordance with National Fire Prevention Association (NFPA).

Capital, Operating and Maintenance Investment Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

2009 Dulles Capital Equipment & Facility Projects, \$2,000,000. Funding for this project will support the Airport's capital and operating programs. The program includes the purchase of required maintenance equipment, and the completion of major and minor facility repairs.

2009 Public Safety Capital Equipment & Facility Projects, \$1,202,000. The funds will purchase replacement capital equipment in support of Dulles International's public safety operations.

Collateral Land Support, \$500,000. This project provides funding for consultant services for the collateral land effort.

Equal Opportunity Program Business Diversity Program, \$194,500. The Equal Opportunity Program (EOP) contracts for a broad range of on-site business diversity support services such as: DBE/LDBE pre and post award compliance/monitoring; certification and application review; data management; business research; planning; and outreach.

Air Service Incentive Program, \$5,000,000. The Air Service Incentive Program will be developed to encourage new non-stop air service at Dulles International for qualifying air carriers.

Plane-Mate HED Lift Controller System Upgrade (30 units), \$190,000. This 3-year project will replace obsolete electronic passenger pod electronic controllers on Plane-Mates. Phase I will consist of the rehab of 10 Plane-Mate units. Continued hardstand operations will extend the life of these vehicles.

Aero Train Safety and Security Oversight, \$100,000. Funds will be used to secure professional expertise to maintain compliance with Directive EN-001 AeroTrain safety & security oversight program. Program requires that the AeroTrain safety & security plans be consistent with industry standards.

Parking Operations Shuttle Buses (6), \$2,100,000. This project funds the replacement of six shuttle buses in support of parking operations.

Public Safety – Vehicles (5), \$135,000. These funds will purchase replacement capital equipment in support of Dulles International's public safety operations.

Public Safety – Firefighting Turret, \$236,000. This is a new vehicle which will be assigned to Fire Station-302.

Public Safety – Medic and Foam Units, \$1,230,000. This project will fund the replacement of Medic and Foam units in support of Dulles International's public safety operations.

Capital Construction Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

CAPITAL CONSTRUCTION PROGRAM

The Airports Authority's Master Plans

The Master Plan for each Airport establishes the framework for the CCP and may be amended from time to time by the Airports Authority. All major improvements to the Airports must be in accordance with the approved Master Plan for each Airport. The Master Plans adopted by the Airports Authority's Board include the Airports' Land Use Plans and the Airport Layout Plans (the "ALPs"). The ALPs have been approved by the FAA, and any future amendments also must be approved by the FAA. The ALPs are required by the FAA to show all existing and proposed improvements.

The Airports Authority is required to consult with the Reagan National Capital Planning Commission before undertaking any development that would alter the skyline of Reagan National when viewed from the opposing shoreline of the Potomac River or from the George Washington Parkway. The Airports Authority is also required to consult with the National Capital Planning Commission and the Federal Advisory Council on Historic Preservation before undertaking any major alteration to the exterior of the Main Terminal at Dulles International. In addition, the Airports Authority consults with the Advisory Council and the Virginia State Historic Preservation Office on projects that may affect historically significant properties at the Airports.

Reagan National

The Master Plan for Reagan National became effective on April 15, 1988, and has been amended periodically. All major elements of the Master Plan at Reagan National have been completed with the exception of renovation of Terminal A.

Dulles International

The Master Plan for Dulles International was adopted and approved by the FAA prior to the Lease Effective Date and has been amended periodically. The Master Plan for Dulles International contemplates construction of two additional runways, construction of permanent midfield concourses and an automated people-mover ("APM") system, expansion of the Main Terminal, future mass transit along a right-of-way in the Access Highway corridor, expansion of automobile parking facilities, construction of additional roads on airport land and expansion of the capacity of the existing roads. One of the two additional runways became operational in November 2008.

Capital Construction Program

The Capital Construction Program initiated by the Airports Authority in 1988 provides for planning, designing and constructing certain facilities at Reagan National and Dulles International as contemplated by the Master Plans. Between 1988 and 2000, major capital projects completed under the CCP at Reagan National include, among others, two new main terminals, three parking garages and an airport traffic control tower. Major capital projects completed under the CCP at Dulles International include expansion and rehabilitation of the Main Terminal and construction of Concourses A and B, an international arrivals building and runway, AeroTrain system and road improvements, among others.

Capital Construction Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

In 2000, the Airports Authority approved an expansion of the CCP for Dulles International, referred to as the *d*² program. The *d*² program, and certain other CCP projects at Reagan National and Dulles International, were expected to be completed between 2001 and 2006. In the aftermath of the events of September 11, 2001, and due to the deteriorating financial condition of many airlines, the Airports Authority re-examined the CCP. As a result, in the spring of 2002, the Airports Authority revised the expected completion date of the CCP to 2011, delayed the start dates of several projects, deferred some projects until their reactivation is warranted and added several new projects to the CCP, in effect creating two categories of the CCP: (i) the active portion of the CCP, which includes projects that are in progress or have been completed since 2001, and (ii) the deferred portion of the CCP, which includes projects that have been authorized by the Airports Authority but deferred until the Airports Authority determines that demand and circumstances warrant their reactivation. The active portion of the CCP was at that time expected to be completed between 2001 and 2011 and was referred to as the “2001-2011 CCP.”

Since the spring 2002, the Airports Authority has continued to make additional adjustments to the CCP as part of its periodic CCP review process. To accommodate then-recent and expected growth in operations and passenger enplanements as well as to maintain and improve certain of its existing facilities, in the fall of 2006, the Airports Authority revised the scheduled completion date for the CCP from 2011 to 2016 and added \$2.1 billion (\$2.4 billion in inflated dollars) of projects to the CCP. The active portion of the CCP that is scheduled for completion by the end of 2016 is referred to as the “2001-2016 CCP.” At that time, the estimated total cost of the 2001-2016 CCP was \$7.1 billion.

Due to a number of factors, including the current economic conditions and the unprecedented increases in the cost of aviation fuel and their impact on the financial condition of airlines, in September 2008, the Airports Authority revised the scope, timing and size of certain 2001-2016 CCP projects, including deferring the construction of the Tier 2 Concourse and related facilities, the construction of the consolidated rental car facility and the expansion of the south utility service complex, resulting in a \$2.2 billion reduction in the cost of the 2001-2016 CCP.

The Airports Authority currently estimates the cost of the 2001-2016 CCP to be approximately \$4.92 billion (in inflated dollars). The Airports Authority expended approximately \$4.0 billion of the \$4.92 billion total estimated cost of the 2001-2016 CCP between 2001 and March 31, 2010. Major projects completed at Reagan National since 2001 include the pedestrian tunnel from the parking garage to Terminal A, security enhancements and various improvements including historical Terminal A facade renovations, electrical and life safety improvements and commercial curb upgrades. Major projects completed at Dulles International include the Daily Parking Garages 1 and 2, the Main Terminal rehabilitation, the Concourse B expansion, the south and east baggage basements, the airside and landside pedestrian tunnels, the air traffic control tower, construction of the Z-gates, the construction of the remote employee parking lot and the cargo building expansions. The Airports Authority expects most of the projects in the 2001-2016 CCP to be completed by the end of 2014.

The Airports Authority currently estimates the cost of the deferred CCP projects to be approximately \$2.2 billion (in 2008 dollars). The Airports Authority expects to reassess its capital needs on a regular basis and modify its construction schedule as necessary to accommodate passenger and aircraft activity, security needs and other factors, which could result in changes to the CCP.

Capital Construction Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Project Elements of the CCP in 2011

The 2011 Budget includes authorization of \$206.5 million for new projects and additional funding for projects already included in the CCP at both Airports.

New CCP program authorization for projects at Reagan National is \$114.3 million. The CCP new program authorization at Dulles International is \$92.2 million. Of particular note are immediate improvements to Reagan National Terminal A screening checkpoints and the initiation of design to replace Terminal A over the next seven years. Significant improvements to the Airport's Runway 1-19 and all three runway safety areas are also planned. At Dulles International, \$19 million is recommended for a Joint Firearm Training Facility, with Loudoun County. Loudoun County will be paying \$12 million plus construction of water and sewer lines to the southern area of Dulles International. The 2011 Budget includes a total authorization of \$31.6 million for the next generation public safety communications system at both Airports. This important upgrade to the public safety communications system is necessary to assure communications compatibility with all of the metropolitan area public safety departments.

2011 Funding Requirements

The requested CCP authorization for 2011 expenditures is \$92.5 million at Reagan National and \$179.8 million at Dulles International. The combined total expenditure for 2011 is \$272.2 million which includes capitalized interest. Funding sources include bonds, commercial paper, PFCs, and grants. The 2011 expenditures are the amount of work we expect to be billed in 2011.

List of Projects

Projects are listed by Airport, grouped into major functional cost center categories, and designated by funding source.

Expenditure estimates for 2011 include the continuation of projects started in prior periods in addition to projects to be initiated in 2011. Expenditure estimates for 2011 include only the impact of continuing with projects authorized in 2011 or in prior periods. Completed projects reflect actual project costs, while continuing projects are presented in 2009 dollars. Project estimates reflect annual inflation cost escalation.

Funding sources indicated are subject to change. Bond issues are sized to complete work during certain periods of time, not necessarily to complete entire projects. Some of the larger projects that require several years to complete may require funding from several bond issues.

Project Descriptions

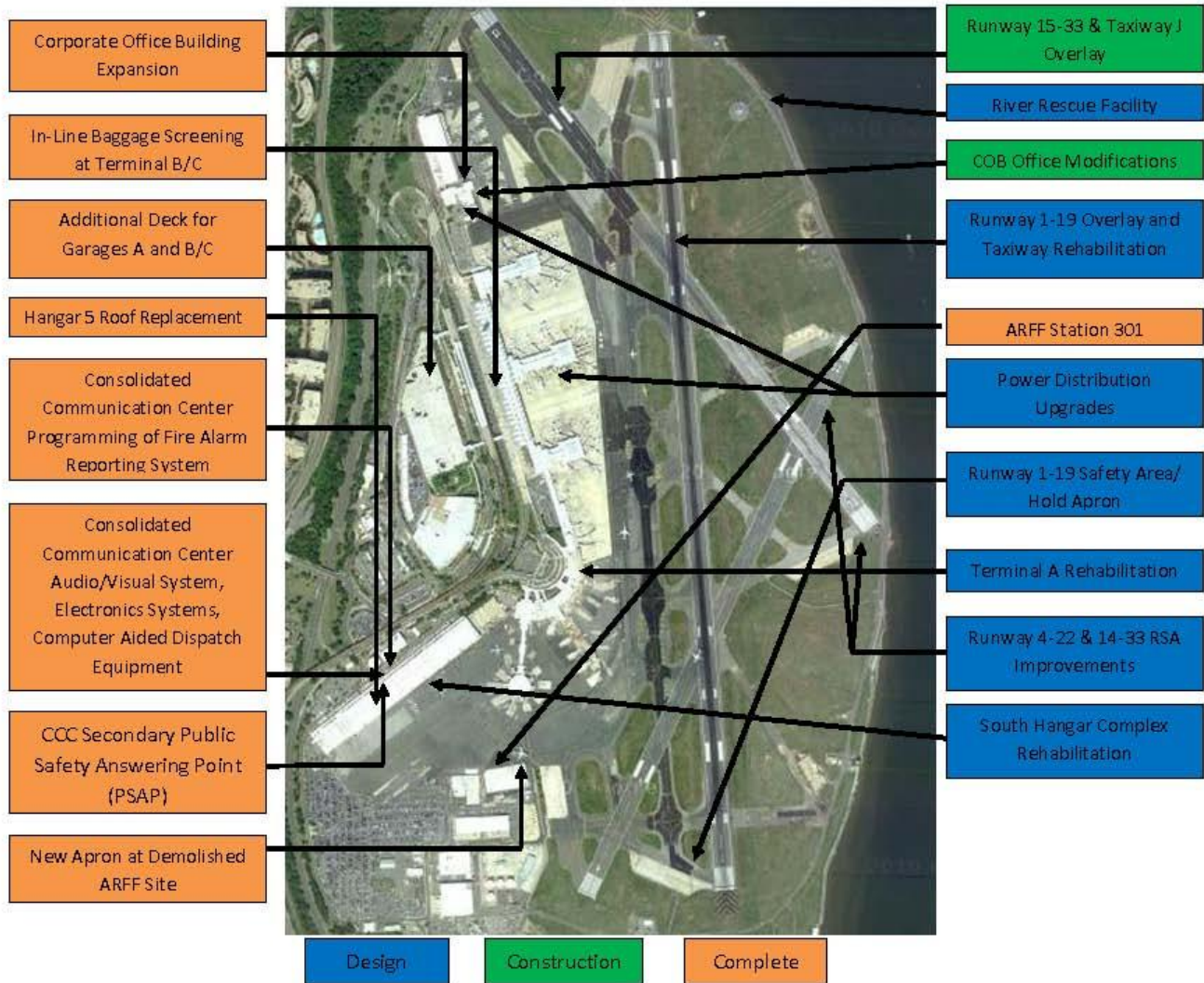
Descriptions of projects in previous budgets are repeated in this budget if the projects are still active in 2011. These descriptions, as well as descriptions of new projects authorized in prior years and the deferred projects, are included. The project amount shown is the total current cost estimate for the project.

Reagan National Map

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Ronald Reagan Washington National Airport (DCA) 2011 CCP Projects

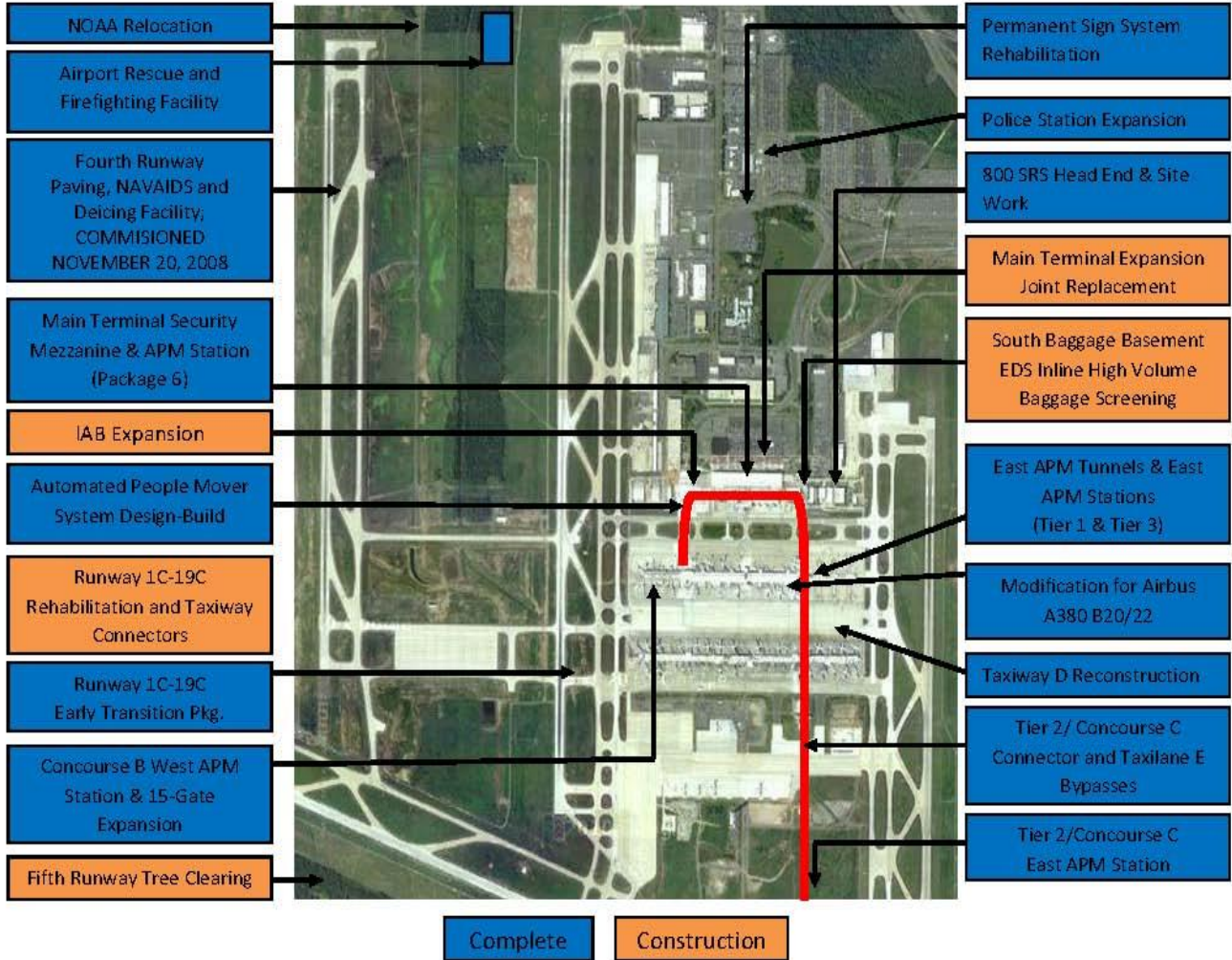


Dulles International Map

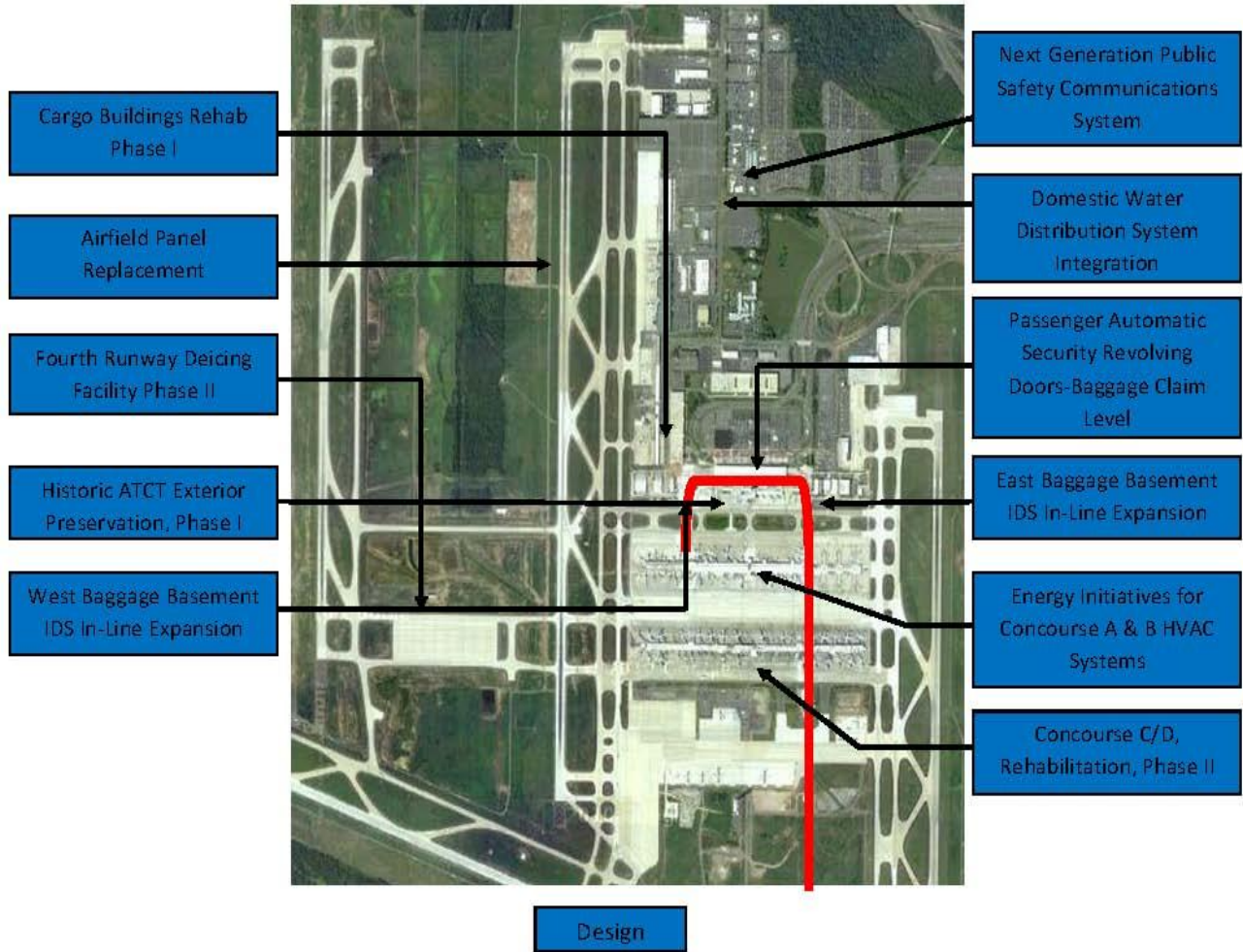
2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Washington Dulles International Airport (IAD) 2011 CCP Projects



**Washington Dulles International Airport (IAD)
2011 CCP Projects**



Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY BY FUNDING SOURCES/REQUIREMENTS

| DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | d2 PROGRAM ORIGINAL BUDGET AUTHORIZATION | d2 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled | |
|--|-----------------------------|--|---|----------------------|--------------------------------|---------------------------------|--------------------|--------------------|--------------------|--------------------|----------------------|--|
| | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | | |
| RONALD REAGAN WASHINGTON NATIONAL AIRPORT | | | | | | | | | | | | |
| Bonds | Bonds | | | | | | | | | | | |
| Airport Improvement Program Grant | AIP | | | \$ 207,154,000 | \$ 53,359,000 | \$ 260,513,000 | \$ 46,802,000 | \$ 65,977,000 | \$ 43,741,000 | \$ 24,265,000 | \$ 79,728,000 | |
| FAA Security Grant | TSA | | | 9,420,000 | 16,580,000 | 26,000,000 | - | 16,837,000 | 9,163,000 | - | - | |
| PFC Second Application | PFC2 | | | 73,367,000 | 30,000,000 | 103,367,000 | - | 2,015,000 | 47,193,000 | 54,159,000 | - | |
| PFC Future Application | Future PFC | | | 39,847,000 | 14,400,000 | 54,247,000 | - | 7,639,000 | 6,761,000 | - | 39,847,000 | |
| Total Ronald Reagan Washington National Airport | | | | 329,788,000 | 114,339,000 | 444,127,000 | 46,802,000 | 92,468,000 | 106,858,000 | 78,424,000 | 119,575,000 | |
| WASHINGTON DULLES INTERNATIONAL AIRPORT | | | | | | | | | | | | |
| d2 PROGRAM (excluding all other CCP projects) | | | | | | | | | | | | |
| Bonds | Bonds | \$ 2,409,472,000 | \$ 3,492,551,000 | | | | | | | | | |
| Airport Improvement Program Grant | AIP | 86,364,000 | 79,326,000 | 1,844,360,000 | 17,971,000 | 1,862,331,000 | 126,174,000 | 49,044,000 | 4,870,000 | 47,703,000 | 1,634,540,000 | |
| Letter of Intent Discretionary Grant | LOI | 177,746,000 | 177,746,000 | 22,050,000 | - | 22,050,000 | 1,661,000 | 5,910,000 | 1,989,000 | 920,000 | 11,570,000 | |
| Commonwealth of Virginia State Grant | CVG | 5,542,000 | 5,542,000 | 34,600,000 | - | 34,600,000 | - | - | - | - | 34,600,000 | |
| PFC Second Application | PFC2 | 13,500,000 | 13,500,000 | - | - | - | - | - | - | - | - | |
| PFC Third Application | PFC3 | 42,674,000 | 43,846,000 | - | - | - | - | - | - | - | - | |
| PFC Fourth Application | PFC4 | 673,900,000 | 795,031,000 | 102,762,000 | - | 102,762,000 | 811,000 | 2,000,000 | - | 9,528,000 | 90,423,000 | |
| PFC Future Application | Future PFC | 9,600,000 | 9,600,000 | 9,600,000 | - | 9,600,000 | - | - | - | 6,600,000 | 3,000,000 | |
| Subtotal | | 3,418,798,000 | 4,617,142,000 | 2,013,372,000 | 17,971,000 | 2,031,343,000 | 128,646,000 | 56,954,000 | 6,859,000 | 64,751,000 | 1,774,133,000 | |
| CCP (excluding d2 Program) | | | | | | | | | | | | |
| Bonds | Bonds | | | | | | | | | | | |
| Airport Improvement Program Grant | AIP | | | 1,133,627,000 | 74,205,000 | 1,207,832,000 | 93,364,000 | 96,752,250 | 77,164,500 | 107,476,250 | 833,075,000 | |
| FAA Security Grant | TSA | | | 618,000 | - | 618,000 | 218,000 | 200,000 | 200,000 | - | - | |
| Letter of Intent Discretionary Grant | LOI | | | 166,669,000 | - | 166,669,000 | 38,170,000 | 25,854,750 | 48,531,500 | 54,112,750 | - | |
| PFC Second Application | PFC2 | | | - | - | - | - | - | - | - | - | |
| PFC Third Application | PFC3 | | | 5,987,000 | - | 5,987,000 | - | - | - | 5,987,000 | - | |
| PFC Fourth Application | PFC4 | | | 211,468,000 | - | 211,468,000 | - | - | 40,000,000 | 171,468,000 | - | |
| PFC Future Application | Future PFC | | | 1,518,369,000 | 74,205,000 | 1,592,574,000 | 131,752,000 | 122,807,000 | 165,896,000 | 339,044,000 | 833,075,000 | |
| Subtotal | | | | 3,631,741,000 | 92,176,000 | 3,623,917,000 | 260,398,000 | 179,761,000 | 172,755,000 | 403,795,000 | 2,607,208,000 | |
| Total Washington Dulles International Airport | | 3,418,798,000 | 4,617,142,000 | 3,631,741,000 | 92,176,000 | 3,623,917,000 | 260,398,000 | 179,761,000 | 172,755,000 | 403,795,000 | 2,607,208,000 | |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY BY FUNDING SOURCES/REQUIREMENTS

| DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | d2 PROGRAM ORIGINAL BUDGET AUTHORIZATION | d2 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|---|-----------------------------|--|---|-------------------------|--------------------------------|---------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|
| | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| METROPOLITAN WASHINGTON AIRPORTS AUTHORITY | | | | | | | | | | | |
| Bonds | | 2,409,472,000 | 3,492,551,000 | 3,185,141,000 | 145,535,000 | 3,330,676,000 | 266,340,000 | 211,773,250 | 125,775,500 | 179,444,250 | 2,547,342,999 |
| Letter of Intent Discretionary Grant | | 177,746,000 | 177,746,000 | 34,600,000 | - | 34,600,000 | - | - | - | - | 34,600,000 |
| Letter of Intent Discretionary Grant | | - | - | 240,036,000 | 30,000,000 | 270,036,000 | 38,170,000 | 27,869,750 | 95,724,500 | 108,271,750 | - |
| Airport Improvement Program Grant | | 86,364,000 | 79,326,000 | 32,088,000 | 16,580,000 | 48,668,000 | 1,879,000 | 22,947,000 | 11,352,000 | 920,000 | 11,570,000 |
| Commonwealth of Virginia State Grant | | 5,542,000 | 5,542,000 | - | - | - | - | - | - | - | - |
| PFC Second Application | | 13,500,000 | 13,500,000 | - | - | - | - | - | - | - | - |
| PFC Third Application | | 42,674,000 | 43,846,000 | - | - | - | - | - | - | - | - |
| PFC Fourth Application | | 673,900,000 | 795,031,000 | 108,749,000 | - | 108,749,000 | 811,000 | 2,000,000 | - | 15,515,000 | 90,423,000 |
| PFC Future Application | | 9,600,000 | 9,600,000 | 260,915,000 | 14,400,000 | 275,315,000 | - | 7,639,000 | 46,761,000 | 178,068,000 | 42,847,000 |
| Total Metropolitan Washington Airports Authority | | \$ 3,418,798,000 | \$ 4,617,142,000 | \$ 3,861,529,000 | \$ 206,515,000 | \$ 4,068,044,000 | \$ 307,200,000 | \$ 272,229,000 | \$ 279,613,000 | \$ 482,219,000 | \$ 2,726,783,000 |

| | 1988-2016 | 1988-2009 | 2011 NEW | 2010-2016 | 2011-2016 |
|---------------------|------------------------------------|----------------------------|-----------------------|-------------------------------------|-------------------------------------|
| | BUDGET AUTHORIZATION ^{1/} | EXPENDITURES ^{2/} | PROGRAM AUTHORIZATION | PROGRAM AUTHORIZATION ^{3/} | PROGRAM AUTHORIZATION ^{3/} |
| Washington National | \$ 1,377,903,000 | \$ 1,048,115,000 | \$ 114,339,000 | \$ 444,127,000 | \$ 397,325,000 |
| Washington Dulles | 7,704,699,000 | 4,172,958,000 | 92,176,000 | 3,623,917,000 | 3,363,519,000 |
| Total | \$ 9,082,602,000 | \$ 5,221,073,000 | \$ 206,515,000 | \$ 4,068,044,000 | \$ 3,760,844,000 |

1/ Includes Annual Inflation Cost Escalation.

2/ Includes Capitalized Interest.

3/ Includes Unscheduled Projects.

4/ The Authority expects to issue approximately \$283.8 million of additional Bonds and expects to fund the remainder of these costs with grants and PFC revenues.

FUND: Bonds - All Bonds and Commercial Paper; AIP - Airport Improvement Program Grant; LOI - Letter of Intent; TSA - FAA Security Grant; CVG - Commonwealth of Virginia State Grant; PFC2 - 2nd Passenger Facility Charge; PFC3 - 3rd Passenger Facility Charge; PFC4 - 4th Passenger Facility Charge; and Future PFC - Future Passenger Facility Charge

* ^{d2} Program Original Budget Includes Escalation, Reprogramming and New Program Authorization

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|----------------------|-------------|---|-----------------------------------|------------|--------------------------------------|---------------------------------------|--------------|------------|------------|-------------|-------------|
| | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| 800 | 3006 | ROADS South Area Roads East Access | Bonds | \$ 362,000 | \$ - | \$ 362,000 | \$ - | \$ - | \$ - | \$ - | \$ 362,000 |
| 600 | 3015 | BUILDINGS Public Safety Communication Center | Bonds | 4,807,000 | - | 4,807,000 | 1,866,000 | 1,967,000 | 974,000 | - | - |
| 800 | 3072 | Building Modifications to Accommodate Inline Baggage Screening | Bonds | 22,994,000 | - | 22,994,000 | 541,000 | 9,500,000 | 9,500,000 | 3,453,000 | - |
| | | Building Modifications to Accommodate Inline Baggage Screening | TSA | 73,367,000 | 30,000,000 | 103,367,000 | - | 2,015,000 | 47,193,000 | 54,159,000 | - |
| | | Total | | 96,361,000 | 30,000,000 | 126,361,000 | 541,000 | 11,515,000 | 56,693,000 | 57,612,000 | - |
| 820 | 3076 | Airline Regional Facilities | Bonds | 54,228,000 | - | 54,228,000 | - | - | - | - | 54,228,000 |
| 420 | | Airline Regional Facilities | Future PFC | 39,847,000 | - | 39,847,000 | - | - | - | - | 39,847,000 |
| | | Total | | 94,075,000 | - | 94,075,000 | - | - | - | - | 94,075,000 |
| 809 | 3165 | Baggage Handling System Rehabilitation - Terminal A | Bonds | 10,205,000 | - | 10,205,000 | - | - | - | - | 10,205,000 |
| 093 | 4288 | Convert Interim Terminal to Aircraft Hangar | Bonds | 8,112,000 | - | 8,112,000 | - | - | - | - | 8,112,000 |
| 098 | 4458 | Terminal A Building Rehabilitation | Bonds | 4,655,000 | - | 4,655,000 | - | - | - | 4,655,000 | - |
| 420 | | Terminal A Building Rehabilitation | PFC2 | - | - | - | - | - | - | - | - |
| | | Total | | 4,655,000 | - | 4,655,000 | - | - | - | 4,655,000 | - |
| 890 | 3172 | Restroom Modifications and Upgrades | Bonds | 6,042,000 | - | 6,042,000 | 794,000 | 1,750,000 | 1,750,000 | 1,748,000 | - |
| 890 | 3183 | River Rescue Support Facility | Bonds | 1,000,000 | - | 1,000,000 | 251,000 | 700,000 | 49,000 | - | - |
| 800 | 3219 | Public Safety, Airport Engineering, and Maintenance Relocation Study | Bonds | - | 150,000 | 150,000 | - | 150,000 | - | - | - |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled | |
|----------------------|-------------|--|-----------------------------------|------------|--------------------------------------|---------------------------------------|--------------|------------|-----------|-------------|-------------|---------|
| | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | | |
| 800 | 3220 | Corporate Office Building Rehabilitation | Bonds | - | 3,600,000 | 3,600,000 | - | 1,250,000 | 2,350,000 | - | - | - |
| 800 | 3221 | Terminal A Building Rehabilitation | Bonds | - | 4,800,000 | 4,800,000 | - | 4,800,000 | - | - | - | - |
| | | Terminal A Building Rehabilitation | Future PFC | - | 14,400,000 | 14,400,000 | - | 7,639,000 | 6,761,000 | - | - | - |
| | | Total | | | 19,200,000 | 19,200,000 | - | 12,439,000 | 6,761,000 | - | - | - |
| | | AIRFIELD FACILITIES | | | | | | | | | | |
| 890 | 3104 | Runway 1 RSA and Hold Apron Expansion | Bonds | 10,334,000 | - | 10,334,000 | 5,162,000 | 5,172,000 | - | - | - | - |
| | | Runway 1 RSA and Hold Apron Expansion | AIP | 9,420,000 | 16,580,000 | 26,000,000 | - | 16,837,000 | 9,163,000 | - | - | - |
| | | Total | | 19,754,000 | 16,580,000 | 36,334,000 | 5,162,000 | 22,009,000 | 9,163,000 | - | - | - |
| 890 | 3105 | Environmental Impact Statement - Crosswind Runways Safety Area | Bonds | 4,523,000 | - | 4,523,000 | 983,000 | 1,416,000 | 1,416,000 | 708,000 | - | - |
| 890 | 3132 | Runway Overlays and Taxiway Rehabilitation | Bonds | 27,247,000 | 11,860,000 | 39,107,000 | 14,696,000 | 18,901,000 | 5,510,000 | - | - | - |
| 890 | 3133 | Noise Monitoring System | Bonds | 575,000 | - | 575,000 | 7,000 | - | 568,000 | - | - | - |
| 809 | 3166 | New Apron at Demolished ARFF Site | Bonds | 2,975,000 | - | 2,975,000 | 1,973,000 | - | - | 1,002,000 | - | - |
| 097 | 4292 | Terminal A Apron Rehab (Design) | Bonds | 544,000 | - | 544,000 | 0 | - | - | - | - | 544,000 |
| 800 | 3222 | Runway 4-22 and 15-33 RSA Improvements Funding for Design | Bonds | - | 7,210,000 | 7,210,000 | - | 2,261,000 | 4,949,000 | - | - | - |
| | | PARKING FACILITIES | | | | | | | | | | |
| 890 | 3106 | Additional Deck on Parking Garages A and B/C | Bonds | 3,460,000 | - | 3,460,000 | 3,460,000 | - | - | - | - | - |
| 809 | 3167 | Parking Revenue Control System Replacement | Bonds | 6,939,000 | - | 6,939,000 | 1,209,000 | 2,931,000 | 2,799,000 | - | - | - |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled | |
|----------------------|-------------|--|-----------------------------------|------------|--------------------------------------|---------------------------------------|--------------|-----------|-----------|-------------|-------------|-----------|
| | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | | |
| 800 | 3013 | <u>UTILITY SYSTEMS</u> Radio Program Enhancements | Bonds | 137,000 | - | 137,000 | 137,000 | - | - | - | - | - |
| 625 | 3022 | Connect North Hangars to Chilled Water | Bonds | 979,000 | - | 979,000 | 81,000 | - | - | - | - | 898,000 |
| 600 | 4447 | Communication Facilities and Equipment (F&E) System Integration | Bonds | 305,000 | - | 305,000 | - | 305,000 | - | - | - | - |
| 625 | 4489 | Upgrade Airfield Storm Drainage Systems | Bonds | 606,000 | - | 606,000 | - | - | - | - | 136,000 | 470,000 |
| 800 | 3223 | Modify DFS System to Accommodate Surge Transients / Operating Characteristics | Bonds | - | 625,000 | 625,000 | - | 625,000 | - | - | - | - |
| 800 | 3224 | Power Distribution Upgrades - Phase 1 | Bonds | - | 8,314,000 | 8,314,000 | - | 4,254,000 | 4,060,000 | - | - | - |
| 890 | 3079 | <u>OTHER</u> Other Planning and Programming | Bonds | 3,879,000 | - | 3,879,000 | 983,000 | 1,500,000 | 1,396,000 | - | - | - |
| 800 | 3087 | Enterprise Resource Program | Bonds | 21,655,000 | - | 21,655,000 | 13,324,000 | 3,791,000 | 3,790,000 | 750,000 | - | - |
| 890 | 3107 | Geographical Information System | Bonds | 2,437,000 | - | 2,437,000 | 1,133,000 | 1,304,000 | - | - | - | - |
| 003 | 4177 | Asbestos Removal | Bonds | 870,000 | - | 870,000 | 100,000 | 100,000 | 670,000 | - | - | - |
| 004 | 4208 | Contaminated Soils Removal/Disposal and Environmental Compliance | Bonds | 901,000 | - | 901,000 | 102,000 | 50,000 | 576,000 | 173,000 | - | - |
| 070 | 4267 | Landscaping | Bonds | 6,383,000 | - | 6,383,000 | - | 1,000,000 | 474,000 | - | - | 4,909,000 |
| 800 | 3225 | Color Digital Orthophotography | Bonds | - | 1,000,000 | 1,000,000 | - | 1,000,000 | - | - | - | - |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|----------------------|-------------|---|-----------------------------------|-----------------------|--------------------------------------|---------------------------------------|----------------------|----------------------|-----------------------|----------------------|-----------------------|
| | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| 800 | 3226 | Next Generation Public Safety Communications System | Bonds | - | 15,800,000 | 15,800,000 | - | 1,250,000 | 2,910,000 | 11,640,000 | |
| | | All Other | Bonds | - | - | - | - | - | - | - | |
| | | All Other | PFCs | - | - | - | - | - | - | - | |
| | | All Other | AIP | - | - | - | - | - | - | - | |
| | | Total | | - | - | - | - | - | - | - | |
| | | Total National Airport | | \$ 329,788,000 | \$ 114,339,000 | \$ 444,127,000 | \$ 46,802,000 | \$ 92,468,000 | \$ 106,858,000 | \$ 78,424,000 | \$ 119,575,000 |

FUND: Bonds - All Bonds and Commercial Paper; AIP - Airport Improvement Program Grant; TSA - FAA Security Grant; PFC2 - 2nd Passenger Facility Charge; and Future PFC - Future Passenger Facility Charge

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | EXPENDITURES | | | | 2010-2016 PROGRAM AUTHORIZATION | 2013 - 2016 | Unscheduled | |
|----------------|-------------|---|-----------------------------|--|---|-------------|--------------------------------|--------------|------|-------------|-------------|---------------------------------|-------------|-------------|-------------|
| | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | | | | |
| | | ROADS | | | | | | | | | | | | | |
| 900 | 3532 | North Area Roads Capacity Expansion | Bonds | | | \$ 550,000 | | | | \$ 550,000 | \$ - | | | | |
| 901 | 3602 | North Area Roads - Phases II-V | Bonds | 32,416,000 | 60,750,000 | 2,135,000 | | | | 865,000 | - | | 1,270,000 | | |
| | | North Area Roads - Phases II-V | PFC4 | 25,490,000 | 25,490,000 | 3,799,000 | | | | - | - | | 3,799,000 | | |
| | | Total | | 57,906,000 | 86,240,000 | 5,934,000 | | | | 865,000 | - | | 5,069,000 | | |
| 902 | 3613 | Main Terminal Commercial Curb Expansion | Bonds | 6,300,000 | 2,924,000 | 1,161,000 | | | | - | - | | 1,161,000 | | |
| 900 | 3683 | Access Highway Widening Pre-Engineering Study | Bonds | | | 140,000 | | | | - | - | | 140,000 | | |
| 800 | 3718 | Access Highway Rehabilitation | Bonds | | | 1,135,000 | | | | - | - | | 1,135,000 | | |
| | | Access Highway Rehabilitation | AIP | | | - | | | | - | - | | - | | |
| | | Total | | | | 1,135,000 | | | | - | - | | 1,135,000 | | |
| | | BUILDINGS | | | | | | | | | | | | | |
| 903 | 3513 | Z-Gate Rehabilitation | Bonds | 14,421,000 | 25,686,000 | Completed | | | | Completed | | | | | |
| 420 | | Z-Gate Rehabilitation | PFC2 | 13,500,000 | 13,500,000 | | | | | | | | | | |
| | | Total | | 27,921,000 | 39,186,000 | | | | | | | | | | |
| 904 | 3559 & 3700 | Security Mezzanine and Main Terminal AeroTrain Station, Package 6 | Bonds | 129,470,000 | 350,597,000 | 32,668,000 | | | | 32,668,000 | | | | | |
| | | Security Mezzanine and Main Terminal AeroTrain Station, Package 6 | PFC4 | 101,730,000 | 188,868,000 | | | | | | | | | | |
| | | Total | | 231,200,000 | 539,465,000 | 32,668,000 | | | | 32,668,000 | | | | | |
| 450 | 3560 | Concourse B Expansion - 4 Gate Addition | PFC3 | 13,840,000 | 13,840,000 | Completed | | | | Completed | | | | | |
| 905 | 3561 | Concourse B West Expansion | Bonds | 2,621,000 | 33,469,000 | 303,000 | | | | 303,000 | | | | | |
| | | Concourse B West Expansion | PFC4 | 81,779,000 | 81,779,000 | 7,000,000 | | | | 542,000 | | | 2,000,000 | | |
| | | Total | | 84,400,000 | 115,248,000 | 7,303,000 | | | | 845,000 | | | 2,000,000 | | |
| 906 | 3563 | Tier 2 Concourse | Bonds | 599,685,000 | 749,857,000 | 623,550,000 | | | | 623,550,000 | | | | | 617,315,000 |
| | | Tier 2 Concourse (Temp. Concourse to C) | Bonds | 16,715,000 | 16,715,000 | 16,715,000 | | | | 16,715,000 | | | | | 16,715,000 |
| | | Total | | 616,400,000 | 766,572,000 | 640,265,000 | | | | 640,265,000 | | | | | 634,030,000 |
| 875 | 3564 | AeroTrain Performance Specifications | Bonds | 100,000 | 800,000 | Completed | | | | Completed | | | | | |
| 917 | 3567 | New Airport Traffic Control Tower/FAA Facilities | Bonds | 3,876,000 | 13,174,000 | | | | | | | | | | |
| | | New Airport Traffic Control Tower/FAA Facilities | AIP | 38,124,000 | 38,124,000 | 484,000 | | | | 484,000 | | | 483,000 | | |
| | | Total | | 42,000,000 | 51,298,000 | 484,000 | | | | 1,000 | | | 483,000 | | |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|----------------|----------|--|-----------------------------|--|---|-------------|--------------------------------|---------------------------------|--------------|------------|------|-------------|-------------|
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| 911 | 3614 | Tier 2 Baggage Equipment | Bonds | 67,150,000 | 82,101,000 | 81,543,000 | - | 81,543,000 | - | - | - | - | 81,543,000 |
| 907 | 3615 | AeroTrain-Main Tml to Concourse B | Bonds | 60,829,000 | 188,674,000 | 34,475,000 | - | 34,475,000 | 18,122,000 | 16,353,000 | - | - | - |
| | | AeroTrain-Main Tml to Concourse B | CVG | 5,542,000 | 5,542,000 | - | - | - | - | - | - | - | - |
| | | AeroTrain-Main Tml to Concourse B | PFC4 | 256,229,000 | 256,229,000 | - | - | - | - | - | - | - | - |
| | | Total | | 322,600,000 | 450,445,000 | 34,475,000 | - | 34,475,000 | 18,122,000 | 16,353,000 | - | - | - |
| 908 | 3616 | Concourse B Building Adaptations for the AeroTrain (East/West) | Bonds | 8,352,000 | 24,662,000 | 100,000 | - | 100,000 | 100,000 | - | - | - | - |
| | | Concourse B Building Adaptations for the AeroTrain (East/West) | PFC4 | 74,448,000 | 74,448,000 | 14,158,000 | - | 14,158,000 | 269,000 | - | - | - | 13,889,000 |
| | | Total | | 82,800,000 | 99,110,000 | 14,258,000 | - | 14,258,000 | 369,000 | - | - | - | 13,889,000 |
| 909 | 3617 | Concourse B Building Adaptations for the IAB AeroTrain | Bonds | 38,600,000 | 46,875,000 | 46,377,000 | - | 46,377,000 | 498,000 | - | - | 1,318,000 | 44,561,000 |
| 910 | 3618 | Walkback Tunnel, Tier 1 to Tier 2 | Bonds | 34,600,000 | 50,008,000 | 41,544,000 | - | 41,544,000 | 19,000 | - | - | 158,000 | 41,367,000 |
| | | Walkback Tunnel, Tier 1 to Tier 2 | LOI | 34,600,000 | 34,600,000 | 34,600,000 | - | 34,600,000 | - | - | - | - | 34,600,000 |
| | | Total | | 69,200,000 | 84,608,000 | 76,144,000 | - | 76,144,000 | 19,000 | - | - | 158,000 | 75,967,000 |
| 912 | 3619 | High Speed Conveyor Baggage System (Main Terminal to Tier 2) | Bonds | 66,250,000 | 81,002,000 | 79,751,000 | - | 79,751,000 | 4,000 | - | - | 233,000 | 79,514,000 |
| 913 | 3620 | IAB AeroTrain Stations, Tunnels & System | Bonds | 209,353,000 | 254,086,000 | 242,537,000 | - | 242,537,000 | 242,537,000 | - | - | 1,004,000 | 241,533,000 |
| | | IAB AeroTrain Stations, Tunnels & System | PFC4 | 2,347,000 | 2,347,000 | 2,347,000 | - | 2,347,000 | - | - | - | 1,271,000 | 1,076,000 |
| | | Total | | 211,700,000 | 256,433,000 | 244,884,000 | - | 244,884,000 | - | - | - | 2,275,000 | 242,609,000 |
| 914 | 3621 | AeroTrain - Tier 1 to Tier 2 | Bonds | 145,592,000 | 177,579,000 | 34,600,000 | - | 34,600,000 | 6,670,000 | - | - | - | 27,930,000 |
| | | AeroTrain - Tier 1 to Tier 2 | PFC4 | 114,864,000 | 114,864,000 | 75,458,000 | - | 75,458,000 | - | - | - | - | 75,458,000 |
| | | Total | | 260,456,000 | 292,443,000 | 110,058,000 | - | 110,058,000 | 6,670,000 | - | - | - | 103,388,000 |
| 915 | 3622 | AeroTrain - Tier 3 East Increment (non-service) | Bonds | 84,553,000 | 76,759,000 | 15,439,000 | - | 15,439,000 | 3,232,000 | - | - | 12,207,000 | - |
| | | AeroTrain - Tier 3 East Increment (non-service) | PFC4 | 12,246,000 | 46,239,000 | - | - | - | - | - | - | - | - |
| | | Total | | 96,799,000 | 122,998,000 | 15,439,000 | - | 15,439,000 | 3,232,000 | - | - | 12,207,000 | - |
| 916 | 3623 | AeroTrain - Maintenance Facility & Service Tunnel | Bonds | 59,900,000 | 90,029,000 | Completed | - | Completed | - | - | - | - | - |
| 918 | 3624 | New Engineering and Maintenance Facility - Phase I | Bonds | 5,000,000 | 5,663,000 | 4,445,000 | - | 4,445,000 | - | - | - | - | 4,445,000 |
| 919 | 3625 | Maintenance Equipment and Storage Warehouse | Bonds | 2,881,000 | 3,499,000 | 3,499,000 | - | 3,499,000 | - | - | - | 56,000 | 3,443,000 |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|----------------|-------------------|---|-----------------------------|--|---|--|--------------------------------|--|--------------|------------|------------|----------------------------------|-------------|
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| 920 | 3626 | Baggage Conveyor Tunnels to Tier 2 | Bonds | 125,969,000 | 154,014,000 | 144,563,000 | - | 144,563,000 | - | - | - | - | 144,563,000 |
| 921 | 3627 | Cargo Building Phase III and 7 | Bonds | 15,777,000 | 18,425,000 | 12,248,000 | - | 12,248,000 | - | - | - | 161,000 | 12,087,000 |
| 969 450 | 3681 | Concourse B West Expansion Basement Concourse B West Expansion Basement Total | Bonds PFC4 | | | 100,000 5,987,000 6,087,000 | - | 100,000 5,987,000 6,087,000 | 45,000 | - | - | 55,000 5,987,000 6,042,000 | |
| 875 3820 | 3696 & 3820 | Conveyor and Building Changes for Inline Baggage Screening Conveyor and Building Changes for Inline Baggage Screening Total | TSA/AVG Bonds | | | 166,669,000 57,480,000 224,149,000 | - | 166,669,000 57,480,000 224,149,000 | 38,170,000 | 25,854,750 | 48,531,500 | 54,112,750 | |
| 875 | 3697 | Concourse C/D Rehabilitation | Bonds | | | 31,175,000 | - | 31,175,000 | 4,680,000 | 21,489,000 | 5,006,000 | - | |
| 875 | 3706 | Airline Commuter Facilities | Bonds | | | 24,046,000 | - | 24,046,000 | - | - | - | - | 24,046,000 |
| 800 | 3719 | Tier 3 East Concourse/Automated AeroTrain Station | Bonds | | | 573,012,000 | - | 573,012,000 | - | - | - | 156,000 | 572,856,000 |
| 800 | 3720 | Airport AOA Security Cameras | Bonds | | | 445,000 | - | 445,000 | 445,000 | - | - | - | |
| 800 | 3721 | Main Terminal Exp. Joint Replacement | Bonds | | | 2,678,000 | - | 2,678,000 | 1,177,000 | - | 1,501,000 | - | |
| 800 | 3722 | Concourse Modifications for Airbus A-380 | Bonds | | | 6,737,000 | - | 6,737,000 | 2,079,000 | 1,402,000 | 3,256,000 | - | |
| 800 | 3747 | Dulles Police Station | Bonds | | | 126,000 | - | 126,000 | 126,000 | - | - | - | |
| 800 | 3748 | International Arrivals Building (IAB) Exp. | Bonds | | | 99,482,000 | - | 99,482,000 | 42,100,000 | 9,504,000 | - | 47,878,000 | |
| 800 | 3749 | Airport Rescue and Fire Fighting Facility - Station 304 (includes Roads and Utilities) | Bonds | | | 961,000 | - | 961,000 | 461,000 | - | - | 500,000 | |
| 800 | 3790 | Consolidated Rental Car Facility (Design) | Bonds | | | 12,566,000 | - | 12,566,000 | - | - | - | 12,566,000 | |
| 800 | 3791 | North Area Maintenance Facility | Bonds | | | 2,642,000 | - | 2,642,000 | 1,456,000 | 1,000,000 | 186,000 | - | |
| 800 | 3845 | Historic ATCT Facilities Life Safety Preservation Phase 1 | Bonds | | | 915,000 | - | 915,000 | 490,000 | 425,000 | - | - | |
| 800 | 3846 | Interim AeroTrain Fixed Facility Maintenance | Bonds | | | 722,000 | - | 722,000 | 722,000 | - | - | - | |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | g2 PROGRAM ORIGINAL BUDGET AUTHORIZATION | g2 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|----------------|----------|---|-----------------------------|--|---|------------|--------------------------------|---------------------------------|--------------|-----------|------------|-------------|-------------|
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| 800 | 3847 | Main Terminal South Finger Configuration | Bonds | | | 1,236,000 | - | 1,236,000 | 271,000 | 64,000 | 901,000 | - | |
| 800 | 3848 | Main Terminal Mezzanine Security Checkpoint | Bonds | | | 771,000 | - | 771,000 | 134,000 | - | 637,000 | - | |
| 800 | 3849 | Restroom Renovation Program (Main Terminal) | Bonds | | | 4,247,000 | - | 4,247,000 | 1,925,000 | 2,000,000 | 322,000 | - | |
| 800 | 3865 | Gates A27-A31 (B27-B31) Sterile Corridor Restoration | Bonds | | | 1,350,000 | - | 1,350,000 | 250,000 | 1,100,000 | - | - | |
| 116 | 4708 | Tenant Relocation | Bonds | | | 2,097,000 | - | 2,097,000 | 317,000 | 1,000,000 | 780,000 | - | |
| 800 | 3914 | Historic ATCT Exterior Preservation Phase 1B | Bonds | | | | 2,000,000 | 2,000,000 | - | 1,031,000 | 969,000 | - | |
| 800 | 3915 | Main Terminal Commissioning Phase 2 | Bonds | | | | 4,980,000 | 4,980,000 | - | 3,886,000 | 1,094,000 | - | |
| 800 | 3916 | International Arrivals Bldg. (IAB) Exp. Phase 4 | Bonds | | | | 1,900,000 | 1,900,000 | - | 1,900,000 | - | - | |
| 800 | 3917 | Joint Firearm Training Facility | Bonds | | | | 19,000,000 | 19,000,000 | - | 3,703,000 | 14,876,000 | 421,000 | |
| 800 | 3918 | Unmanned Exit Doors at Bag Claim Level, MT - Passenger Automatic Security Revolving Doors | Bonds | | | | 3,240,000 | 3,240,000 | - | 1,380,000 | 1,860,000 | - | |
| 800 | 3919 | Cargo Bldg. Rehabilitation - Phase 1 | Bonds | | | | 3,500,000 | 3,500,000 | - | 1,958,000 | 1,542,000 | - | |
| 760 | 3540 | AIRFIELD FACILITIES Aircraft Parking Apron VI | Bonds | 15,200,000 | 21,359,000 | Completed | | Completed | | | | | |
| 923 | 3541 | Taxiway F | Bonds | 7,262,000 | 16,041,000 | Completed | | Completed | | | | | |
| | | Taxiway F | PFC3 | 19,463,000 | 19,463,000 | Completed | | Completed | | | | | |
| | | Taxiway F | AIP | 375,000 | 375,000 | Completed | | Completed | | | | | |
| | | Total | | 27,100,000 | 35,879,000 | | | | | | | | |
| 924 | 3542 | Taxiway J Extension | Bonds | 8,200,000 | 9,372,000 | 978,000 | - | 978,000 | - | - | - | 978,000 | |
| | | Taxiway J Extension | PFC3 | 8,200,000 | 9,372,000 | 978,000 | - | - | - | - | - | - | |
| | | Total | | 8,200,000 | 9,372,000 | 978,000 | - | 978,000 | - | - | - | 978,000 | |
| 925 | 3570 | Fourth Runway & Associated Taxiways | Bonds | 72,654,000 | 107,069,000 | 17,195,000 | - | 17,195,000 | 3,406,000 | 3,235,000 | - | 10,554,000 | |
| | | Fourth Runway & Associated Taxiways | LOI | 143,146,000 | 143,146,000 | - | - | - | - | - | - | - | |
| | | Total | | 215,800,000 | 250,215,000 | 17,195,000 | - | 17,195,000 | 3,406,000 | 3,235,000 | - | 10,554,000 | |
| 926 | 3571 | Tier 2 Apron Paving | Bonds | 104,117,000 | 126,994,000 | 78,741,000 | - | 78,741,000 | 2,000 | - | - | 5,334,000 | 73,405,000 |
| | | Tier 2 Apron Paving | AIP | 11,570,000 | 11,570,000 | 11,570,000 | - | 11,570,000 | - | - | - | - | 11,570,000 |
| | | Total | | 115,687,000 | 138,564,000 | 90,311,000 | - | 90,311,000 | 2,000 | - | - | 5,334,000 | 84,975,000 |

Capital Construction Program

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled | |
|----------------|----------|---|-----------------------------|--|---|-------------|--------------------------------|---------------------------------|--------------|------------|-----------|-------------|-------------|------------|
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | | |
| 922 | 3629 | Concourse B Apron Paving | Bonds | 5,900,000 | 3,695,000 | 1,976,000 | - | 1,976,000 | 500,000 | 1,476,000 | - | - | - | 5,778,000 |
| 927 | 3630 | Tier 3 Apron Paving - Northeast Quadrant | Bonds | 4,680,000 | 5,590,000 | Completed | - | Completed | - | - | - | - | - | - |
| | | Tier 3 Apron Paving - Northeast Quadrant | AIP | 10,000,000 | 10,000,000 | Completed | - | Completed | 1,000 | - | - | - | 2,044,000 | - |
| | | Total | | 14,680,000 | 15,590,000 | | | | | | | | | |
| 928 | 3631 | Hydrant Fueling at Z-Gates | Bonds | 6,423,000 | 6,998,000 | 5,920,000 | - | 5,920,000 | - | - | - | 142,000 | - | - |
| 929 | 3632 | Hydrant Fueling for Concourse B West Extension | Bonds | 3,500,000 | 4,053,000 | 2,045,000 | - | 2,045,000 | 1,000 | - | - | 2,044,000 | - | - |
| 930 | 3633 | Hydrant Fueling for Tiers 2 and 3 | Bonds | 8,200,000 | 9,727,000 | 8,097,000 | - | 8,097,000 | - | - | - | 30,000 | - | 8,067,000 |
| 931 | 3634 | Demolish Old C/D Concourses, Repave Apron & T/W C/D | Bonds | 66,500,000 | 81,307,000 | 80,754,000 | - | 80,754,000 | - | - | - | - | - | 80,754,000 |
| 932 | 3635 | Airfield Pavement Panel Replacement | Bonds | 25,524,000 | 68,118,000 | 7,736,000 | 15,971,000 | 23,707,000 | 7,881,000 | 12,394,000 | 3,432,000 | - | - | - |
| | | Airfield Pavement Panel Replacement | AIP | 4,476,000 | 4,476,000 | 4,476,000 | - | 4,476,000 | - | 2,969,000 | 1,507,000 | - | - | - |
| | | Total | | 30,000,000 | 72,594,000 | 12,212,000 | 15,971,000 | 28,183,000 | 7,881,000 | 15,363,000 | 4,939,000 | - | - | - |
| 933 | 3636 | Cargo Building 6 Apron - Phase II | Bonds | 1,610,000 | - | 29,000 | - | 29,000 | - | - | - | 29,000 | - | - |
| | | Cargo Building 6 Apron - Phase II | AIP | 2,990,000 | 29,000 | - | - | - | - | - | - | - | - | - |
| | | Total | | 4,600,000 | 29,000 | 29,000 | - | 29,000 | - | - | - | 29,000 | - | - |
| 934 | 3637 | Cargo Building 7 Apron | AIP | 7,425,000 | 3,348,000 | 437,000 | - | 437,000 | - | - | - | 437,000 | - | - |
| | | Cargo Building 7 Apron | Bonds | 3,998,000 | 3,998,000 | - | - | - | - | - | - | - | 437,000 | - |
| | | Total | | 11,423,000 | 7,346,000 | 437,000 | - | 437,000 | - | - | - | 437,000 | - | - |
| 935 | 3638 | Deicing Fluid Controls per Heightened Regulations | Bonds | 23,000,000 | 9,870,000 | 499,000 | - | 499,000 | 80,000 | - | - | 419,000 | - | - |
| 875 | 3639 | Relocate/Expand Airfield Electrical Vaults | Bonds | - | - | 3,729,000 | - | 3,729,000 | 158,000 | 2,226,000 | 1,039,000 | 306,000 | - | - |
| 800 | 3723 | Taxiway G | Bonds | - | 61,860,000 | 61,860,000 | - | 61,860,000 | - | - | - | 2,772,000 | - | 59,088,000 |
| 800 | 3724 | Tier 3 Apron | Bonds | - | 78,477,000 | 78,477,000 | - | 78,477,000 | 1,032,000 | - | - | 422,000 | - | 77,023,000 |
| 800 | 3725 | Airfield Modifications for Airbus A-380 | Bonds | - | 2,025,000 | 2,025,000 | - | 2,025,000 | 6,000 | 500,000 | - | 1,519,000 | - | - |
| 800 | 3781 | Future Runway 1C-19C&Future Taxiways W&W | Bonds | - | 108,174,000 | 108,174,000 | - | 108,174,000 | 10,767,000 | - | - | - | - | 97,407,000 |

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| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled | |
|----------------|----------|---|-----------------------------|--|---|------------|--------------------------------|---------------------------------|--------------|-----------|-----------|-------------|-------------|------------|
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | | |
| 800 | 3792 | Noise Monitoring System | AIP | | | 618,000 | - | 618,000 | 218,000 | 200,000 | 200,000 | - | - | - |
| 800 | 3793 | Rehabilitate Taxiway B Airfield Shoulders | Bonds | | | 91,000 | - | 91,000 | - | - | - | 91,000 | - | - |
| 800 | 3838 | Fourth Runway Maintenance Equipment | Bonds | | | 6,880,000 | 3,385,000 | 10,265,000 | 2,500,000 | 7,765,000 | - | - | - | - |
| 800 | 3839 | Runway 1R-19L Light Base & Conduit Replacement | Bonds | | | 2,190,000 | - | 2,190,000 | 1,008,000 | 106,000 | 1,076,000 | - | - | - |
| 800 | 3850 | Airfield Tree Clearing and Site Preparation | Bonds | | | 1,439,000 | - | 1,439,000 | 667,000 | 772,000 | - | - | - | - |
| | | PARKING FACILITIES | | | | | | | | | | | | |
| 942 | 3574 | Main Lot Exit Plaza Expansion | Bonds | 300,000 | 2,478,000 | 2,114,000 | - | 2,114,000 | - | - | - | 104,000 | - | 2,010,000 |
| 936 | 3641 | Economy Public Parking: New Lot North of Horsepen Run | Bonds | 18,100,000 | - | - | - | - | - | - | - | - | - | - |
| 937 | 3642 | Economy Public Parking: Relocation of Toll Plaza | Bonds | 4,400,000 | - | - | - | - | - | - | - | - | - | - |
| 938 | 3643 | Employee Parking: South Lot Phase I | Bonds | 11,000,000 | 13,359,000 | 13,240,000 | - | 13,240,000 | - | - | - | 702,000 | - | 12,538,000 |
| 939 | 3644 | Employee Parking: North Lot Phase II | Bonds | 3,605,000 | 4,023,000 | Completed | - | Completed | - | - | - | - | - | - |
| 940 | 3645 | Cargo 7 Public/Employee Parking | Bonds | 2,053,000 | 2,251,000 | 2,251,000 | - | 2,251,000 | - | - | - | - | - | 2,251,000 |
| 941 | 3646 | Temporary Parking | Bonds | 1,000,000 | 622,000 | - | - | - | - | - | - | - | - | - |
| 800 | 3751 | Blue Lot Relocation | Bonds | | | 2,655,000 | - | 2,655,000 | - | - | - | - | - | 2,655,000 |
| | | UTILITY SYSTEMS | | | | | | | | | | | | |
| 900 | 3536 | Utility Systems Planning & Programming | Bonds | | | 528,000 | - | 528,000 | 87,000 | 441,000 | - | - | - | - |
| 943 | 3575 | Storm Water Management Facilities | Bonds | 20,000,000 | 10,609,000 | 1,198,000 | - | 1,198,000 | 77,000 | 1,121,000 | - | - | - | - |
| 944 | 3578 | South Utility Building | Bonds | 80,600,000 | 102,651,000 | 92,170,000 | - | 92,170,000 | - | - | - | - | - | 92,170,000 |
| 945 | 3579 | Dedicated Fire Water Line | Bonds | 9,300,000 | 11,865,000 | Completed | - | Completed | - | - | - | - | - | - |
| 947 | 3647 | North Parking Area Utilities Extension | Bonds | 1,500,000 | 7,000 | Completed | - | Completed | - | - | - | - | - | - |
| 948 | 3648 | Rental Car Area Utilities Upgrades | Bonds | 1,835,000 | 2,055,000 | 2,023,000 | - | 2,023,000 | - | - | - | - | - | 2,023,000 |

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| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | EXPENDITURES | | | | 2013 - 2016 | Unscheduled |
|----------------|----------|---|-----------------------------|--|---|--------------------------------------|--------------------------------|-------------------------|-------------------------|-------------|--------------------------------------|-----------------------------|-------------|
| | | | | | | | | 2010 | 2011 | 2012 | 2010-2016 PROGRAM AUTHORIZATION | | |
| 949 | 3649 | Utility Tunnels | Bonds | 68,189,000 | 107,351,000 | 65,416,000 | - | 41,889,000 | - | - | 457,000 | 23,070,000 | |
| 950 | 3650 | South Electrical Substation & Distribution Center | Bonds | 6,900,000 | 17,239,000 | 4,797,000 | - | 5,000 | - | - | 681,000 | 4,111,000 | |
| 951 | 3651 | South Area Utility Trunk Lines | Bonds | 9,500,000 | 10,322,000 | 5,255,000 | - | 9,000 | - | - | 636,000 | 4,610,000 | |
| 952 | 3652 | South Area Utility Distribution & Tie-ins | Bonds | 1,000,000 | 1,090,000 | Completed | - | Completed | - | - | - | - | |
| 953 | 3653 | Public Utility Taps - Fees and Coordination | Bonds | 2,000,000 | 2,297,000 | Completed | - | Completed | - | - | - | - | |
| 954 | 3654 | Expanded Water Storage | Bonds | 3,800,000 | 4,597,000 | 161,000 | - | 55,000 | - | - | 106,000 | - | |
| 955 | 3655 | Special System - Tie-ins and Upgrades | Bonds | 13,378,000 | 22,332,000 | 5,454,000 | - | 1,746,000 | 3,708,000 | - | - | - | |
| 956 | 3656 | Cargo 7 Site Utilities | Bonds | 700,000 | 23,000 | 23,000 | - | - | - | - | 23,000 | - | |
| 800 | 3726 | Jet Fuel Pipeline - Fuel Settling Tank Farm | Bonds | - | 1,571,000 | 1,571,000 | 4,750,000 | 1,104,000 | 1,518,000 | 3,699,000 | - | - | |
| 800 | 3794 | Public Safety Radio Compatibility Project | Bonds | - | 104,000 | 104,000 | - | 104,000 | - | - | - | - | |
| 800 | 3795 | Domestic Water Pump System Renovation | Bonds | - | 443,000 | 443,000 | - | 443,000 | - | - | - | - | |
| 800 | 3840 | Main Terminal HVAC Commissioning Phase 2 | Bonds | - | 1,048,000 | 1,048,000 | - | 1,048,000 | - | - | - | - | |
| 800 | 3841 | Maintenance Equipment Storage Building | Bonds | - | 1,929,000 | 1,929,000 | - | - | 500,000 | 1,429,000 | - | - | |
| 800 | 3842 | Gate 313 Sewer Connection | Bonds | - | 204,000 | 204,000 | - | 204,000 | - | - | - | - | |
| 946 | 4851 | Radio Program Upgrades | Bonds | 1,334,000 | 15,454,000 | 2,435,000 | - | 2,435,000 | - | - | - | - | |
| 800 | 3920 | High Temperature Hot Water Generator Replacement (Des) | Bonds | - | - | - | 4,300,000 | - | 1,783,000 | 2,517,000 | - | - | |
| 800 | 3921 | Comprehensive Electrical Utility Critical Rehabilitation - Phase 1 | Bonds | - | - | - | 5,000,000 | - | 1,302,000 | 3,333,000 | 365,000 | - | |
| 957 & 3786 | | LAND Site Development for Commercial Hangars & Site Development for Commercial Hangars Total | Bonds Future PFC | 13,338,000 9,600,000 22,938,000 | 99,779,000 9,600,000 109,379,000 | 7,435,000 9,600,000 17,035,000 | - | 220,000 - 220,000 | 650,000 - 650,000 | - - - | 6,565,000 6,600,000 13,165,000 | - 3,000,000 3,000,000 | |

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| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION | 02 PROGRAM ORIGINAL BUDGET AUTHORIZATION* | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|----------------|----------|---|-----------------------------|--|---|-------------|--------------------------------|---------------------------------|--------------|-----------|------------|-------------|-------------|
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| 958 | 3658 | Right-of-Way Easements for Capital Expansion | Bonds | 1,000,000 | 1,149,000 | Completed | - | Completed | 2,092,000 | 2,000,000 | 938,000 | - | - |
| 959 | 3537 | <u>OTHER</u> Other Planning & Programming | Bonds | 5,000,000 | 16,680,000 | 3,030,000 | 2,000,000 | 5,030,000 | - | - | - | - | - |
| 900 | 3580 | Aerial Topographic Survey | Bonds | 300,000 | 1,083,000 | 330,000 | - | 330,000 | - | - | - | 330,000 | - |
| 960 | 3582 | Comprehensive Airport Security System Study | Bonds | 11,404,000 | 5,804,000 | 1,251,000 | - | 1,251,000 | 872,000 | 379,000 | - | - | - |
| | | Comprehensive Airport Security System Study | AIP | 11,404,000 | 11,404,000 | 5,083,000 | - | 5,083,000 | 1,660,000 | 2,941,000 | 482,000 | - | - |
| | | Total | | 11,404,000 | 17,208,000 | 6,334,000 | - | 6,334,000 | 2,532,000 | 3,320,000 | 482,000 | - | - |
| 961 | 3583 | Wetlands Mitigation Program | Bonds | 16,762,000 | 20,310,000 | Completed | - | Completed | - | - | - | - | - |
| | | Wetlands Mitigation Program | PFC3 | 1,171,000 | 1,171,000 | - | - | - | - | - | - | - | - |
| | | Wetlands Mitigation Program | PFC4 | 4,767,000 | 4,767,000 | - | - | - | - | - | - | - | - |
| | | Total | | 22,700,000 | 26,248,000 | Completed | - | Completed | - | - | - | - | - |
| 962 | 3659 | Asbestos Removal-Beyond Stages I & II | Bonds | 2,600,000 | 3,017,000 | 2,896,000 | - | 2,896,000 | 125,000 | 250,000 | 250,000 | 479,000 | 1,792,000 |
| 963 | 3660 | Contaminated Soils Removal/Disposal Beyond Stages I & II | Bonds | 7,700,000 | 8,916,000 | 7,990,000 | - | 7,990,000 | 330,000 | 250,000 | 250,000 | 215,000 | 6,945,000 |
| 965 | 3661 | Airport Landscape Renovations & Expansions - Phase I | Bonds | 1,000,000 | 2,000,000 | Completed | - | Completed | - | - | - | - | - |
| 966 | 3662 | Temporary Facilities for Phasing | Bonds | 8,100,000 | 9,389,000 | 407,000 | - | 407,000 | 22,000 | 385,000 | - | - | - |
| 967 | 3663 | Contractor Staging Area | Bonds | 7,000,000 | 10,024,000 | 307,000 | - | 307,000 | - | - | - | 307,000 | - |
| 800 | 3728 | Enterprise Resource Program | Bonds | - | - | 23,051,000 | - | 23,051,000 | 12,428,000 | 3,791,000 | 6,832,000 | - | - |
| 800 | 3752 | Access Control & Monitoring System, CCTV and Video Monitoring Systems Integration | Bonds | - | - | 2,730,000 | 2,350,000 | 5,080,000 | 1,599,000 | 3,028,000 | 453,000 | - | - |
| 800 | 3753 | Geographical Information System | Bonds | - | - | 2,542,000 | - | 2,542,000 | 1,161,000 | 1,381,000 | - | - | - |
| 800 | 3796 | Environmental Mitigation (Wetlands & Stream) | Bonds | - | - | 4,501,000 | - | 4,501,000 | 2,129,000 | 2,372,000 | - | - | - |
| 800 | 3797 | Contribution to Dulles Metrorail | Future PFC | - | - | 211,468,000 | - | 211,468,000 | - | - | 40,000,000 | 171,468,000 | - |
| 112 | 4649 | Asbestos Removal | Bonds | - | - | 466,000 | - | 466,000 | - | - | - | 466,000 | - |

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| RED BK NUM IAD | PROJ NUM | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | g2 PROGRAM ORIGINAL BUDGET AUTHORIZATION | g2 PROGRAM ORIGINAL BUDGET AUTHORIZATION ^{d2} | CARRYOVER | 2011 NEW PROGRAM AUTHORIZATION | 2010-2016 PROGRAM AUTHORIZATION | EXPENDITURES | | | | Unscheduled |
|----------------|----------|--|-----------------------------|--|--|------------------|--------------------------------|---------------------------------|----------------|----------------|----------------|----------------|------------------|
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 - 2016 | |
| 113 | 4673 | Contaminated Soils Removal/Disposal & Environmental Compliance | Bonds | | | 2,377,000 | - | 2,377,000 | | 250,000 | 250,000 | 1,636,000 | |
| 964 | 4884 | Permanent Sign System | Bonds | 7,200,000 | 11,608,000 | 2,554,000 | - | 2,554,000 | | 44,000 | 2,510,000 | - | |
| 800 | 3922 | Next Generation Public Safety Communications System | Bonds | | | | 15,800,000 | 15,800,000 | | - | 1,250,000 | 2,910,000 | 11,640,000 |
| 800 | 3923 | Color Digital Orthophotography | Bonds | | | | 1,000,000 | 1,000,000 | | - | 1,000,000 | - | - |
| 800 | 3924 | Special Systems | Bonds | | | | 3,000,000 | 3,000,000 | | - | 1,000,000 | 2,000,000 | - |
| | | All Other | Bonds | | | | - | - | | - | - | - | - |
| | | All Other | PFCs | | | | - | - | | - | - | - | - |
| | | All Other | AIP | | | | - | - | | - | - | - | - |
| | | Total | | | | | - | - | | - | - | - | - |
| | | Total Dulles International Airport | | \$ 3,418,798,000 | \$ 4,617,142,000 | \$ 3,531,741,000 | \$ 92,176,000 | \$ 3,623,917,000 | \$ 260,398,000 | \$ 179,761,000 | \$ 172,755,000 | \$ 403,795,000 | \$ 2,607,208,000 |
| | | TOTAL CAPITAL CONSTRUCTION PROGRAM | | \$ 3,418,798,000 | \$ 4,617,142,000 | \$ 3,861,529,000 | \$ 206,515,000 | \$ 4,068,044,000 | \$ 307,200,000 | \$ 272,229,000 | \$ 279,613,000 | \$ 482,219,000 | \$ 2,726,783,000 |

FUND: Bonds - All Bonds and Commercial Paper; AIP - Airport Improvement Program Grant; LOI - Letter of Intent; TSA - FAA Security Grant; CVG - Commonwealth of Virginia State Grant; PFC2 - 2nd Passenger Facility Charge; PFC3 - 3rd Passenger Facility Charge; PFC4 - 4th Passenger Facility Charge; and Future PFC - Future Passenger Facility Charge

^{d2} Program Original Budget Includes Escalation, Reprogramming and New Program Authorization

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CAPITAL CONSTRUCTION PROGRAM

The project amount shown with the project descriptions is the total current cost estimate for the project.

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Roads

South Area Roads East Access, \$1,808,000. To facilitate restoration of airfield operating areas, the access road to the Crew Lot will be relocated away from the runway safety area. Work includes construction of a new road and drainage, lighting and other improvements.

Buildings

Public Safety Communication Center, \$24,510,000. This project includes a study, design, and construction of an expanded consolidated communications center at Reagan National. The center, located on the first floor of Hangar 5, will be expanded and reconfigured to include fire and police positions for both Reagan National and Dulles International's operations. Additional space for radio equipment and personnel will also be provided. Building-wide rehabilitations of aged Hangar 5 utility systems such as plumbing, electrical and HVAC are also planned. Included are relocation of existing radio control consoles, 911 software supplements, integration of the AeroTrain emergency monitoring systems and upgrade of telephone switches.

Building Modifications to Accommodate Inline Baggage Screening, \$136,322,000. Due to changes in security requirements at airports, and specifically for checking baggage, this project will modify the building structure and space allocation required to accommodate the automated baggage screening systems. This project provides for the design and construction of those changes to building infrastructure.

Airline Regional Facilities, \$94,719,000. This project involves the construction of a new 10-Gate Regional Concourse in the northern area of the Airport. The concourse will be connected to the North Pier of Terminal C by an underground pedestrian tunnel with moving walkways. Access to aircraft will be through passenger boarding bridges connected to the concourse. This project will not commence until the Airports Authority and US Airways reach a mutually satisfactory agreement.

Baggage Handling System Rehabilitation – Terminal A, \$10,275,000. This project provides for the refurbishment and replacement of critical components of the baggage conveyance system in Terminal A.

Convert Interim Terminal to Aircraft Hangar, \$11,287,000. Following the de-commissioning of Hangar 11 as the Interim Terminal, the portion of the structure external to Hangar 11 will be demolished and the interior of Hangar 11 will be converted back to an aircraft maintenance hangar.

Terminal A Building Rehabilitation, \$74,132,000. The existing historic Terminal A will be restored and rehabilitated to improve air carrier and commuter aircraft accommodations. Work will include

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demolition of additions to the original terminal, installation of new loading bridges, reconfiguration and/or relocation of ticketing and baggage claim areas, rehabilitation of the heating/cooling systems for compatibility with the Airport's new boiler/chiller system, and other related improvements.

Restroom Modifications and Upgrades, \$6,042,000. This project includes the modification and upgrade of restrooms in the Airport terminal.

River Rescue Support Facility, \$1,000,000. The project consists of designing and constructing a new River Rescue Facility to protect the emergency boats and to provide space for equipment storage. The new facility will be used by the River Rescue Team who provides emergency response to situations on the Potomac River adjacent to the airport.

Public Safety, Airport Engineering, and Maintenance Relocation Study, \$150,000. This project is an update of a previous study to determine relocation of MA-30, MA-120, and MA-300 functions into the South Hanger Line and South Area.

Corporate Office Building Rehabilitation, \$3,600,000. This project will include renovation/expansion at the south end of the existing Corporate Office Building (COB) at 1 Aviation Circle, Ronald Reagan Washington National Airport. This project is funded with \$3.6 million from the CCP Program and \$3.6 million from the COMIP Program for a total of \$7.2 million.

Terminal A Building Rehabilitation, \$19,200,000. Addresses long-term Terminal A Rehabilitation planning and preliminary engineering efforts including Banjo improvements (gas service, Gate 8 PBB, kitchen, and fixed bridge renovations), Banjo/Lobby connector, and AIT Checkpoint Expansion.

Airfield Facilities

Runway 1/19 Safety Area Improvements and Hold Apron Modification, \$37,972,000. Design and construct improvements necessary to mitigate FAA-identified, RSA deficiencies for Runway 1/19. Currently, the dimensions of the RSA at Reagan National do not meet the FAA design criteria and the Airport is operating under a waiver. The RSA is an area surrounding the runway that is prepared for or suitable for reducing the risk of injury to passengers or damage to aircraft should an aircraft happen to depart from the runway in the event of an undershoot, overshoot, or excursion from the runway boundary for any other reason. The RSA includes all pavements, shoulders, turf, blast pads, and stopways as applicable. The project also includes enhancements to the Runway 1 hold apron and infrastructure.

Environmental Impact Statement (EIS) – Crosswind Runways Safety Area (RSAs), \$5,267,000. This project will prepare an EIS for the RSAs of Runways 4/22 and 15/33 by conducting a study in accordance with the National Environmental Protection Act and FAA guidelines.

Runway Overlays and Taxiway Rehabilitation, \$42,921,000. Various sections of the runway and taxiways require asphalt resurfacing. This project consists of installing four inches of asphalt mill and overlay and associated pavement markings on the 6,869 foot runway 1-19, the 4,911 foot runway 4-22, and the 5,204 foot runway 15-33. Preliminary design results on the initial phase of the project indicate

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that additional rehabilitation will be required on the runway and taxiway. The 37 percent increase in estimated costs is due to a rise in the price of asphalt.

Noise Monitoring System, \$1,049,000. The project replaces and/or upgrades the current noise monitoring equipment at Reagan National and Dulles International to provide a long-term commitment for monitoring aircraft noise from Reagan National and Dulles International flight operations.

New Apron at Demolished ARFF Site, \$6,021,000. This project replaces the site and foundation of existing ARFF Station 301 with pavement capable of supporting parking aircraft.

Terminal A Apron Rehabilitation (Design), \$1,209,000. The rehabilitation of Terminal A will result in the relocation of airline gates, which will require reconstruction of the apron area. The apron will be sized to accommodate both air carrier and commuter parking positions.

Runway 4-22 and 15-33 RSA Improvements Funding for Design, \$7,210,000. The design portion of Runway 15-33 and Runway 4-22 is budgeted at 15.5% of the estimated construction costs are \$34 million and \$12.5 million respectively.

Parking Facilities

Additional Deck on Parking Garages A and B/C, \$53,613,000. This project will design and construct an additional parking deck on garages A and B/C. It was determined through the Reagan National Landside Study that additional decks could be added to the existing structures in order to gain more parking spaces for a variety of needs, such as hourly and daily parking.

Parking Revenue Control System Replacement, \$7,193,000. This project includes the replacement of the existing parking revenue control system with a system that includes enhanced security encryption to satisfy outside financial and credit industry standards.

Utility Systems

Radio Program Enhancements, \$1,375,000. This project will provide enhancements to the 800MHz radio system. The following are included: new tower site selection and construction, additional talk channels, purchase of elite dispatch consoles, system management terminal and software, and other improvements.

Connect North Hangars to Chilled Water, \$1,181,000. This project will connect Hangars 11 and 12 to the chilled water cooling system provided by the Boiler/Chiller Plant. It is part of an incremental program to improve the cooling system for all hangars.

Communication Facilities and Equipment System Integration, \$4,290,000. Communication facilities, equipment, and system integration are needed to support the Airport's communications requirements. These include duct banks, switches, connectivity for data transmission, premises distribution systems, and other equipment as identified by the Airports Authority's comprehensive communications plan.

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Upgrade Airfield Storm Drainage Systems, \$750,000. This project will provide designs for drainage improvements in the southern area of the Airport.

Modify DFS System to Accommodate Surge Transients / Operating Characteristics, \$625,000. Project addresses the DCA Dedicated Fire Service system surge and pressure concerns that affected two pipe failures in 2009. Scope includes new Surge Tank, piping, and other improvements.

Power Distribution Upgrades – Phase 1, \$8,314,000. This project will improve the reliability, efficiency and stability of electric service distribution at the north substation, provide operational backup power to the COB, upgrade several emergency generator mechanical controls and increase emergency/stand-by power capacity at several facilities. This project is a multi-phased over several years.

Other

Other Planning and Programming, \$5,020,000. This project provides funding for all ranges of facility planning, project programming and other project studies as needed.

Enterprise Resource Program (ERP), \$29,843,000. An Airports Authority-wide Enterprise Resource Planning System will provide a comprehensive, integrated system encompassing core administration functional areas. The project will link business processes, integrate data, and share data information across applications.

Geographical Information System (GIS), \$4,872,000. Design and implement the GIS for both Reagan National and Dulles International. Implementation involves refining system requirements; defining system interfaces with existing Airports Authority systems; procuring GIS software, hardware, and database management tools; and preparing data for conversion to the GIS system and for the upcoming Enterprise Resource Planning system.

Asbestos Removal, \$7,711,000. When asbestos is identified, an abatement contract is awarded for its removal, drawing on this funding allocation.

Contaminated Soils Removal/Disposal and Environmental Compliance, \$10,859,000. Soils suspected of being contaminated will be sampled and analyzed. If contamination is found, remediation actions may involve disposal of the soil at a state-permitted treatment facility or through on-site re-processing and treatment. Testing and remediation expenses are drawn against this funding allocation. The project also addresses any remedial environmental compliance action required.

Landscaping, \$8,434,000. A task order landscape architect will be retained to validate the landscaping standards, and prepare landscaping plans for areas not incorporated in other CCP projects.

Color Digital Orthophotography, \$1,000,000. An orthophoto is an aerial photograph planimetrically corrected. As a result, the digital photo has spatial accuracy (uniform scale and true geometry) that support GIS functions.

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Next Generation Public Safety Communications System, \$15,800,000. Implementation of the Next Generation Radio Communications Systems by migrating to the P25 System from the current 800 MHz radio communication. The request allocates \$1,000,000 for 175 Radio Replacements.

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Roads

North Area Roads Capacity Expansion, \$550,000. This project provides for the general planning and programming of road improvement projects. Expenditures will establish detailed concepts to guide the expansion of public roads in the North Area, especially between Route 28 and the Terminal.

North Area Roads – Phases II through V, \$86,240,000. This project, originally authorized in the 2000 Budget for the extension and widening of various local airport roads in the North Area (Phase I), is expanded as a multi-year project. Significant among projects in Phases II through V are those related to transforming the entrance road between Route 28 and Saarinen Circle into a dual-divided highway with improved interchanges and other grade-separations. Local roads also will be improved in conjunction with work on the parking garages, the redevelopment of rental car areas, and the extension of economy parking into North Area parcels that are currently undeveloped.

Main Terminal Commercial Curb Expansion, \$2,924,000. The Commercial Vehicle Curb will be improved by widening the sidewalks and existing roads, and by adding a third commercial roadway. The project will be coordinated with, and allow for, maintenance of traffic during construction.

Access Highway Widening Pre-Engineering Study, \$780,000. The Access Highway has reserved rights-of-way to accommodate its widening from four-lanes to six-lanes. Staff will develop critical details about the widening, especially on the evolution of the slip ramps to routes through or over the adjacent Toll Road, in order to make informed decisions during the design of Dulles Rail in the median.

Access Highway Rehabilitation, \$7,061,000. This project will provide for milling and overlay of all four lanes of the Access Highway from Route 28 to Route 123, exclusive of sections recently rehabilitated.

Buildings

Z-Gate Rehabilitation, \$39,186,000. The gates at the base of the Main Terminal's Air Traffic Control Tower were constructed as temporary facilities and were demolished in phases due to the construction of various APM and baggage basement projects. Included in this project are the demolition of existing facilities and construction of new passenger holdrooms, restrooms, concessions, airline support space, a new ground vehicle dock area for shuttles to the regional terminal, and other improvements. This project was authorized from the original *d*² program and is completed.

Security Mezzanine and Main Terminal AeroTrain Station, Package 6 (includes Haul Road), \$539,465,000. This project will provide the funds for design and construction of the security mezzanines and Main Terminal AeroTrain Station. Also included is the renovation of the South Finger/Tower Area, which will provide improved connections between the Z-Gates, Walkback Tunnel, and the AeroTrain. This project has received multiple budget increments over the years as scope definition related to security, life safety requirements and project phasing changes have developed.

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Additional funding needs address construction and commissioning of the station as well as known time delay exposure.

Concourse B Expansion - 4 Gate Addition, \$40,295,000. A 440-foot addition to the west side of Concourse B will be constructed. The addition will provide holdroom, concession, restroom, and other associated facilities to accommodate three 747 aircraft or as many as seven smaller narrow-body aircraft. A portion of this project was authorized from the original *d*² program and is completed.

Concourse B West Expansion, \$115,248,000. This project will provide for a westward extension and the completion of existing Concourse B.

Tier 2 Concourse, \$766,572,000. Tier 2 will be a 44-gate, three-level structure with a full basement, apron, and concourse that replaces Concourse C and D. A ramp control tower is also an element of this building. Construction on this project is deferred.

AeroTrain Performance Specification, \$800,000. This project will provide funds for consultant services to develop performance specifications for the AeroTrain system. This project was authorized from the original *d*² Program and is completed.

New Airport Traffic Control Tower (ATCT)/FAA Facilities, \$51,298,000. The existing ATCT was part of the original 1960's construction of the Airport. Due to the age and condition of the facility and the visibility of a new runway, an ATCT facility at a new location was constructed. This project included site and infrastructure improvements, a support building with vehicular parking and access, utilities, and FAA control and communications requirements. The FAA also requested that the new ATCT be the catalyst for a major overhaul and replacement of the power and control wiring and cabling between the tower and various lighting, navigation, and communication facilities on the airfield. Costs incurred on these projects are being recovered from the FAA under a "reimbursable program" agreement that, effectively, has the FAA repaying the related Airports Authority-issued bonds.

Tier 2 Baggage Equipment, \$82,101,000. A zoned baggage distribution system in the basement of Tier 2 will receive and sort bags from the high speed conveyor system from the Main Terminal. An on-line sorting system will be included. This project is deferred.

AeroTrain - Main Terminal to Concourse B (Concourse Stations, Tunnels, System Equipment, Tug Tunnels), \$450,445,000. This project allows for the construction of the dual-track AeroTrain system between the Main Terminal station (to be built in Package 6) and two new stations on Concourses A and B. The concourse stations will be located at the 1/4 points of the tiers to minimize walking distances to the station. Each station is 200' long by 160' wide by 35' high and will have a center platform for boarding the AeroTrain in each direction and two side platforms for exiting the train to the concourse level of the tier. Escalators, elevators and stairs constructed as part of the building will provide the connection between the concourse level of the tier and the station. Each station will be environmentally conditioned with heating and cooling and will be well lit. Between the stations will be two 16' by 18' clear space AeroTrain tunnels, each containing the AeroTrain guideway, a workman's walkway and a fresh air supply and exhaust system. Adjacent to each AeroTrain tunnel is a tunnel with a 24' by 18' clear space for emergency egress from the train tunnel and drive ways for baggage tugs and carts to serve the tiers.

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Concourse B Building Adaptations for the AeroTrain (East/West), \$99,110,000. This project will complete Concourse B above the AeroTrain after the mobile lounge roads are closed. Vertical circulation and concession space will be included. Portions of this project are deferred.

Concourse B Building Adaptations for the International Arrivals Building (IAB) AeroTrain, \$46,875,000. This project will construct an IAB AeroTrain interface and Sterile Corridor for international arrival passengers to move to the IAB AeroTrain station via a sterile corridor. Construction on this project is deferred.

Walkback Tunnel, Tier 1 to Tier 2, \$84,608,000. This project will continue the pedestrian tunnel from Tier 1 to Tier 2. The tunnel provides an alternative means, other than the AeroTrain System, of reaching Tier 2. The tunnel will contain moving walkways in each direction, signage, lighting, a fresh air system and fire protection within a finished tunnel. The vertical circulation module to the concourse level of Tier 2 will contain two elevators, two sets of escalators and a stairway. Construction on this project is deferred.

High-Speed Conveyor Baggage System (Main Terminal to Tier 2), \$81,022,000. An automated baggage handling equipment system between the Main Terminal and Tier 2 will be built. Additionally, modifications will be made to the existing baggage equipment in the Main Terminal. The equipment will include a tilt-tray outbound baggage system, a baggage make up system, a baggage transfer system, and a terminating inbound baggage system. This project is deferred.

International Arrivals Building (IAB) AeroTrain Stations, Tunnels and System, \$256,433,000. Arriving international passengers at Dulles International are required to be separated from domestic passengers until undergoing processing to enter the United States. Passengers with destinations terminating at Dulles International are checked and cleared at the IAB adjacent to the Main Terminal. The dual-track IAB AeroTrain System will transport international arrivals passengers with final destinations at the Airport from Tiers 1 and 2 to the IAB. Stations will be located at the center of the Tiers. The IAB AeroTrain System will replace the mobile lounge system as the principal means of transportation to the IAB. Construction on this project is deferred.

AeroTrain – Tier 1 to Tier 2 (Stations, Tunnel and System Equipment), \$292,443,000. The dual track system will convey air passengers along the east and west alignments from Tier 1 to Tier 2 for aircraft boarding and return to the Main Terminal. AeroTrain stations will be located at the 1/4 points of the tiers to minimize walking distances to the station. Each station is 200' long by 160' wide by 35' high and will have a center platform for boarding the AeroTrain train in each direction and two side platforms for exiting the train to the concourse level of the tier. Escalators, elevators and stairs constructed as part of the building will provide the connection between the concourse level of the tier and the station. Each station will be environmentally conditioned with heating and cooling and will be well lighted. Two 16' by 18' clear space AeroTrain tunnels will be between the stations, each containing the AeroTrain train guideway, a workman's' walkway and a fresh air supply and exhaust system. Adjacent to each AeroTrain train tunnel is a 24' by 18' clear space for emergency egress from the train tunnel and driveways for baggage tugs and carts to serve the tiers. Portions of this project are deferred.

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AeroTrain - Tier 3 East Increment (non-service), \$122,998,000. This segment of the AeroTrain tunnel will be constructed to the future site of Tier 3 in advance of the Tier 3 Concourse to allow vehicle access to the AeroTrain Maintenance Facility.

AeroTrain - Maintenance Facility and Service Tunnel, \$90,029,000. Maintenance of the AeroTrain equipment will be conducted in a permanent special facility that will be located south of Tier 3. This project will construct the AeroTrain Vehicle Maintenance Facility to serve the initial increment of the AeroTrain System. The facility will contain an area for maintaining and storing the 40-car fleet, specialty equipment needed for maintenance, and the means to introduce newly delivered AeroTrain cars to the system. The maintenance facility is planned to have nine bays. It will be connected to the operational right-of-way via a tunnel segment (estimated as a part of this project) linking to the Tier 3 vicinity. This project was authorized from the original *d*² program and is completed.

New Engineering and Maintenance Facility – Phase I, \$5,663,000. This project will be the first phase of design of a new maintenance campus. The project will begin a relocation of existing maintenance facilities to an area of the Airport away from the Main Terminal. This project is deferred.

Maintenance Equipment and Storage Warehouse, \$3,499,000. This project allows for the redevelopment of the temporary bag building in the south area as a maintenance equipment and storage warehouse. Work includes the dismantling, relocation, and site utilities. This project is deferred.

Baggage Conveyor Tunnels to Tier 2, \$154,014,000. The baggage tunnel will provide a right-of-way for moving baggage from the central sorting facility in the Main Terminal to Tiers 1 and 2. Baggage movement below grade will also eliminate vehicle and aircraft conflicts (tunnels for baggage carts are included with the AeroTrain project). Construction on this project is deferred.

Cargo Building Phase III and 7, \$18,425,000. This project constructs Air Cargo Building 7 north of Cargo Building 6. The building will include loading docks, a truck maneuvering area and automobile parking. Dependent on tenant interest and ultimate building configuration, a final, third portion of Cargo Building 6, approximately 27,000 square feet, may be constructed. Cargo Building 6, Phase III, is finished and Cargo Building 7 is deferred.

Concourse B West Expansion Basement, \$20,688,000. The baggage basement will provide additional baggage basement facilities to accommodate baggage security screening equipment. This basement area will serve the Kiosk 1 counters in the Main Terminal.

Conveyor and Building Changes for Inline Baggage Screening, \$251,075,000. In order to satisfy new security requirements at the Airports, and specifically for checking baggage, there are significant changes to the building structure and space allocation required to accommodate the automated baggage screening systems. This project provides for the design and construction of those changes to building infrastructure.

Concourse C/D Rehabilitation, \$62,152,000. This project involves the design and rehabilitation of Concourse C/D to effectively extend the useful operating life for an additional 10 years. The project includes two phases: Phase 1 - Design and replacement of rooftop air conditioning units; and Phase 2 - Design and construction for general facility refurbishments including exterior and interior repairs and

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upgrades; electrical upgrades associated with Phase 1 work; plumbing upgrades and repairs; fire protection upgrades; and modifications to the baggage conveyance system.

Airline Commuter Facilities, \$25,766,000. This project modifies existing infrastructure for passenger boarding at Concourse C/D and adds infrastructure to support the development of regional aircraft parking at Hold Apron VI. This project will construct an apron level passenger waiting area facility and a vertical circulation connector building at Concourse C/D. Bus operations will transport passengers from the passenger waiting area at Concourse C/D to Aircraft Parking Apron VI for passenger boarding. Portion of this project is deferred.

Tier 3 East Concourse/Automated AeroTrain Station, \$577,255,000. The scope of work includes construction of the Tier 3 facilities east of the new ATCT as well as the architectural, mechanical, electrical, plumbing systems and fire protection components of the build-out of the Tier 3 AeroTrain Station. This project is deferred.

Airport AOA Security Cameras, \$6,255,000. Security cameras on doors leading to the AOA to provide increased surveillance and control of the secure areas are needed. This project will provide for the design and installation of the surveillance system.

Main Terminal Expansion Joint Replacement, \$6,196,000. To eliminate water infiltration into the Main Terminal, replacement of the horizontal and vertical expansion joints is necessary.

Concourse Modifications for the Airbus A-380 Aircraft, \$8,873,000. Two gates, associated loading bridges, and other ground support equipment on Concourse B require modification to accommodate upper-deck boarding of the A-380 aircraft. This project provides for design and construction of the necessary concourse modifications.

Dulles Police Station, \$2,948,000. This project will plan, design and construct an addition to the Dulles International Police facility. The planned addition includes more office space, training areas, personnel areas, and other space as needed. The project proposes a 5,097 square feet addition and a 1,800 square feet renovation effort to existing facilities.

International Arrivals Building (IAB) Expansion, \$194,557,000. This project involves the planning, design and construction of an addition to the IAB. This project will provide additional square footage to the queuing area in the immigration lobby, increase the number of passport control booths to comply with current Customs and Border Patrol processing requirements and regulations, and construct new claim devices with a presentation length to assure optimum baggage holding capacity. The project does not include a sterile tunnel from Concourse B to the IAB or modifications to Concourse B.

Airport Rescue and Fire Fighting Facility – Station 304 (includes Roads and Utilities), \$20,778,000. This project is for the planning, design and construction of a new fire station. The scope of work includes a facility of approximately 14,000 square feet containing vehicle bays for emergency response equipment, offices, storage, employee living quarters, training facilities, and local command and control. The project includes design and construction of approximately 7,000 linear feet of electrical, communication, sanitary, water, natural gas and other related utilities. Also included is the design and construction of approximately 13,200 linear feet of airside, facility and landside roadways, and related

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security fencing, pavement striping and directional signage. The utility infrastructure and road network is in direct support of the New Fire Station 304. This project excludes firefighting equipment.

Consolidated Rental Car Facility (Design), \$12,655,000. This project provides for the initial design of a Consolidated Rental Car Facility and associated projects to accommodate 45 million annual passengers. Other associated projects include relocating parts of the Economy Parking Lot, its exit plaza, and associated utilities.

North Area Maintenance Facility, \$5,238,000. This project provides infrastructure solutions to improve and/or expand the engineering and maintenance facilities located west of the Saarinen Terminal.

Historic ATCT Facilities Life Safety Preservation Phase 1, \$1,108,000. This project is part of a phased program to preserve the historical ATCT in accordance with statutory requirements for historic structures. Phase 1 addresses critical issues related to fire suppression and detections. Subsequent phases and funding needs will be identified based upon the ability to utilize the structure for alternate functions.

Interim AeroTrain Fixed Facility Maintenance, \$2,000,000. The AeroTrain fixed facilities (stations, tunnels and various mechanical systems) will be completed well in advance of the AeroTrain system becoming operational. These systems will require routine operation, maintenance and repair in advance of full system operation under airport staff. This project provides task order funding to be applied to required interim facility requirements.

Main Terminal South Finger Configuration, \$1,950,000. This project provides for the construction needed to modify the West Hold Room and complete East Hold Room minimal finishes to accommodate passenger circulation after the opening of the AeroTrain.

Main Terminal Mezzanine Security Checkpoint, \$1,950,000. The project provides for the relocation and purchase of additional equipment needed to outfit the new Main Terminal Security Mezzanine.

Restroom Renovation Program (Main Terminal), \$4,531,000. This project includes the modification and upgrade of restrooms in the Airport Main Terminal.

Gates A27-A31 (B27-B31) Sterile Corridor Restoration, \$1,350,000. - This project consists of designing and constructing an extension of the sterile corridor between gates B-27 and B31 at Concourse B, including the removal of existing escalators at the entry/exit to the mobile lounge docks to allow for a new sterile corridor wall to align with the existing walls. The project also includes the following: new floor finishes, new access controlled doors, modifications to the HVAC, sprinkler, and lighting systems, additional departure lounge seating, removal/replacement of existing wayfinding signs, demolition of abandoned boiler building, and passenger boarding bridge removal and relocation.

Tenant Relocation, \$7,262,000. During the course of the CCP at Dulles, costs related to relocation, construction of temporary facilities, modifications to existing facilities, or other actions required to facilitate construction phasing will be incurred by, or imposed on, air carriers and other Airport tenants. A portion of these costs will be reimbursed by the Airports Authority.

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Historic ATCT Exterior Preservation - Phase 1B, \$2,000,000. Address design and construction of exterior repairs on the Air Traffic Control Tower at the Main Terminal. Scope includes Roof Replacement (\$1.85 million program), and Exterior Metal Panel Restoration (\$3.55 million program).

Main Terminal Commissioning - Phase 2, \$4,980,000. This project includes; High Window Neoprene Gasket replacement (not addressed during Phase 1), MT Loading Dock Doors, HTHW Main Line Insulation, IAB 3 Main Air Handling Renovation, IAB Hot Water Distribution / Heat Exchanger, IAB Compressed Air System, IAB Automation Systems, and Sump Pumps.

International Arrivals Building Expansion - Phase 4, \$1,900,000. This project is for the replacement of all the existing skylights and light well finishes.

Joint Firearm Training Facility, \$19,000,000. This project is for phase 1 of the live fire arms training facility and includes a 7,338 SF modular classroom building with reduced site work. Total program cost is \$19 Million (less land) and includes \$1 million for existing pistol range remediation and \$250,000 for utility services. The \$2.5 million for Loudoun Co utility construction is not included. Arlington Co involvement is not included.

Unmanned Exit Doors at Bag Claim Level, MT Passenger Automatic Security Revolving Doors, \$3,240,000. Procure and install five automatic security revolving doors in the 3 Main Terminal Exit points: 2 each in the East and West exits, and 1 in the South Finger.

Cargo Building Rehabilitation – Phase 1, \$3,500,000. Multi-phase project rehabilitates Cargo Buildings 1, 2, 3 & 4. Scope includes life safety requirements - deteriorated roofing and canopies.

Airfield Facilities

Aircraft Parking Apron VI, \$21,359,000. This project includes design and construction of an aircraft apron north of proposed Taxiways E and F, and east of Taxiway Z. The apron will accommodate approximately four wide-body aircraft. This project is completed.

Taxiway F, \$35,879,000. The Taxiway F project accommodates a full air carrier taxiway crossing from Taxiway K on the east side of the airfield to Taxiway Y on the west side, as well as portions of a future parallel Taxiway E and a fillet widening on Taxiway K3. Taxiway F, located between the proposed Tier 2 and a future Tier 3, provides aircraft access to these new buildings and their associated aprons. The taxiway also provides unimpeded cross-field access between the east and west sides of the airfield thus improving the ground flow of aircraft into and from the aircraft gates at all tiers and reducing aircraft delays.

Taxiway J Extension, \$9,372,000. The departure end and hold apron of Runway 1R are currently accessed by a single parallel (Taxiway K). To add redundancy and improve circulation, Taxiway J will be extended approximately 4300' to the south as a second link to the Runway 1R hold apron. The additional access will enhance ground sortation and queuing for air traffic controllers as they maneuver aircraft to the runway threshold, thus improving the rate of aircraft departures. The project will also

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connect the ARFF roadway to the extended Taxiway J. Connector taxiway stubs will also be constructed for future Taxiways G and H.

Fourth Runway and Associated Taxiways, \$250,215,000. Aircraft operations have been approaching the nominal capacity of the Dulles International airfield system, and further growth will cause increasing delays in aircraft departures. The addition of a new runway will alleviate airfield congestion and accommodate traffic growth. This project provides for the design and construction of a fourth Dulles runway. The project also will include a taxiway parallel to the runway as well as taxiway connections to the existing runway/taxiway system. The runway is equipped with an instrument landing system and associated lighting systems.

Tier 2 Apron Paving, \$138,564,000. This project will construct aircraft apron paving, drainage, and fuel hydrants associated with Tier 2. This project absorbs and includes funds from the former project, "Aircraft Parking Apron VII." A mobile lounge road connection to the Main Terminal may also be included. Portions of this project are deferred.

Concourse B Apron Paving, \$3,695,000. This project provides for apron paving associated with the completion of the Concourse B West Extension and the mobile lounge road.

Tier 3 Apron Paving - Northeast Quadrant, \$15,590,000. This project provides for construction of an air carrier apron to serve the northwest side of Tier 3 from the south face of Taxiway F to the north face of Tier 3. An apron and a mobile lounge road will also be constructed. Aircraft will be parked on the constructed apron and passengers conveyed to Tier 3 via mobile lounge service. This project was authorized from the original d^2 program and is completed.

Hydrant Fueling at Z-Gates, \$6,998,000. This project will provide fuel lines and fuel hydrant pits for 14 gate positions. Portions of this project are deferred.

Hydrant Fueling for Concourse B West Extension, \$4,053,000. This project will relocate 24 fuel pits to accommodate the 12-gate western expansion of Concourse B.

Hydrant Fueling for Tiers 2 and 3, \$9,727,000. This project will construct jet fuel distribution lines north of Tier 2, connecting to existing fuel lines to form a loop. A loop of new fuel distribution lines will be provided around Tier 3.

Demolish Old C/D Concourses, Repave Apron and T/W C/D, \$81,307,000. The construction of Tier 2 will require the demolition of existing Concourse C/D which is a two-level (4,000 feet by 90 feet) structure without a basement. The existing pavement surrounding Concourse C/D will be demolished and replaced with air carrier pavement and all abandoned underground utilities removed. Pavement surrounding Concourse C/D will be reconstructed to form a complete apron and taxiway network between Tier 1 and Tier 2. Provision for snow handling and melting will be evaluated; cost effective solutions will be incorporated. Construction on this project is deferred.

Airfield Pavement Panel Replacement, \$72,594,000. This project will reconstruct airfield panels which have deteriorated, replacing them with new pavement of higher aircraft load-carrying capability. A priority of pavement panels to be repaired or replaced will be set annually.

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Cargo Building 6 Apron - Phase II, \$29,000. The project will construct additional air carrier apron parking for cargo aircraft opposite Cargo Building 6. Cargo Building 6 will have apron access along the entire length of the airside portion of the building. The new apron will be 410 feet by 560 feet in size.

Cargo Building 7 Apron, \$7,346,000. The project will construct additional air carrier apron parking for cargo aircraft opposite Cargo Building 7. The proposed Cargo Building 7 will have apron access along the entire length of the airside portion of the building. The new apron will be 410 feet by 800 feet in size.

Deicing Fluid Controls per Heightened Regulations, \$9,870,000. This project provides funds to design and begin a phased construction of a facility or system to collect and dispose of aircraft deicing fluid. The project will employ strategies to capture and recover or reduce concentrations of deicing fluid after application to aircraft. An increased environmental concern and closer Federal attention to deicing operations has heightened the awareness and desire to control deicing fluids.

Relocate/Expand Airfield Electrical Vaults, \$13,455,000. Airfield electrical requirements have increased due to the expansion of the airfield facilities. This project is part of a program to relocate or expand the three airfield electric vaults. Included will be the expansion of Vault 1 to provide electrical capacity needed for the growing demand associated with future airfield runway, taxiway and apron projects.

Taxiway G \$62,285,000. This project provides for planning, design and construction of the cross field Taxiway G to serve the south side of the Tier 3 site. Portions of this project are deferred.

Tier 3 Apron, \$91,065,000. This project will design and construct a portion of the future Tier 3 apron and associate drainage and hydrant fueling to be used as aircraft hardstand area until needed for the future Tier 3 Concourse. Portions of this project are deferred.

Airfield Modifications for Airbus A-380, \$6,074,000. This project provides for design and construction of two gates, associated loading bridges, and other ground support equipment on Concourse B that require modification to accommodate upper deck boarding of the A-380 aircraft.

Future Runway 1C-19C and Future Taxiways W and W1, \$143,330,000. This project provides for the planning and design of the reconstruction of future Runway 1C/19C (currently 1L/19R) and the construction of new Taxiways W and W1. The project includes the reconstruction of the runway at 11,500 feet long by 150 feet wide with 10 feet wide shoulders. It also includes the construction of Taxiways W and W1, which are 3,400 feet long by 75 feet wide with 35 feet wide shoulders. The taxiways will connect Runway 1L/19R to future Runway 1C/19C. Portions of this project are deferred.

Noise Monitoring System, \$1,049,000. The project replaces and/or upgrades the current noise monitoring equipment at Reagan National and Dulles International to provide a long-term commitment for monitoring aircraft noise from Reagan National and Dulles International flight operations.

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Rehabilitate Taxiway B Airfield Shoulders, \$2,000,000. The deteriorated existing asphalt dust cover along the north shoulder of Taxilane Bravo and Taxilanes A2, A3, A4, and A5 will be replaced. The existing 25 foot-wide dust cover will be replaced with a 35 foot-wide asphalt structural shoulder.

Fourth Runway Maintenance Equipment, \$12,474,000. This project provides for the purchase of heavy snow removal and grounds maintenance equipment associated with the increased maintenance requirements related to the new fourth runway.

Runway 1R-19L Light Base and Conduit Replacement, \$4,200,000. This project will replace deteriorating light bases and collapsed conduits on Runway 1R-19L. The project replaces 10,000 feet of conduit, 80,000 feet of cable and 420 light bases.

Airfield Tree Clearing and Site Preparation, \$1,500,000. The project includes tree clearing and environmental water quality monitoring within the 5th runway site. This project will be funded annually based upon coordination with FAA on activities necessary to ensure continued viability of the FEIS-Record of Decision.

Parking Facilities

Main Lot Exit Plaza Expansion, \$2,478,000. This project provides approximately four additional exit plaza booths and revenue control equipment in the Main Lot Exit Plaza. This project will also introduce a regional electronic fare payment system and administrative space for a pay-on-foot (pre-pay) customer service. Portions of this project are deferred.

Economy Public Parking: New Lot North of Horsepen Run, \$0. This project will construct approximately 4,500 spaces north of Horsepen Run. This will be the first phase of parking at this site and will connect to the Green Economy Parking Lot.

Economy Public Parking: Relocation of Toll Plaza, \$0. This project will construct parking lot entrance lanes with ticket dispensing machines and exit lanes with cashier booths. The toll plaza will include an express exit lane. A single story administration building for parking lot accounting, administration, and parking lot personnel will be constructed.

Employee Parking: South Lot Phase I, \$13,359,000. This project replaces an existing employee parking lot to be displaced by the construction of aircraft parking ramp for Tier 2. The parking lot is expandable for continued growth in Airport employees. Construction on this project is deferred.

Employee Parking: North Lot Phase II, \$4,023,000. This project will expand the North Employee Parking Lot by approximately 1,000 parking spaces. This project is completed.

Cargo 7 Public/Employee Parking, \$2,251,000. This project will extend Air Freight Lane north beyond the proposed Cargo 7 and provide automobile parking for Cargo 7. This project is deferred.

Temporary Parking, \$622,000. This project will redevelop existing parking/storage areas for public parking.

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Blue Lot Relocation, \$2,704,000. This project will conduct a site investigation and preliminary design for the relocation of the Blue Economy Parking Lot and support facilities to accommodate a future Consolidated Rental Car (CONRAC) facility. This project will investigate the best alternatives and sites for the new lot to replace some of the lost parking that will occur when the CONRAC facilities are constructed. Portions of this project are deferred.

Utility Systems

Utility Systems Planning & Programming, \$769,000. These funds will be used to conduct studies as required to support capital utility projects including, a stormwater management plan, and a south area utility building program criteria document.

Storm Water Management Facilities, \$10,609,000. As additional impervious surface (paving) is added to the Airport, stormwater flowing from these areas must be detained and released to off-airport sites at a rate which does not exceed that which occurred before the paving. This project will construct three new storm water management facilities, one north and two south, of the Main Terminal. The facilities are necessary to accommodate new development south of the Main Terminal and to relieve the existing Horsepen Dam storm water facility in the north.

South Utility Building, \$102,651,000. The existing utility building adjacent to the Main Terminal does not have the capacity to serve Tier 2 or the area to expand capacity. Phase I of the project will construct a 252,000 sq. ft. building to serve Tier 2, and fit out the facility with 10 chillers, 10 cooling towers, and 3 boilers. The building will have a basement, ground floor, a partial third floor mezzanine, and a three stop elevator. Portions of this project are deferred.

Dedicated Fire Water Line, \$11,865,000. This project will create a fire water system with a storage tank of 6 million gallons, a pump facility to maintain water pressure at the South Utility Building and a fire water distribution system on the Airport. A 24" loop line will be provided around Concourse B and the Main Terminal. This project is completed.

North Parking Area Utilities Extension, \$7,000. This project will extend utilities north from Rudder Road across the flood plain to the proposed economy parking lot north of the flood plain. This project is completed.

Rental Car Area Utilities Upgrades, \$2,055,000. This project will extend utilities to the proposed consolidated rental car facility. This project is deferred.

Utility Tunnel – West Utility Building Tunnel, \$107,351,000. Tier 2 and all future tiers south of Tier 2 will be supplied with heating and cooling from the new South Utility Building. The utility tunnel will contain the heating and cooling piping for Tier 2 and future tiers. A workman's walkway will be included in the tunnel along with a fresh air circulation system, lighting and a fire suppression system. A similar tunnel will be constructed between the existing North Utility Building and Concourses A and B. Portions of this project are deferred.

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South Electrical Substation and Distribution Center, \$17,239,000. A new electrical substation with a separate supply from Virginia Power is required to meet the demand of new development south of Concourse B. Portions of this project are deferred.

South Area Utility Trunk Lines, \$10,322,000. This project will provide utility service to new facilities in the south area of the Airport. Sewer, water and gas lines will be extended from near the new ARFF station to the new south utility plant and then north near Taxiway J to just east of Tier 2. Tier 2 and subsequent development will then connect to these lines for utility service. Portions of this project are deferred.

South Area Utility Distribution and Tie-ins, \$1,090,000. This project will connect the existing south area Airports Authority buildings to utility lines which are proposed as part of the new ARFF station. This project was authorized from the original d^2 program and is completed.

Public Utility Taps - Fees and Coordination, \$2,297,000. This allowance will cover connection fees associated with new service provided by local utilities. This project is completed.

Expanded Water Storage, \$4,597,000. This project will provide a new domestic water system for the development south of Concourse B. The water supply at the new ARFF station will supply the two million gallon storage facility and pump facility at the South Utility Building. This water will be distributed to new facilities via a water line parallel to Taxiway J terminating at Tier 2.

Special Systems - Tie-ins and Upgrades, 22,332,000. Communication facilities, equipment, and system integration are needed to support the Airport's communications requirements. This includes construction of ductbanks, purchase of switches, connectivity for data transmission, premises distribution systems, and other equipment as identified by our comprehensive communications plan.

Cargo 7 Site Utilities, \$23,000. Utilities including water, sewer, power, and communications will be extended north from Cargo 6 to Cargo 7 within the Air Freight Lane right-of-way.

Jet Fuel Pipeline – Fuel Settling Tank Farm, \$83,546,000. To accommodate the extension of a jet fuel pipeline to the Airport to increase the supply and storage of jet fuel, planning, design and construction of on-airport facilities are required.

Public Safety Radio Compatibility Project, \$900,000. This project funds the upgrade of radios and other equipment to meet project 25 (p25) standards. Project 25 addresses the needs of common digital public safety radio communications standards for first responders and Homeland Security/Emergency Response professionals, which allows for a high degree of equipment interoperability and compatibility.

Domestic Water Pump System Renovation, \$703,000. In order to adequately meet water demands and fire protection requirements for the North Area Facilities at Dulles International, the pressure capability and system operability will be upgraded.

Main Terminal HVAC Commissioning Phase 2, \$5,440,000. Provides for the final phase of the Main Terminal's HVAC system testing and commissioning with the completion of last major construction

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projects. Includes the functional performance tests, commissioning plan, duct and filter repairs necessary for balancing, testing and balancing, operation and maintenance instructions and a final commissioning report.

Maintenance Equipment Storage Building, \$2,041,000. This project provides for the construction of an additional equipment maintenance building to store and maintain the additional equipment associated with the new fourth runway.

Gate 313 Sanitary Sewer Connection, \$1,698,000. This project provides for a sanitary sewer connection from security Gate 313 and the south construction trailer complex to the existing Stallion Branch Sanitary Sewer line.

Radio Program Upgrades, \$15,454,000. This project will provide enhancements to the 800MHz radio system. The following are included: new tower site selection and construction, additional talk channels, purchase of elite dispatch consoles, system management terminal and software, and other improvements.

High Temperature Hot Water Generator Replacement, \$4,300,000. Replacement of two high temperature hot water generators at the West Utility Building. Scope for FY2011 includes the Design and advance HTHW Generator procurement.

Comprehensive Electrical Utility Critical Rehabilitation – Phase 1, \$5,000,000. To improve system reliability, this multi-phase project rehabilitates or replaces existing main electrical feeders (Autopilot, Cargo Drive, and Runways), obsolete electrical substation equipment, failed duct banks.

Land

Site Development for Commercial Hangars, \$109,379,000. This funding provides for clearing, grading, site utilities, and site access in undeveloped areas. These areas are remote from current development and include an allowance for property enhancements. A portion of this project is deferred.

Right-of-Way Easements for Capital Expansion, \$1,149,000. This allowance is to acquire right-of-way easements associated with the extension of utility lines to connect to local utility providers. This project is completed.

Other

Other Planning and Programming, \$16,680,000. The planning and programming phase of a project implementation process will define the major elements of the project; provide a refined project cost; coordinate the project with users, airport operators, Federal and other regulatory agencies; prepare budget items; and prepare a document to summarize the information to begin the project design phase. Planning and programming will be accomplished for the following categories of projects: airfield, building, road, utility, and parking.

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Aerial Topographic Survey, \$1,083,000. This project will purchase aerial topographic mapping of the entire Airport.

Comprehensive Airport Security System Study, \$17,208,000. This project will replace the closed circuit television system and the identification control system.

Wetlands Mitigation Program, \$26,248,000. Wetlands are a valuable feature of the ecology as defined by State and Federal laws and regulations. Wetlands taken during construction must be mitigated by replacement in kind or in a greater amount. This project will identify wetlands on Airport property and determine the impact to wetlands by the construction project.

Asbestos Removal - Beyond Stages I and II, \$3,017,000. Asbestos is known to exist throughout Dulles International's facilities constructed prior to 1976. When asbestos is identified by the asbestos consultant, an abatement contract will be awarded for its removal. Portions of this project are deferred.

Contaminated Soils Removal/Disposal - Beyond Stages I & II, \$8,916,000. When a contractor encounters soil suspected of being contaminated, samples will be taken and analyzed. If contamination is found, the general procedure is to dispose of the soil at a state-permitted treatment facility or accomplish on-site remediation. Portions of this project are deferred.

Airport Landscape Renovations and Expansions - Phase I, \$2,000,000. This project will replace existing landscaped areas that were disturbed during construction as well as creating new landscaping areas. This project is completed.

Temporary Facilities for Phasing, \$9,389,000. This project makes provisions for events which require that temporary facilities be provided to maintain airline and airport operations.

Contractor Staging Area, \$10,024,000. The CCP contains a significant number of major construction projects to be accomplished in the prescribed time. Each construction contractor will require an area to store material necessary for the project completion as well as the administrative support areas required for project management. A semi-permanent contractor staging area of approximately 60 acres, partially paved, lighted and fenced is necessary to support construction activity of contractors.

Enterprise Resource Program (ERP), \$29,843,000. An Airports Authority-wide ERP System will provide a comprehensive, integrated system encompassing core administration functional areas, linking business processes, integrating data, and sharing data information across applications and with users.

Access Control and Monitoring Systems, CCTV and Video Monitoring System Integration, \$9,412,000. This two-phased project initially designs and constructs a replacement Video Management System. The second phase provides for the integration of the Access Control and Alarm Monitoring System (ACAM) with the Closed Circuit Television (CCTV) and Video Management (VM) System and establishes a dedicated security network. Presently these three systems operate independently and do not allow for 100% resolution of door alarms as dictated by the TSA. The integration of these systems and the establishment of a dedicated security network will create the "resolution" required at the Reagan National Dispatch Center (and future CCC) for the majority of the door alarms at Dulles

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International, and significantly reduce the requirement to dispatch personnel to a door when a “false” breach of security occurs.

Geographical Information System (GIS), \$4,872,000. This project designs and implements the GIS for both Dulles International and Reagan National. Implementation in 2006 will involve refining system requirements, defining system interfaces with existing Airports Authority systems (such as CMMS, CADD archival, Propworks, Electronic Document Management, and Public Safety’s Computer Aided Dispatch system); procuring GIS software, hardware, and database management tools; preparing data for conversion to the GIS system and for the upcoming Enterprise Resource Planning system.

Environmental Mitigation (Wetlands and Stream), \$7,271,000. Wetlands are a valuable feature of the ecology as defined by State and Federal laws and regulations. Wetlands taken during construction must be mitigated by replacement in kind or in a greater amount. This project will identify and address unknown wetlands and streams on airport property and determine the impact to wetlands and streams by the construction project.

Contribution to Dulles Metrorail, \$211,470,000. The Airports Authority’s contribution to the Dulles Metrorail Project. The funding for this portion of the rail project will come from passenger facility charges (PFCs).

Asbestos Removal, \$3,092,000. Asbestos is known to exist throughout Dulles International’s facilities constructed prior to 1976. When asbestos is identified by the asbestos consultant, an abatement contract will be awarded for its removal.

Contaminated Soils Removal/Disposal and Environmental Compliance, \$4,868,000. When a contractor encounters soil suspected of being contaminated, samples will be taken and analyzed. If contamination is found, the general procedure is to dispose of the soil at a state permitted treatment facility or accomplish on-site remediation. The project also addresses any remedial environmental compliance action required.

Permanent Sign System, \$11,608,000. Wayfinding to the new facilities will be improved by replacing the existing sign system to list for new destinations and to account for the increasing complexity of the Airport. Signage within the Main Terminal and Tiers will also be changed to reflect improvements to the passenger boarding facilities.

Next Generation Public Safety Communications System \$15,800,000. Implementation of the Next Generation Radio Communications Systems by migrating to the P25 System from the current 800 MHz radio communication. The request allocates \$1,000,000 for 175 Radio Replacements.

Color Digital Orthophotography, \$1,000,000. An orthophoto is an aerial photograph planimetrically corrected. As a result, the digital photo has spatial accuracy (uniform scale and true geometry) that support GIS functions.

Special Systems, \$3,000,000. Legacy Fire Alarm Alerting System for Stations 302 and 303 software is not supported by CCC's CAD system. This project will upgrade the existing ARFF 302 & 303 FSAS to new systems which are consistent with the ARFF 301 & 304. Project provides expansion to

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accommodate new CCP projects and reestablish inventory. Priority project provides Audio and Visual Courtesy Announcements in the Main Terminal , Security Mezzazine, and APM Station complex to meet ADA Requirements.

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DULLES CORRIDOR

The Dulles Corridor Operation and Maintenance Program (O&M) is the financial plan for operating the Dulles Toll Road, including reserve requirements. The O&M program is funded from toll road revenue.

DULLES TOLL ROAD

Transfer History

The Metropolitan Washington Airports Authority (Airports Authority) and the Virginia Department of Transportation (VDOT) concluded negotiations for a 50-year lease of the Dulles Toll Road. The terms of the lease can be found in two documents: The Dulles Toll Road Master Transfer Agreement and the Dulles Toll Road Permit and Operating Agreement, both dated December 29, 2006 and on November 1, 2008, VDOT transferred operational and financial control of the Dulles Toll Road to the Airports Authority for a term of 50 years. These documents reflect the two agencies understanding and agreements with respect to the transfer of rights to operate, finance and maintain the Dulles Toll Road to the Airports Authority and certain related matters for the purpose of financing the construction of the Dulles Corridor Metrorail Project and other transportation improvements in the Dulles Corridor. The Agreement related to the transfer of the Dulles Toll Road can be found on the Airports Authority's website www.mwaa.com.

Dulles Toll Road Flow of Funds

As a part of this transaction and as stipulated in the Dulles Toll Road Permit and Operating Agreement, the Airports Authority has established segregated accounts, management and operational functions, where appropriate, for the operations of the Toll Road. This segregation of operational functions, as well as the asset management and improvement responsibilities and contract obligations, require that the Airports Authority budget appropriate and expend funds in a specified manner. Specifically, all toll revenues shall be budgeted and used solely to pay, in the following order of priority, (I) Operations and Maintenance (O&M) Fund requirements (including the O&M account, O&M reserve account and emergency O&M reserve account); (ii) Extraordinary Maintenance and Repair Reserve Account requirements; (iii) debt service and debt service reserve fund requirements, including other amounts payable under any Toll Road financing documents (including, without limitation, swaps, letter of credit reimbursement agreements and standby bond purchase agreements, commercial paper or any other similar products or any scheduled TIFIA debt), together with deposits to federal tax law rebate funds and any reasonable cash reserves or escrow accounts in respect thereof; (iv) all deposits in respect of the Renewal and Replacement Program and costs of the renewal and replacement work incurred during such year not funded from the renewal and replacement reserves; (v) Dulles Corridor Enterprise Reserve and Toll Rate Stabilization Fund; (vi) all costs and expenses of constructing any road and highway capital improvements (other than the Dulles Toll Road) required to be paid during such year not paid from proceeds of Toll Revenue Bonds; (vii) capital costs of the Dulles Corridor Metrorail Project then due and payable and not otherwise paid or reasonably expected to be paid from proceeds of the Toll Revenue Bonds; (viii) Latent Defects Reserve Fund, including the funding of a reasonable cash reserve in an amount not to exceed \$10 million plus any accrued interest earnings thereon for costs associated with remedying any latent defects related thereto, all in accordance with the Washington Metropolitan Area Transit Authority (WMATA) Agreement; (ix) eligible costs and

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expenses for transit operations within the Dulles Corridor; and (x) all remaining Toll Revenues shall be paid to the Commonwealth for allocation by the Commonwealth Transportation Board (CTB) for transportation programs and projects that are reasonably related to or benefit the users of the Toll Road. The Dulles Toll Road Operation and Maintenance Budget will be prepared and funds are allocated for performing all toll collection (cash and electronic toll collection), administrative, customer service, violation enforcement public safety and incident management activities. For major asset repair and rehabilitation for the Toll Road, a Renewal and Replacement Program was established to fund various projects necessary to keep the toll operation in proper maintenance and operational condition. A Capital Improvement Program was established for major construction projects, including the Metrorail extension and other corridor improvements.

Dulles Toll Road Description

The Dulles Toll Road, also known as Route 267 and the Omer L. Hirst – Adelard L. Brault Expressway, is an eight-lane, divided, controlled-access roadway, approximately 13.43 miles in length and extends from a point just west of Sully Road (Route 28) in Loudoun County to the Capital Beltway (I-495) in Fairfax County. The Dulles Toll Road facilitates commuter and commercial traffic throughout the Dulles Corridor, and runs alongside (parallel to) the Access Highway. The Access Highway is operated and maintained by the Airports Authority and is a four-lane, divided, limited-access roadway which will include portions of the future Dulles Corridor Metrorail.

In both the eastbound and westbound directions and at each end of the Toll Road, there are a total of 61 toll collection points, consisting of attended lanes, automatic coin machine lanes, and electronic toll collection (Smart Tag-capable lanes). The tolling configuration consists of two mainline (one eastbound and one westbound) toll plazas and 18 ramp plazas. There are 33 full service lanes, 19 exact change lanes, and 7 dedicated Smart Tag only lanes and 2 bus toll lanes. At the westbound mainline toll plaza on the east end of the Toll Road, there is an administration building that houses various tolling systems and administrative personnel. Tolls are collected in a screenline fashion, i.e. patrons are required to pay a discrete toll at each plaza.

Tolls for the Dulles Toll Road are collected through both cash and electronic methods. The Electronic Toll Collection (ETC) System is comprised of six major subsystems:

- *A Radio Frequency Identification (RFID) Automatic Vehicle Identification (AVI) system, called Smart Tag*
- *Two vehicle detection and classification systems*
- *A coin collection system using Automatic Coin Machines (ACMs)*
- *A toll attendant interface system*
- *A Violation Enforcement System (VES)*
- *A database host*

The Smart Tag system is installed in all toll collection lanes, seven of which are dedicated Smart Tag only lanes. The equipment is interoperable with the E-ZPass system used by surrounding states for ETC. Toll revenues will be used to pay all operations and maintenance expenses of the Toll Road and to fund the various reserve and debt service funds.

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Toll and roadway maintenance is performed by Airports Authority staff or contracts managed by Airports Authority staff, including routine toll and roadway maintenance expenditures for common services as toll software and hardware maintenance, pavement striping and signing repair, guardrail and attenuator repairs; plaza repairs, janitorial services, roadway sweeping, and litter pick-up are also included. The Renewal and Replacement Fund is established for identified rehabilitation and major repairs for the Toll Road such as pavement overlays, new toll collection equipment, bridge and sound wall repairs, etc. The Renewal and Replacement Program is a “full five-year period maintenance plan” budgeted annually. The Capital Improvement Fund is for major capacity improvements and transportation projects. These projects usually consist of additional lanes, major overpasses and intersection projects.

The Airports Authority deploys a motorist assistance program for Dulles Corridor assistance. The motorist assistance program is known as the Safety Service Patrol, and will provide minor vehicle breakdown services, such as gas refills, flat tire changes, and towing to stranded motorists within the Dulles Corridor.

DULLES CORRIDOR METRORAIL PROJECT

Overview

The Airports Authority in cooperation with the Commonwealth of Virginia Department of Rail and Public Transportation (DRPT), the Washington Metropolitan Area Transit Authority (WMATA), Fairfax County and Loudoun County is planning to construct a 23.1-mile transit system in the rapidly growing Dulles Corridor in Fairfax and Loudoun counties, Virginia.

The Dulles Corridor is home to several of the Washington D.C., metropolitan region's most dynamic and rapidly growing activity centers, including Tysons Corner, the Reston-Herndon area, Dulles International and the emerging activity centers in eastern Loudoun County.

The purpose of Dulles Corridor Metrorail Project is to provide high-quality, high-capacity transit service in the Dulles Corridor. New Metrorail service in the corridor will result in travel time savings between the corridor and downtown D.C., expand the reach of the existing regional rail system, offer a viable alternative to automobile travel and support future development along the corridor.

The Project extends the existing Metrorail system from the East Falls Church station on the Orange Line in Fairfax County through Tysons Corner to Dulles International and beyond the Airport to Route 772/Ryan Road in Loudoun County. Service on the new Metrorail line will continue from stations in the Dulles Corridor onto the existing Orange Line tracks and serve the Orange Line stations from East Falls Church through Arlington County and into Washington D.C., to the Stadium-Armory Station.

Most of the extension will be constructed in the median of the Access Highway and Dulles Connector Road, but the alignment also serves Tysons Corner and Dulles International. The extension includes 11 new Metrorail stations, a new rail yard on Dulles International's property and improvements to an existing rail yard at the West Falls Church Station. This alignment was selected because it offers the highest ridership potential with the fewest impacts on residential areas and the natural environment.

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A Draft Environmental Impact Statement (Draft EIS) for the Project was completed in June 2002. This Draft EIS evaluated several alternatives, including three Bus Rapid Transit (BRT) options, a combined BRT/Metrorail alternative and a full Metrorail extension. Public hearings on the Draft EIS were held in July 2002. Based on extensive public comments and input from local jurisdictions, the full extension of Metrorail was recommended as the preferred option or the Locally Preferred Alternative.

This Dulles Corridor Metrorail Project was approved by the WMATA Board of Directors in November 2002 and the Commonwealth Transportation Board (CTB) in December 2002. The Metrorail Project was also endorsed by Fairfax County, Loudoun County and the Airports Authority.

Following these approvals, a Final EIS was published in December 2004 and the FTA issued its Record of Decision approving the environmental process in March 2005. Following an environmental assessment of design refinements made during preliminary engineering, an amended record of decision was issued by FTA in November 2006.

Preliminary engineering on Phase 1 was completed in April 2006, and supplemental engineering work was completed in May 2009. The Airports Authority received FTA approval to enter final design on May 12, 2009. The Airports Authority received a full-funding grant agreement in March 2009.

Construction on the Wiehle Avenue Extension (Phase 1) began in early 2010. Utility relocation activities began in spring 2009. Phase 1 will branch off the Orange Line just beyond East Falls Church Station, go through Tysons Corner (4 stops), and terminate at Wiehle Avenue (1 stop) in Reston. It is scheduled to begin revenue operations by 2014. The total project cost of Phase 1 is estimated to be \$2.6 billion. Phase 1 is expected to receive a fixed contribution of \$900 million in New Starts funding from the Federal Transit Administration. Fairfax County will provide a fixed contribution of \$400 million for Phase 1. The Commonwealth will provide \$251.7 million toward the cost of Phase 1. The remaining funds, estimated to comprise 43.7 percent of the Phase 1 project cost, will be provided by the Airports Authority through a combination of bonds secured by Dulles Toll Road revenues.

Phase 2 is an approximately 11.4 mile extension of the Metrorail System that will complete the Dulles Metrorail Project. Metrorail Project – Phase 2 will run from Wiehle Avenue, through Dulles International, to Route 772 in Loudoun County. Preliminary design and engineering of Metrorail Project – Phase 2 was initiated by Dulles Transit Partners and VDRPT, but was suspended pending further direction from the Airports Authority. On May 6, 2009, the Board of Directors of the Airports Authority authorized staff to pursue a design-build contract strategy for Phase 2 of the Metrorail Project. A preliminary estimated substantial completion date for Phase 2 of the Metrorail Project is December 31, 2016.

The current estimate for Phase 2 of the Metrorail Project, for the locally preferred alternative, including contingency, is \$3.831 billion. The previously approved budget authorization for the Metrorail Project – Phase 2 is \$250.2 million. The 2011 Budget request for new authorization is \$3.58 billion. This authorization includes five new positions associated with Phase 2 of the Metrorail Project.

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| Table 3-1 | Expected Funding Contribution (000s) | | | Percentage of Total |
|---|--------------------------------------|--|---------------------|---------------------|
| | Metrarail Project Phase 1 | Metrarail Project Phase 2 ¹ | Total ² | |
| Airports Authority - DTR Funding ^{3/} | \$1,203,995 | \$2,560,813 | \$3,764,808 | 57.2% |
| Airports Authority - Aviation Funding ^{4/} | - | 270,043 | \$270,043 | 4.1% |
| Federal Transit Administration ^{5/} | 900,000 | - | \$900,000 | 13.7% |
| Commonwealth of Virginia ^{6/} | 251,700 | 23,300 | \$275,000 | 4.2% |
| Fairfax County ^{7/} | 400,000 | 660,412 | \$1,060,412 | 16.1% |
| Loudoun County ^{8/} | - | 316,148 | \$316,148 | 4.8% |
| Total Sources of Funds | \$ 2,755,695 | \$ 3,830,716 | \$ 6,586,411 | 100.0% |

Source: Airports Authority

(1) The preliminary cost estimate for Dulles Metrorail Project – Phase 2 includes a two-mile tunnel with an underground station at Dulles International Airport. The Airports Authority is considering alternative alignments and station locations that could result in significant cost reductions.

(2) Totals may not add due to rounding.

(3) The Airports Authority's contribution to the Dulles Metrorail Project from Toll Road Revenues is not limited by amount or percentage of the costs of the Dulles Metrorail Project. Includes Bonds secured by, and pay-go expenditures payable from, Toll Road Revenues.

(4) The Airports Authority's contribution to the Dulles Metrorail Project from aviation funds (i.e., non-Toll Road Revenues) is based upon a percentage (4.1%) of Dulles Metrorail Project costs, as more fully described below.

(5) The FTA's commitment under the FFGA is limited to \$900 million.

(6) The Commonwealth's contribution to the Dulles Metrorail Project is fixed at \$275 million, as more fully described below. \$75 million of the Commonwealth's contribution for Dulles Metrorail Project -- Phase 1 consists of a re-programming of Section 5307 federal transportation funds.

(7) Fairfax County's contribution is based upon a percentage of Dulles Metrorail Project costs (16.1%), as more fully described below.

(8) Loudoun County's contribution is based upon a percentage of Dulles Metrorail Project costs (4.8%), as more fully described below.

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2011 DULLES CORRIDOR OPERATING REVENUES AND INTEREST INCOME

| Table 3-2 | BUDGET 2010 | BUDGET 2011 | Dollar Change | Percent Change |
|---------------------------------|----------------------|----------------------|---------------------|-------------------|
| Electronic Toll Collection | \$ 61,190,000 | \$ 67,990,000 | \$ 6,800,000 | 11.1% |
| Cash Toll Revenue | 26,224,000 | 29,138,000 | 2,914,000 | 11.1% |
| Violations Fee Collection | 505,000 | 719,000 | 214,000 | 42.4% |
| Total Operating Revenues | \$ 87,919,000 | \$ 97,847,000 | \$ 9,928,000 | 11.3% |
| Interest Income | \$ 2,701,000 | \$ 3,655,000 | \$ 954,000 | 35.3% |

2011 DULLES CORRIDOR OPERATION AND MAINTENANCE PROGRAM

The Dulles Corridor Operations and Maintenance Program (O&M) is the financial plan for operating the Dulles Toll Road, including reserve requirements. The O&M Program is funded from toll road operating revenue.

| Table 3-3 | BUDGET 2010 | BUDGET 2011 | Dollar Change | Percent Change |
|------------------------------|----------------------|----------------------|------------------|-------------------|
| Operating Expenses | \$ 24,652,000 | \$ 27,843,000 | \$ 3,191,000 | 12.9% |
| Debt Service | 46,365,000 | 51,142,000 | 4,777,000 | 10.3% |
| Total O&M Program | \$ 71,017,000 | \$ 78,985,000 | 7,968,000 | 11.2% |

- The 2011 Budget for the Dulles Corridor Enterprise Fund includes the Dulles Toll Road, the Dulles Corridor Metrorail Project, and other Corridor improvements. The Dulles Corridor Enterprise Fund Budget was prepared after review of expected toll collections, operating expenses, and capital requirements. Effective October 1, 2009, all operations related to the Dulles Toll Road are performed by Airports Authority employees and all contracts are administered by Airports Authority employees, including Public Safety.
- Additionally, a cost allocation plan allocates the costs of staff and other shared operational costs that have duties in both the Aviation Enterprise and Dulles Corridor Enterprise Funds.

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STATEMENT OF OPERATIONS

Table 3-4

| <i>(dollars in thousands)</i> | Amended Budget 2010 | Budget 2011 | Dollar Change | Percent Change |
|---|---------------------------|------------------|------------------|-------------------|
| OPERATING REVENUES | | | | |
| Electronic Toll Collection (ETC) Toll Revenue | \$ 61,190 | \$ 67,990 | \$ 6,800 | 11.1% |
| Cash Toll Revenue | 26,224 | 29,138 | 2,914 | 11.1% |
| Transfer to Other State Agency - Indirect Cost | - | - | - | - |
| SUBTOTAL TOLL REVENUE | 87,414 | 97,128 | 9,714 | 11.1% |
| Violations Fee Collections | 505 | 719 | 214 | 42.4% |
| SUBTOTAL OTHER INCOME | 505 | 719 | 214 | 42.4% |
| TOTAL OPERATING REVENUES | \$ 87,919 | \$ 97,847 | \$ 9,928 | 11.3% |
| OPERATING EXPENSES | | | | |
| Personnel Compensation | \$ 2,318 | \$ 2,052 | \$ (266) | -11.5% |
| Employee Benefits | 645 | 843 | 198 | 30.6% |
| Other Personnel Expenses | - | - | - | - |
| Travel | 8 | 8 | - | 0.0% |
| Lease and Rental Payments | 30 | 30 | - | 0.0% |
| Utilities | 160 | 210 | 50 | 31.3% |
| Information Technology and Telecommunications | 24 | 24 | - | 0.0% |
| Services | 17,317 | 17,575 | 258 | 1.5% |
| Supplies, Materials, and Fuels | 757 | 783 | 26 | 3.4% |
| Insurance and Risk Management | 1,100 | 1,100 | - | 0.0% |
| Noncapital Equipment | 26 | 16 | (10) | -37.3% |
| Capital Equipment | 425 | 282 | (143) | -33.6% |
| Noncapital Facility Projects | 50 | 50 | - | 0.0% |
| Capital Facility Projects | - | 150 | 150 | 0.0% |
| Allocated Costs | 1,792 | 4,721 | 2,929 | 163.4% |
| TOTAL OPERATING EXPENSES | \$ 24,652 | \$ 27,843 | \$ 3,191 | 12.9% |
| NET OPERATING INCOME | \$ 63,267 | \$ 70,004 | \$ 6,737 | 10.6% |
| NONOPERATING REVENUE | | | | |
| Interest Income | \$ 2,701 | \$ 3,655 | \$ 954 | 35.3% |
| TOTAL NONOPERATING REVENUE | \$ 2,701 | \$ 3,655 | \$ 954 | 35.3% |
| NONOPERATING EXPENSES | | | | |
| Renewal and Replacement Program | \$ 1,760 | \$ 4,100 | \$ 2,340 | 133.0% |
| Corridor Capital Improvements (Transportation Management Program) | - | - | - | - |
| Metrorail Capital Projects & Latent Defects | - | - | - | - |
| Eligible Transit Operating Costs | - | - | - | - |
| SUBTOTAL NONOPERATING EXPENSES | \$ 1,760 | \$ 4,100 | \$ 2,340 | 133.0% |
| DEBT SERVICE | | | | |
| Debt Service (Principal/Interest)/Reserve | \$ 46,365 | \$ 51,142 | 3/ \$ 4,777 | 10.3% |
| TOTAL DEBT SERVICE | \$ 46,365 | \$ 51,142 | \$ 4,777 | 10.3% |
| RESERVE CONTRIBUTIONS | | | | |
| Emergency Operations and Maintenance Reserve | \$ - | \$ - | \$ - | - |
| Renewal and Replacement Reserve | - | - | - | - |
| Corridor Capital Improvements Reserve | - | - | - | - |
| Eligible Transit Operating Costs Reserve | 6,645 | - | - | - |
| WMATA Latent Defects Reserve 2/ | 3,000 | 7,000 | 4,000 | 133.3% |
| DCE Reserve and Toll Rate Stabilization Fund | 8,198 | 11,416 | 3,218 | 39.3% |
| TOTAL RESERVE CONTRIBUTIONS | \$ 17,843 | \$ 18,416 | \$ 573 | 3.2% |
| REMAINING TOLL RD REVENUE FUND | \$ - | \$ - | \$ - | - |

1/ Amendment of the Renewal and Replacement Program to Authorize a one time expenditure for Fairfax Express Bus Service.

2/ The Authority is required to fund \$15 million. \$5 million was added to the 2009 Budget, \$3 million was included in the 2010 Budget, and \$7 million in

3/ The total debt service is \$65.8 million, the \$51.1 million above excludes the \$14.7 million Build America Bonds (BAB).

Dulles Corridor Renewal and Replacement Program

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2011 RENEWAL AND REPLACEMENT PROGRAM

The Renewal and Replacement Program for the Dulles Toll Road addresses major maintenance requirements including overlays, sound wall repairs, bridge deck replacements, erosion and drainage control, and other maintenance projects. The Renewal and Replacement program is funded from toll road revenue. The estimate for 2011 for the Renewal and Replacement Program new program authorization is \$4.1 million.

Total Renewal and Replacement Program

\$4,100,000

Table 3-5

| | New Authorization |
|--|----------------------|
| <u>Renewal and Replacement Program</u> | |
| Bridges, Structures and Canopy Repairs | \$ 500,000 |
| Erosion Repairs | 300,000 |
| Repair of Sound Walls | 200,000 |
| Dulles Toll Road Mainlane Pavement Repairs | 500,000 |
| Guardrail, Traffic Barrier and Fencing Rehabilitation | 100,000 |
| Attenuator Rehabilitation | 100,000 |
| Roadway Sign Replacement and Rehabilitation | 200,000 |
| Street/Plaza Lighting Rehabilitation | 70,000 |
| Sign Lighting | 100,000 |
| Landscape and Beautification Maintenance | 250,000 |
| Slip Ramp Gates | 250,000 |
| Communications/Data | 100,000 |
| Toll Security Study | 200,000 |
| Bridge/Structural Management System Program | 30,000 |
| Other Planning and Programming | 100,000 |
| Electrical | 100,000 |
| Code Compliance - Electrical Room | 100,000 |
| HVAC | 300,000 |
| Main Plaza Revenue Collection Tunnel Assessment | 100,000 |
| Structural/Physical Repair and Rehabilitation | 250,000 |
| Utility Survey and Rehabilitation | 150,000 |
| Right of Way Mapping | 100,000 |
| Total Dulles Corridor Renewal and Replacement Program | \$4,100,000 |

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RENEWAL AND REPLACEMENT PROGRAM

| Project Number | Description | Projected Carryover 2011 | New Program 2011 | Projected Carryover and New Program 2011 | Expenditures 2011 | Plan 2012 - 2015 | 2012-2015 Plan - Expenditures* | | | |
|--|---|-----------------------------|---------------------|--|----------------------|---------------------|--------------------------------|--------------------|--------------------|---------------------|
| | | | | | | | 2012 | 2013 | 2014 | 2015 |
| <u>BRIDGE AND STRUCTURAL REHABILITATION</u> | | | | | | | | | | |
| 5001 | Bridges, Structures and Canopy Repairs | \$ 58,000 | \$ 500,000 | \$ 558,000 | \$ 558,000 | \$ 2,000,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 |
| 5024 | Erosion Repairs | - | 300,000 | 300,000 | 300,000 | 400,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| 5002 | Joint Replacement and Repair | 25,000 | - | 25,000 | 25,000 | 100,000 | 100,000 | - | - | - |
| 5025 | Federal Highways Bridge Inspection | - | - | - | - | 200,000 | 100,000 | - | 100,000 | - |
| 5003 | Bearing Replacement | 50,000 | - | 50,000 | 50,000 | - | - | - | - | - |
| | Subtotal Bridge and Structural Restoration | 133,000 | 800,000 | 933,000 | 933,000 | 2,700,000 | 800,000 | 600,000 | 700,000 | 600,000 |
| <u>SOUND WALL REPAIR</u> | | | | | | | | | | |
| 5004 | Repair of Sound Walls | 350,000 | 200,000 | 550,000 | 550,000 | 200,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| | Subtotal Sound Wall Repair | 350,000 | 200,000 | 550,000 | 550,000 | 200,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| <u>ROADWAY AND PAVEMENT REHABILITATION</u> | | | | | | | | | | |
| 5005 | Dulles Toll Road Mainlane Pavement Repairs | 0 | 500,000 | 500,000 | 500,000 | 2,000,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| | Subtotal Pavement Repairs | 0 | 500,000 | 500,000 | 500,000 | 2,000,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| <u>ROADSIDE</u> | | | | | | | | | | |
| 5006 | Guardrail, Traffic Barrier and Fencing Rehabilitation | - | 100,000 | 100,000 | 100,000 | 400,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| 5007 | Attenuator Rehabilitation | - | 100,000 | 100,000 | 100,000 | 400,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| | Subtotal Roadside | - | 200,000 | 200,000 | 200,000 | 800,000 | 200,000 | 200,000 | 200,000 | 200,000 |
| <u>SIGNING AND LIGHTING</u> | | | | | | | | | | |
| 5008 | Authority Identification Signage | - | - | - | - | - | - | - | - | - |
| 5009 | Roadway Sign Replacement and Rehabilitation | - | 200,000 | 200,000 | 200,000 | 800,000 | 200,000 | 200,000 | 200,000 | 200,000 |
| 5010 | Street/Plaza Lighting Rehabilitation | - | 70,000 | 70,000 | 70,000 | 280,000 | 70,000 | 70,000 | 70,000 | 70,000 |
| 5011 | Sign Lighting | 35,000 | 100,000 | 135,000 | 135,000 | 400,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| | Subtotal Signing and Lighting | 35,000 | 370,000 | 405,000 | 405,000 | 1,480,000 | 370,000 | 370,000 | 370,000 | 370,000 |
| <u>ROADWAY MAINTENANCE</u> | | | | | | | | | | |
| 5012 | Landscape and Beautification Maintenance | - | 250,000 | 250,000 | 250,000 | 1,600,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| | Subtotal Roadway Maintenance | - | 250,000 | 250,000 | 250,000 | 1,600,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| <u>TECHNOLOGY</u> | | | | | | | | | | |
| 5013 | Slip Ramp Gates | 239,000 | 250,000 | 489,000 | 489,000 | 400,000 | 250,000 | 50,000 | 50,000 | 50,000 |
| 5014 | Communications/Data | - | 100,000 | 100,000 | 100,000 | 250,000 | 100,000 | 50,000 | 50,000 | 50,000 |
| | Subtotal Technology | 239,000 | 350,000 | 589,000 | 589,000 | 650,000 | 350,000 | 100,000 | 100,000 | 100,000 |
| <u>OPERATIONAL STUDIES</u> | | | | | | | | | | |
| 5015 | Corridor Safety Study | 200,000 | - | 200,000 | 200,000 | - | - | - | - | - |
| 5016 | Revenue Collection Security Study | - | 200,000 | 200,000 | 200,000 | - | - | - | - | - |
| 5017 | Bridge/Structural Management System Program | 50,000 | 30,000 | 80,000 | 80,000 | 120,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| 5018 | Other Planning and Programming | 100,000 | 100,000 | 200,000 | 200,000 | 300,000 | 75,000 | 75,000 | 75,000 | 75,000 |
| | Subtotal Operational Studies | 350,000 | 330,000 | 680,000 | 680,000 | 420,000 | 105,000 | 105,000 | 105,000 | 105,000 |
| <u>ADMIN BUILDING/TOLL BOOTHS</u> | | | | | | | | | | |
| 5019 | Electrical | 314,000 | 100,000 | 414,000 | 414,000 | 200,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| 5026 | Code Compliance - Electrical Room | - | 100,000 | 100,000 | 100,000 | 400,000 | 300,000 | 100,000 | - | - |
| 5020 | HVAC | 43,000 | 300,000 | 343,000 | 343,000 | 250,000 | 100,000 | 50,000 | 50,000 | 50,000 |
| 5027 | Main Plaza Revenue Collection Tunnel Assessment | - | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | - | - | - |
| 5021 | Structural Repair and Rehabilitation | 209,000 | 250,000 | 459,000 | 459,000 | 250,000 | 100,000 | 50,000 | 50,000 | 50,000 |
| | Subtotal Admin Building | 566,000 | 850,000 | 1,416,000 | 1,416,000 | 1,200,000 | 650,000 | 250,000 | 150,000 | 150,000 |
| <u>UTILITIES</u> | | | | | | | | | | |
| 5022 | Utility Survey and Rehabilitation | 150,000 | 150,000 | 300,000 | 300,000 | 550,000 | 250,000 | 100,000 | 100,000 | 100,000 |
| 5028 | Right of Way Mapping | - | 100,000 | 100,000 | 100,000 | - | - | - | - | - |
| | Subtotal Utilities | 150,000 | 250,000 | 400,000 | 400,000 | 550,000 | 250,000 | 100,000 | 100,000 | 100,000 |
| <u>OTHER</u> | | | | | | | | | | |
| 5023 | Fairfax County Express Bus Service | - | - | - | - | - | - | - | - | - |
| | Subtotal Other | - | - | - | - | - | - | - | - | - |
| | Total Dulles Corridor | \$1,823,000 | \$4,100,000 | \$ 5,923,000 | \$5,923,000 | \$11,600,000 | \$3,675,000 | \$2,675,000 | \$2,675,000 | \$ 2,575,000 |

*Future estimates for 2012 thru 2015 are provided by the Office of Engineering and may not have received Board approval. Estimates are presented for planning purposes.

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

DULLES CORRIDOR RENEWAL AND REPLACEMENT PROGRAM

*The **Renewal and Replacement Program** for the Dulles Toll Road addresses major maintenance requirements including pavement overlays, sound wall repairs, bridge deck replacements, erosion and drainage control, and other routine maintenance projects. The **Renewal and Replacement program** is funded from toll road revenue. The 2011 estimate for the **Renewal and Replacement Program** authorization is \$4.1 million.*

BRIDGE AND STRUCTURAL REHABILITATION PROJECTS

Bridges, Structures and Canopy Repairs

The Dulles Toll Road has a total of 39 structures that are maintained and classified as bridges, as well as, 11 culverts, 22 plazas with associated structural canopies and 27,456 feet of retaining walls. Bridges and structures are inspected on a scheduled basis (every two years) and are assigned a rating signifying the conditions of the structure. Canopy structures are generally inspected each year during the annual asset inspection. This project will provide for the repair of various structural components: bridge substructure concrete repair, bridge deck repair and resurfacing, and backwall, culvert repair and railing repair as well as associated canopy structure and roof repair.

Budget Estimate: \$558,300
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Immediate safety needs and asset preservation

Erosion Repairs

This project will provide for the repair of various areas along the Dulles Corridor that have experienced severe erosion. This work will address areas adjacent to structures and adjacent to roadway surfaces to ensure the safety of the travelling public as well as preserving the integrity of the structure.

Budget Estimate: \$300,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Immediate safety needs and asset preservation

Joint Replacement and Repair

This project will provide for the replacement and/or repair of armored joints on the bridges. Sealing of the joints on bridges has been shown to be a proven method of corrosion prevention in regions where salt is used during winter operations.

Budget Estimate: \$25,000

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Project Duration: 12 months
Project can typically be performed in one construction season. Multiple bridges can be worked on simultaneously to take advantage of lane closings.

Starting Budget Year: 2011

Benefits: Safety and preservation of bridge superstructure and substructure from salt damage

Federal Highways Bridge Inspection

The Dulles Toll Road has 39 structures that are maintained and classified as bridges. Bridges and structures are required to be inspected on a scheduled basis (every two years) and are assigned a rating signifying the conditions of the structure. These inspections will determine the specific bridge repairs required.

Budget Estimate: \$100,000
Project Duration: 12 months
Starting Budget Year: 2012
Benefits: Safety and preservation of bridge superstructure and substructure

Bearing Replacement

This project will provide for the replacement of bridge bearings to assure the performance of bridge structures as designed. This work can be phased over multiple years and is usually done by a specialty contractor. Traffic maintenance will be a significant item of work, as this work may involve the temporary closing of lanes during shoring operations. This work can be accomplished at night.

Budget Estimate: \$50,000
Project Duration: 12 months
Project can typically be performed in one construction season.
Starting Budget Year: 2011
Benefits: Bridge performance

SOUND WALL REPAIR

Repair of Sound Walls (repairs for approximately 3,000 feet)

The Dulles Toll Road has approximately 40,000 feet of sound walls. Sections of the sound walls throughout the corridor have segments with significant damage including erosion at the foundations, failed clip angle connections, spalls in concrete and deteriorated or missing acoustic material. This project will provide for repair of the walls to ensure the stability of the sound walls.

Budget Estimate: \$550,000
Project Duration: 12 months
Starting Budget Year: 2011

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Benefits: Safety, aesthetics, good neighbor

ROADWAY AND PAVEMENT REHABILITATION

Dulles Toll Road Mainline Pavement Repairs

This project will provide for repairs of mainline pavements that do not meet roughness requirements after the resurfacing or exhibit failure due to poor pavement conditions and potholes. This work consists of small sections of pavement repairs along the Dulles Toll Road which could result in milling and resurfacing operations. Traffic maintenance will be a significant item of work.

Budget Estimate: \$1,404,600
Project Duration: 12 months
Project can be performed in one construction season.
Starting Budget Year: 2011
Benefits: Safety and pavement preservation

ROADSIDE

Guardrail, Traffic Barriers, and Fencing Rehabilitation

Various guardrails, cable fencings and traffic barriers as well as those items as required and identified by VDOT Safety Orders will be replaced or added. Fencing may be added/modified to remove hazards or increase security.

Budget Estimate: \$100,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Safety

Attenuator Rehabilitation

Many of the attenuators at the toll booths and plazas may not be able to handle a high speed (60 mph) impact. This will be essential should the Airports Authority transition to Open Road Tolling/Express Lanes. This project will add lane delineation to increase system safety by limiting lane changes at decision points near the toll booths.

Budget Estimate: \$100,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Safety

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SIGNING AND LIGHTING

Airports Authority Identification Signage

Immediate signage changes such as at the Administration Building will be required to convey to the public the agency responsible for the overall management and operation of the Dulles Toll Road. Other sign changes will include logos present on equipment and vehicles and other VDOT-designated signage throughout the corridor.

| | |
|------------------------------|---|
| Budget Estimate: | \$150,000 |
| Project Duration: | 12 months |
| Starting Budget Year: | 2011 |
| Benefits: | Aesthetics, consistency and identification of responsible agency. |

Roadway Sign Replacement and Rehabilitation

Overhead and ground mounted signs throughout the Dulles Toll Road corridor are deteriorating due to age and weather conditions as well as being damaged from vehicular impacts. With the introduction of more modern materials, the life of the signs can be increased through replacement. This project is necessary to maintain the directional and informational standard for the current signage and provide for more efficient passage of the traveling public.

| | |
|------------------------------|-------------------------------------|
| Budget Estimate: | \$200,000 |
| Project Duration: | 12 months |
| Starting Budget Year: | 2011 |
| Benefits: | Safety, aesthetics, and consistency |

Street/Plaza Lighting Rehabilitation

Light poles, will be replaced with higher intensity lighting commonly used at decision points (merging zones, exits, toll areas, etc.) in order to increase the driver's awareness of these decision areas.

| | |
|------------------------------|-------------------------------------|
| Budget Estimate: | \$140,000 |
| Project Duration: | 12 months |
| Starting Budget Year: | 2011 |
| Benefits: | Safety, aesthetics, and consistency |

Sign Lighting

Various lights are not working on some of the overhead signs. Additionally, higher intensity lighting is commonly used at decision points to increase the driver's awareness of these decision areas.

| | |
|------------------------------|-----------|
| Budget Estimate: | \$134,800 |
| Project Duration: | 12 months |
| Starting Budget Year: | 2011 |

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Benefits: Safety, aesthetics, and consistency

ROADWAY MAINTENANCE

Landscape & Beautification Maintenance

A number of aesthetic elements such as landscaping, bushes and trees will be replaced. Preventative maintenance on the roadway including: landscaping, mowing, graffiti removal, turf maintenance, etc., will also occur.

Budget Estimate: \$250,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Aesthetics, consistency, and safety

TECHNOLOGY

Slip Ramp Gates

Various slip ramp gates that are used between the toll road and the access road will be repaired or replaced.

Budget Estimate: \$488,600
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Traffic improvements

Communications / Data

This project will maintain and/or replace the tunnel telephone equipment, fiber optic lines, landing phones, traffic cameras, weather station, road sensors, which are all primarily based at the Main Line Toll plaza.

Budget Estimate: \$100,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Improved security and communications

OPERATIONAL STUDIES

Corridor Safety Study

A study on all of the safety elements of the roadway including a review of: guardrail, attenuators, fencing, traffic barriers, edge drop offs, curbs, shoulders, lighting, signage, and clear zones will be performed. The study would identify safety issues and recommend improvements as needed. The study will not include pavement friction testing.

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Budget Estimate: \$200,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Safety and due diligence

Revenue Collection Security Study

A security study is recommended to ensure that all money collected is logged and recorded properly. The study would involve auditing the toll transactions and physical observation of the toll collecting activity. The recommendations may result in changes to the toll collection process. This project also includes the purchase of various security related items.

Budget Estimate: \$400,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Work environment and revenue generation

Bridge and Structural Management System

This project provides for the implementation of an annual management system for the structural assessment of bridge structures. The project provides for the solicitation and maintenance of a Bridge and Structural Maintenance System program which will be used to track and monitor bridge maintenance and to maintain records for the FHWA.

Budget Estimate: \$80,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Satisfy bridge maintenance requirement

Other Planning and Programming

These funds are intended for use on studies and preliminary engineering to support coordination with other regional agencies. Studies may include traffic monitoring and analysis done in conjunction with Fairfax County or the Metropolitan Washington Council of Governments. This funding will also support the collection and preparation of Dulles Corridor data and information to be used within the Dulles Corridor and to support adjacent roadway system analysis.

Budget Estimate: \$200,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Provides coordination with regional partners

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ADMINISTRATION BUILDING/TOLL BOOTHS

Administration Building Electrical

This project provides for the design and replacement of the Administration Building generator and building electrical switchgear. This project will also replace the electrical lighting and conduits in the Main Line Toll Plaza tunnel.

Budget Estimate: \$413,800
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Provides needed replacement of equipment and lighting

Code Compliance – Electrical Room

This project will provide for the design and upgrade of various electrical components in the main electrical room of the Administration Building to conform to existing code requirements.

Budget Estimate: \$100,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Provides facility upgrade to current standards

Administration Building HVAC

This project will replace the heating and cooling units on the Administration Building and in the Telecommunications Room. This project will also rehabilitate the plumbing and sprinkler systems.

Budget Estimate: \$343,500
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Provides needed replacement of HVAC and plumbing

Main Plaza Revenue Collection Tunnel Assessment

This project is to provide a full assessment of the Main Plaza tunnel and its associated systems including a structural assessment, water intrusion assessment, and a review of the tunnel systems. The study would identify operational, structural and safety issues and recommend improvements as needed.

Budget Estimate: \$100,000
Project Duration: 12 months
Starting Budget Year: 2010
Benefits: Safety, security and asset preservation

Dulles Corridor Renewal and Replacement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Administration Building Structural and Repair Rehabilitation

The existing Administration Building and Toll Booths are significantly deteriorated. This project provides for structural and aesthetic upgrades to the buildings. The Toll Booths need temporary repairs to keep them operational until the Toll Booth Replacement project can permanently replace the existing booths starting in 2011.

Budget Estimate: \$458,500
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Provides needed repair and maintenance

UTILITIES

Utility Survey and Rehabilitation

This project provides for the site survey and replacement of utility services that may be damaged or serving loads not related to the Dulles Toll Road. This includes but is not limited to studying electrical meters, water meters, sanitary sewer laterals and septic system locations. The electrical, water and sewer systems will be located using GPS. The condition of each system will be evaluated and any needed repairs will be made.

Budget Estimate: \$300,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Identifies critical utility systems and meters

Right of Way Mapping

The limits of maintenance responsibility of the Dulles Toll Road have not been mapped to include and VDOT easements obtained separate from the original corridor right of way. This is needed to ensure proper maintenance. This project provides for a consolidated review of the Airports Authority's right of way of the corridor as well as the existing VDOT right of ways obtained during the expansion of the Dulles Toll Road.

Budget Estimate: \$100,000
Project Duration: 12 months
Starting Budget Year: 2011
Benefits: Identifies Airports Authority area of operation and maintenance responsibility

Dulles Corridor Capital Improvement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Dulles Corridor Capital Improvement Program funds Dulles Corridor Capital Improvements related to the Dulles Toll Road, its ancillary ramps and interchanges, and the Dulles Rail Project. The Capital Improvement Program is funded from bond proceeds, Federal Transit Administration grant, and contributions from Fairfax County and the Commonwealth of Virginia. The 2011 estimate for new program authorization is \$3.6 billion.

2011 DULLES CORRIDOR ENTERPRISE CAPITAL IMPROVEMENT PROGRAM

| Table 3-6 | New Authorization |
|--|-------------------------|
| <u>Dulles Corridor Enterprise - Capital Improvement Program</u> | |
| <u>Rail Phase 2</u> | |
| Phase 2 | \$ 3,580,475,000 |
| Total Rail Phase 2 | \$ 3,580,475,000 |
| <u>Dulles Corridor Improvement (other than Rail)</u> | |
| Dulles Corridor/I-495 Interchange Ramp 3 | \$ 40,000,000 |
| Sound Wall Study | 500,000 |
| Sound Wall Improvements | 2,000,000 |
| Sound Wall Replacement Phase I | 2,000,000 |
| Plaza Optimization/Open Road Tolling Study | 100,000 |
| Toll Booth and Cabinet Replacement (Construction) | 2,700,000 |
| Engineering, NEPA Studies | 2,815,000 |
| Backtrack Monitoring (Study) | 150,000 |
| Backtrack Monitoring (Design) | 300,000 |
| Total Dulles Toll Road | 50,565,000 |
| Total Dulles Corridor Enterprise | \$ 3,631,040,000 |

Dulles Corridor Metrorail Project

Phase 1

The Airports Authority is constructing an extension of the Metrorail system from West Falls Church station through Tysons Corner to Wiehle Avenue (Phase 1) and through Dulles International to Route 772 in Loudoun (Phase 2). The total project cost of Phase 1 is currently estimated to be \$2.75 billion, including the cost of roadway related improvements that are being constructed concurrently with the Project. Phase 1 received a commitment of \$900 million in new starts funding from the Federal Transit Administration (FTA). Fairfax County will provide a fixed contribution of \$400 million for Phase 1. The Commonwealth of Virginia (Commonwealth) provided \$51.7 million in Virginia Transportation Act (VTA) 2000 revenues from 2004-2007, and an additional \$125 million of Commonwealth Transportation Board (CTB) Bonds and \$75 million of other Commonwealth funds/Surface Transportation Program

Dulles Corridor Capital Improvement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

(STP) Funds toward the cost of Phase 1. The remaining Phase 1 project costs will be provided by the Airports Authority through a combination of bonds, or other financing agreements as the Airports Authority deems necessary, secured by a pledge of Dulles Toll Road revenues. No additional funding is required for the Metrorail Project – Phase 1.

Phase 2

The Phase 2 of the Metrorail Project is the 11.4 mile completion of the Metrorail Project from Wiehle Avenue to Route 772 in eastern Loudoun County. Phase 2 of the Metrorail Project is expected to include six new stations and a maintenance yard located on Dulles International's property. Included in this second phase will be the procurement of an additional 64 rail cars.

The design/build method of building Phase 2 of the project was approved by the Board in May 2009. The current estimate for Phase 2 locally preferred alternative is \$3.831 billion. The \$3.831 billion provides authorization for the locally preferred alternative which includes a tunnel and underground station at Dulles International. The Phase 2 of the Metrorail Project budget currently is authorized for \$250.2 million. The 2011 Budget request for new authorization is \$3.58 billion. Five additional positions are identified below and will be associated with Phase 2 of the Metrorail Project.

| Table 3-7 | Level | Total Positions 2011 |
|-----------------------------------|-------|-------------------------|
| <u>Dulles Rail Phase 2</u> | | |
| Project Development Manager | S22 | 1 |
| Project Controls Manager | S22 | 1 |
| Contract Administrator | S19 | 1 |
| Construction Manager | S22 | 1 |
| Administrative Assistant | S16 | 1 |
| Total Dulles Rail Phase 2 | | 5 |
| Total Dulles Corridor | | 5 |

Other Dulles Corridor Capital Improvements

The new authorization for capital improvements related to the Dulles Corridor Roads is \$50.6 million.

- The estimate for new program authorization is \$50.6 million for other Corridor Capital Improvements.
- **Bonds/Grants/Funding Source** **\$50,565,000**
- New program authority for the Capital Improvement Program in 2011:

DULLES CORRIDOR ENTERPRISE - CAPITAL IMPROVEMENT PROGRAM

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PROJECT DETAIL

| | DESCRIPTION | ORIGINAL BUDGET | REVISED BUDGET | CARRYOVER | 2011 NEW PROGRAM | 2010 - 2017 TOTAL EXPENDITURES | EXPENDITURES | | | |
|------|--|-------------------------|-------------------------|-------------------------|-------------------------|--------------------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| | | | | | | | 2010 | 2011 | 2012 | |
| | RAIL | | | | | | | | | |
| | RAIL PHASE 1 | | | | | | | | | |
| | Guideway and Track Elements | \$ 552,979,500 | \$ 666,225,000 | \$ 578,442,000 | \$ - | \$ 578,442,000 | \$ 183,346,000 | \$ 267,476,000 | \$ 115,643,000 | \$ 11,977,000 |
| | Stations, Stops, Terminals, and Intermodals | 277,643,500 | 317,012,000 | 300,805,000 | - | 300,805,000 | 53,205,000 | 131,399,000 | 96,327,000 | 19,874,000 |
| | Support Facilities: Yards, Shops, Admin Building | 53,040,996 | 51,789,000 | 49,521,000 | - | 49,521,000 | 3,934,000 | 22,634,000 | 18,826,000 | 4,127,000 |
| | Sitework and Special Conditions | 275,614,000 | 233,353,000 | 174,667,000 | - | 174,667,000 | 79,977,000 | 62,901,000 | 27,017,000 | 4,772,000 |
| | Systems | 255,603,000 | 292,997,000 | 268,470,000 | - | 268,470,000 | 19,838,000 | 69,633,000 | 147,480,000 | 31,519,000 |
| | Right-of-Way (ROW), Land and Existing Improvements | 82,148,000 | 69,160,000 | 22,850,000 | - | 22,850,000 | 10,524,000 | 11,465,000 | 857,000 | 4,000 |
| | Vehicles (Rail Cars and Support Vehicles) | 163,725,000 | 211,631,000 | 208,842,000 | - | 208,842,000 | 30,647,000 | 28,693,000 | 28,864,000 | 120,638,000 |
| | Professional Services | 606,215,001 | 696,949,000 | 353,044,000 | - | 353,044,000 | 116,318,000 | 118,404,000 | 79,789,000 | 38,533,000 |
| | Unallocated Contingency | 80,000,000 | - | 99,079,000 | - | 99,079,000 | 15,304,000 | 18,455,000 | 18,416,000 | 46,904,000 |
| | Finance Charges | 24,000,000 | - | - | - | - | - | - | - | - |
| | Escalation | 276,517,000 | - | - | - | - | - | - | - | - |
| | Subtotal Project Cost - Phase 1 | 2,647,485,997 | 2,632,488,000 | 2,055,720,000 | - | 2,055,720,000 | 513,093,000 | 731,060,000 | 533,219,000 | 278,348,000 |
| | Concurrent Roadway Improvements (Route 7, Spring Hill Road and Emergency Crossover Enhancements) | - | 123,208,000 | 68,132,000 | - | 68,132,000 | 23,909,000 | 13,037,000 | 28,997,000 | 2,189,000 |
| | Subtotal Project Cost including Concurrent Roadway Improvements - Phase 1 | 2,647,485,997 | 2,755,696,000 | 2,123,852,000 | - | 2,123,852,000 | 537,002,000 | 744,097,000 | 562,216,000 | 280,537,000 |
| 5106 | Finance Charges | 509,985,000 | 509,985,000 | 495,449,000 | - | 495,449,000 | 47,280,000 | 59,356,000 | 86,160,000 | 302,653,000 |
| 5103 | Other Cost Associated with VDRPT, Comprehensive Agreement and Acquisition Cost | 50,000,000 | 50,000,000 | 35,000,000 | - | 35,000,000 | 20,000,000 | 15,000,000 | - | - |
| | Transportation Management Plan (Rail Construction) | - | 12,500,000 | 12,500,000 | - | 12,500,000 | 3,500,000 | 3,250,000 | 3,250,000 | 2,500,000 |
| | WMATA Latent Defects Reserve | 15,000,000 | 15,000,000 | 15,000,000 | - | 15,000,000 | - | - | - | 15,000,000 |
| | Total - Phase 1 | 2,712,485,997 | 3,343,181,000 | 2,681,801,000 | - | 2,681,801,000 | 607,782,000 | 821,703,000 | 651,626,000 | 600,690,000 |
| | RAIL PHASE 2 | | | | | | | | | |
| 5105 | Guideway and Track Elements | - | - | - | 1,126,304,000 | 1,126,304,000 | - | - | 100,000,000 | 1,026,304,000 |
| 5105 | Stations, Stops, Terminals, and Intermodals | - | - | - | 725,194,000 | 725,194,000 | - | - | - | 725,194,000 |
| 5105 | Support Facilities: Yards, Shops, Admin Building | - | - | - | 261,691,000 | 261,691,000 | - | - | - | 261,691,000 |
| 5105 | Sitework and Special Conditions | - | - | - | 220,702,000 | 220,702,000 | - | - | - | 93,798,000 |
| 5105 | Systems | - | - | - | 271,784,000 | 271,784,000 | - | - | - | 271,784,000 |
| 5105 | Right-of-Way (ROW), Land and Existing Improvements | - | - | - | 37,435,000 | 37,435,000 | - | 3,000,000 | 27,000,000 | 7,435,000 |
| 5105 | Vehicles (Rail Cars and Support Vehicles) | - | 200,242,000 | 200,242,000 | - | 228,956,000 | - | - | - | 228,956,000 |
| 5105 | Professional Services | - | 50,000,000 | 49,783,000 | 730,484,000 | 780,267,000 | 19,783,000 | 43,242,000 | 327,057,000 | 390,185,000 |
| 5105 | Unallocated Contingency | - | - | - | 178,167,000 | 178,167,000 | - | - | - | 178,167,000 |
| 5105 | Finance Charges | - | - | - | - | - | - | - | - | - |
| 5105 | Escalation | - | - | - | - | - | - | - | - | - |
| | Total - Phase 2 | - | 250,242,000 | 250,025,000 | 3,580,475,000 | 3,830,500,000 | 19,783,000 | 46,242,000 | 547,855,000 | 3,216,620,000 |
| | TOTAL RAIL PROJECT COST | \$ 2,712,485,997 | \$ 3,593,423,000 | \$ 2,931,826,000 | \$ 3,580,475,000 | \$ 6,512,301,000 | \$ 627,565,000 | \$ 867,945,000 | \$ 1,199,481,000 | \$ 3,817,310,000 |
| | RAIL - USES AND SOURCES OF CAPITAL FUNDS - TOTAL PROJECT | | | | | | | | | |
| | RAIL PHASE 1 | | | | | | | | | |
| | Airports Authority Dulles Toll Road (DTR) Funding (Cash and Bonds) | - | \$ 1,791,481,000 | - | \$ 2,310,572,000 | \$ 2,310,572,000 | - | - | - | - |
| | Airports Authority Aviation Fund | - | 900,000,000 | - | 270,043,000 | 270,043,000 | - | - | - | - |
| | Federal Transit Administration | - | 251,700,000 | - | - | - | - | - | - | - |
| | Commonwealth of Virginia | - | 400,000,000 | - | 23,300,000 | 23,300,000 | - | - | - | - |
| | Fairfax County | - | - | - | 660,412,000 | 660,412,000 | - | - | - | - |
| | Loudoun County | - | - | - | 316,148,000 | 316,148,000 | - | - | - | - |
| | Subtotal Sources of Funds - Phase 1 | - | 3,343,181,000 | - | 3,580,475,000 | 3,580,475,000 | - | - | - | - |
| | RAIL PHASE 2 | | | | | | | | | |
| | Airports Authority Dulles Toll Road (DTR) Funding (Cash and Bonds) | - | 250,242,000 | - | 231,043,000 | 231,043,000 | - | - | - | - |
| | Airports Authority Aviation Fund | - | - | - | - | - | - | - | - | - |
| | Federal Transit Administration | - | - | - | - | - | - | - | - | - |
| | Commonwealth of Virginia | - | - | - | 23,300,000 | 23,300,000 | - | - | - | - |
| | Fairfax County | - | - | - | 660,412,000 | 660,412,000 | - | - | - | - |
| | Loudoun County | - | - | - | 316,148,000 | 316,148,000 | - | - | - | - |
| | Subtotal Sources of Funds - Phase 2 | - | 250,242,000 | - | 3,580,475,000 | 3,580,475,000 | - | - | - | - |
| | TOTAL RAIL USES AND SOURCES OF CAPITAL FUNDS | \$ 2,712,485,997 | \$ 3,593,423,000 | \$ 2,931,826,000 | \$ 3,580,475,000 | \$ 6,512,301,000 | \$ 627,565,000 | \$ 867,945,000 | \$ 1,199,481,000 | \$ 3,817,310,000 |

DULLES CORRIDOR ENTERPRISE - CAPITAL IMPROVEMENT PROGRAM

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PROJECT DETAIL

| PROJ./M/J | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | ORIGINAL BUDGET | REVISED BUDGET | PLANNED** | CARRYOVER | 2011 NEW PROGRAM | EXPENDITURES | | | | |
|-----------|---|--------------------------------|-----------------|----------------|------------|------------|------------------|--------------|------------|------------|------------|------------|
| | | | | | | | | 2010 | 2011 | 2012 | 2013-2017 | |
| | CORRIDOR IMPROVEMENTS (OTHER THAN RAIL)* | | | | | | | | | | | |
| | INTERCHANGE IMPROVEMENTS, BRIDGES, AND STRUCTURES | | | | | | | | | | | |
| 5050 | Dulles Corridor I-495 Interchange Study (Flyovers) | Bonds | \$ 750,000 | \$ - | \$ - | \$ 552,000 | \$ - | \$ 552,000 | \$ - | \$ - | \$ - | \$ - |
| 5050 | Dulles Corridor I-495 Interchange (Design and Construction) | Bonds | 51,500,000 | - | - | 51,500,000 | - | 51,500,000 | 17,000,000 | 14,500,000 | 20,000,000 | 25,000,000 |
| 5083 | Dulles Corridor I-495 Interchange Ramp 3 | Tiger Grant | - | - | - | 10,000,000 | 40,000,000 | 50,000,000 | 5,000,000 | 20,000,000 | - | - |
| 5051 | Comprehensive Corridor Interchange Study** | Bonds | 500,000 | - | - | 500,000 | - | 500,000 | - | 250,000 | - | - |
| 5052 | Ultimate Interchange Configuration Study (Rte. 657, 28, 7, 674, 828, 602, 7100) | Bonds | 500,000 | - | - | 500,000 | - | 500,000 | - | - | - | 250,000 |
| 5052 | Ultimate Interchange Configuration Design | Bonds | 500,000 | - | - | 500,000 | - | 500,000 | - | - | - | 500,000 |
| 5052 | Ultimate Interchange Configuration Design | DTRC | - | - | 1,000,000 | - | - | 1,000,000 | - | - | - | 1,000,000 |
| 5052 | Ultimate Interchange Configuration Construction | DTRC | - | - | 9,000,000 | - | - | 9,000,000 | - | - | - | 9,000,000 |
| | Subtotal Interchange Improvements, Bridges, and Structures | | 53,750,000 | - | 10,000,000 | 63,052,000 | 40,000,000 | 113,052,000 | 22,000,000 | 34,750,000 | - | 35,750,000 |
| | MOBILITY AND CAPACITY IMPROVEMENTS | | | | | | | | | | | |
| 5053 | Route 606 Widening Phase I (Study) | Bonds | 550,000 | - | - | 494,000 | - | 494,000 | - | - | - | - |
| 5053 | Route 606 Widening Phase I (Design) | Bonds | 4,000,000 | - | - | 4,000,000 | - | 4,000,000 | 500,000 | 1,500,000 | - | 2,000,000 |
| 5053 | Route 606 Widening Phase I (Construction) | Bonds | 5,000,000 | - | - | 5,000,000 | - | 5,000,000 | - | - | - | 5,000,000 |
| 5053 | Route 606 Widening Phase I (Construction) | DTRC | 15,000,000 | - | - | 15,000,000 | - | 15,000,000 | - | - | - | 15,000,000 |
| 5054 | Hunter Mill Road Improvements Study | Bonds | - | - | 100,000 | - | - | 100,000 | - | - | - | 100,000 |
| 5054 | Hunter Mill Road Improvements Design | DTRC | - | - | 800,000 | - | - | 800,000 | - | - | - | 750,000 |
| 5054 | Hunter Mill Road Improvements Construction | DTRC | - | - | 4,000,000 | - | - | 4,000,000 | - | - | - | 3,700,000 |
| 5055 | FFX Co. Pkwy. Improvements Study | Bonds | - | - | 100,000 | - | - | 100,000 | - | - | - | 100,000 |
| 5055 | FFX Co. Pkwy. Improvements Design | Bonds | - | - | 700,000 | - | - | 700,000 | - | - | - | 300,000 |
| 5055 | FFX Co. Pkwy. Improvements Construction | Bonds | - | - | 3,500,000 | - | - | 3,500,000 | - | - | - | 100,000 |
| 5056 | Reston Pkwy. Improvements Study | DTRC | - | - | 100,000 | - | - | 100,000 | - | - | - | 100,000 |
| 5056 | Reston Pkwy. Improvements Design | DTRC | - | - | 700,000 | - | - | 700,000 | - | - | - | 650,000 |
| 5056 | Reston Pkwy. Improvements Construction | DTRC | - | - | 3,500,000 | - | - | 3,500,000 | - | - | - | 3,000,000 |
| 5057 | Spring Hill Road Study | Bonds | 500,000 | - | 100,000 | - | - | 100,000 | - | - | - | 100,000 |
| 5058 | Ramp and Ramp Terminal Operations (Study) | Bonds | - | - | 500,000 | 500,000 | - | 500,000 | - | 250,000 | - | - |
| 5058 | Centreville Road Ramp Improvements (Design and Construction) | Bonds | - | - | 1,500,000 | - | - | 1,500,000 | - | - | 250,000 | 250,000 |
| 5058 | Centreville Road Ramp Improvements (Design and Construction) | DTRC | - | - | 15,600,000 | - | - | 15,600,000 | - | - | 1,500,000 | - |
| | Subtotal Mobility and Capacity Improvements | | 25,050,000 | - | 15,600,000 | 24,994,000 | - | 40,594,000 | 750,000 | 5,250,000 | - | 33,850,000 |
| | SOUND WALLS | | | | | | | | | | | |
| 5059 | Sound Wall Study | Bonds | 400,000 | - | - | 400,000 | 500,000 | 900,000 | - | - | - | - |
| 5059 | Sound Wall Improvements | Bonds | 1,700,000 | - | - | 1,700,000 | 2,000,000 | 3,700,000 | 700,000 | - | - | - |
| 5059 | Sound Wall Replacement Phase I (Design) | Bonds | 500,000 | - | - | 500,000 | - | 500,000 | 3,700,000 | - | - | - |
| 5059 | Sound Wall Replacement Phase I | Bonds | 5,000,000 | - | - | 5,000,000 | 2,000,000 | 7,000,000 | 500,000 | 3,500,000 | - | - |
| 5060 | New Sound Wall Phase I (Design) | Bonds | 500,000 | - | - | 500,000 | - | 500,000 | - | - | - | 500,000 |
| 5060 | New Sound Wall Phase II | DTRC | 4,500,000 | - | - | 4,500,000 | - | 4,500,000 | 2,250,000 | 2,250,000 | - | - |
| 5061 | Sound Wall Replacement Phase II (Design) | Bonds | 500,000 | - | - | 500,000 | - | 500,000 | - | - | - | 500,000 |
| 5061 | Sound Wall Replacement Phase II (Construction) | DTRC | 4,500,000 | - | - | 4,500,000 | - | 4,500,000 | - | - | 500,000 | 3,500,000 |
| | Subtotal Sound Walls | | 17,600,000 | - | - | 17,600,000 | 4,500,000 | 22,100,000 | 11,150,000 | 7,250,000 | - | 3,500,000 |
| | PAVEMENT RECONSTRUCTION | | | | | | | | | | | |
| 5063 | Repair and Resurface Toll Road (Study) | Bonds | 400,000 | - | - | 400,000 | - | 400,000 | - | - | - | 200,000 |
| 5063 | Repair and Resurface Toll Road (Study) | DTRC | 200,000 | - | - | 200,000 | - | 200,000 | - | - | - | 200,000 |
| 5063 | Repair and Resurface Toll Road (Design) | Bonds | 1,000,000 | - | - | 1,000,000 | - | 1,000,000 | 500,000 | 500,000 | - | 500,000 |
| 5063 | Repair and Resurface Toll Road (Design) | DTRC | 500,000 | - | - | 500,000 | - | 500,000 | - | - | - | 500,000 |
| 5063 | Repair and Resurface Toll Road (Construction) | Bonds | 5,300,000 | - | - | 5,300,000 | - | 5,300,000 | - | 2,650,000 | - | - |
| 5063 | Repair and Resurface Toll Road (Construction) | DTRC | 10,600,000 | - | - | 10,600,000 | - | 10,600,000 | - | - | - | 10,600,000 |
| | Subtotal Pavement Resurfacing | | 18,000,000 | - | - | 18,000,000 | - | 18,000,000 | 3,150,000 | 3,150,000 | - | 11,500,000 |

DULLES CORRIDOR ENTERPRISE - CAPITAL IMPROVEMENT PROGRAM

2011 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PROJECT DETAIL

| PROJ./M/J | DESCRIPTION | FUNDING SOURCE/ REQUIREMENT | ORIGINAL BUDGET | REVISED BUDGET | PLANNED** | CARRIOWER | 2011 NEW PROGRAM | EXPENDITURES | | | |
|---|---|--------------------------------|------------------|------------------|---------------|------------------|------------------|------------------|----------------|------------------|------------------|
| | | | | | | | | 2010 | 2011 | 2012 | 2013-2017 |
| TECHNOLOGY AND TRAFFIC MANAGEMENT | | | | | | | | | | | |
| 5065 | ITS & TMS Master Plan | Bonds | 300,000 | - | - | 300,000 | - | 300,000 | - | - | - |
| 5065 | ITS & TMS Traffic Management Infrastructure (Design and Construction) | Bonds | 2,500,000 | - | - | 2,500,000 | - | 2,500,000 | 1,250,000 | 1,250,000 | - |
| 5065 | ITS & TMS Traffic Management Infrastructure (Design and Construction) | DTRC | 2,500,000 | - | - | 2,500,000 | - | 2,500,000 | 1,250,000 | 1,250,000 | - |
| 5066 | Toll Collection System | DTRC | 10,000,000 | - | - | 10,000,000 | - | 10,000,000 | 2,000,000 | 7,000,000 | 1,000,000 |
| | Automated Revenue Collection System (ARCS) | | - | - | - | - | - | - | - | - | - |
| | Maintenance On-line Monitoring System (MOMS) | | - | - | - | - | - | - | - | - | - |
| | Violation Enforcement System (VES) | | - | - | - | - | - | - | - | - | - |
| | Subtotal Technology | | 15,300,000 | - | - | 15,300,000 | - | 15,300,000 | 3,250,000 | 9,500,000 | 2,250,000 |
| TOLL PLAZAS (MAINLANE AND RAMPS) | | | | | | | | | | | |
| 5070 | Plaza Approach Signage and Channelization (Design) | Bonds | 300,000 | - | - | 300,000 | - | 300,000 | - | - | - |
| 5070 | Plaza Approach Signage and Channelization (Construction) | Bonds | 1,500,000 | - | - | 1,500,000 | - | 1,500,000 | 1,500,000 | - | - |
| 5071 | Plaza Optimization/Open Road Tolling Study | Bonds | 450,000 | - | - | 450,000 | 100,000 | 550,000 | 400,000 | - | - |
| 5072 | Toll Booth and Cabinet Replacement (Design) | Bonds | 500,000 | - | - | 500,000 | - | 500,000 | - | - | - |
| 5072 | Toll Booth and Cabinet Replacement (Construction) | Bonds | 6,567,000 | - | - | 6,567,000 | 2,700,000 | 9,267,000 | 6,567,000 | 2,700,000 | - |
| 5073 | Security Implementation | Bonds | 750,000 | - | - | 750,000 | - | 750,000 | 500,000 | - | - |
| 5081 | DTR Admin. Bldg. Fire System (Design) | Bonds | 85,000 | - | - | 85,000 | - | 85,000 | - | - | - |
| 5081 | DTR Admin. Bldg. Fire System (Construction) | Bonds | - | - | 250,000 | - | - | 250,000 | - | 250,000 | - |
| | Subtotal Toll Plazas/Booths | | 10,152,000 | - | 250,000 | 10,152,000 | 2,800,000 | 13,202,000 | 8,967,000 | 2,950,000 | - |
| SIGNING, LIGHTING, AND ROADWAY APPURTENANCES | | | | | | | | | | | |
| 5075 | Overhead and Guide Sign (Study) | Bonds | 200,000 | - | - | 200,000 | - | 200,000 | - | - | - |
| 5075 | Overhead and Guide Sign (Design and Construction) | Bonds | 2,000,000 | - | - | 2,000,000 | - | 2,000,000 | 1,300,000 | 700,000 | - |
| 5075 | Overhead and Guide Sign (Design and Construction) | DTRC | - | - | 3,000,000 | - | - | 3,000,000 | - | 3,000,000 | - |
| 5076 | Sign Structure Replacement | Bonds | 1,000,000 | - | - | 1,000,000 | - | 1,000,000 | 500,000 | 500,000 | - |
| 5077 | Guardrails, Barriers, Fencing (Design) | Bonds | 200,000 | - | - | 200,000 | - | 200,000 | - | - | - |
| 5077 | Guardrails, Barriers, Fencing (Construction) | Bonds | 1,800,000 | - | - | 1,800,000 | - | 1,800,000 | 800,000 | - | 1,000,000 |
| | Subtotal Signing, Lighting, and Roadway Appurtenances | | 5,200,000 | - | 3,000,000 | 5,200,000 | - | 8,200,000 | 2,600,000 | 4,200,000 | 1,000,000 |
| OTHER | | | | | | | | | | | |
| 5078 | Engineering, NEPA Studies | Bonds | 1,002,000 | - | - | 970,000 | - | 970,000 | 655,000 | - | - |
| 5078 | Engineering, NEPA Studies | DTRC | 1,498,000 | - | - | 1,498,000 | 2,815,000 | 4,313,000 | 1,998,000 | 2,315,000 | - |
| | Engineering (2011 Planning 400,000) | | - | - | - | - | - | - | - | - | - |
| | Engineering (2011 Design 300,000) | | - | - | - | - | - | - | - | - | - |
| | Engineering (2011 Construction 1,800,000) | | - | - | - | - | - | - | - | - | - |
| 5080 | Maintenance Storage Yard (Study) | Bonds | 50,000 | - | - | 402,000 | - | 402,000 | - | - | - |
| 5080 | Maintenance Storage Yard (Design) | DTRC | 500,000 | - | - | 402,000 | - | 402,000 | 402,000 | - | - |
| 5080 | Maintenance Storage Yard (Construction) | DTRC | 4,500,000 | - | - | 4,500,000 | - | 4,500,000 | - | 1,000,000 | 3,500,000 |
| 5084 | Backtrack Monitoring (Study) | Bonds | - | - | - | - | 150,000 | 150,000 | 150,000 | - | - |
| 5084 | Backtrack Monitoring (Design) | Bonds | - | - | - | - | 300,000 | 300,000 | 300,000 | - | - |
| 5082 | Geographic Information System | Bonds | 346,000 | - | - | 346,000 | - | 346,000 | 346,000 | - | - |
| | Subtotal Other | | 7,896,000 | - | - | 7,716,000 | 3,265,000 | 10,981,000 | 3,505,000 | 3,315,000 | 3,500,000 |
| TOTAL DULLES CORRIDOR IMPROVEMENTS (OTHER THAN RAIL) | | | \$ 152,948,000 | \$ - | \$ 28,850,000 | \$ 162,014,000 | \$ 50,565,000 | \$ 241,429,000 | \$ 55,372,000 | \$ 70,365,000 | \$ 91,350,000 |
| TOTAL DULLES CORRIDOR | | | \$ 2,865,433,997 | \$ 3,593,423,000 | \$ 28,850,000 | \$ 3,093,840,000 | \$ 3,631,040,000 | \$ 6,753,730,000 | \$ 923,317,000 | \$ 1,269,846,000 | \$ 3,908,660,000 |

* Corridor Improvements (Other than Rail) Include Expenditures 2009 through 2015

** Planned: Future estimates provided by the Office of Engineering and may not have received Board approval. Estimates are presented for planning purposes.

Dulles Corridor Capital Improvement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RAIL PROJECTS

Rail Phase 1

Guideway and Track Elements

This section includes the surface, aerial and subway/tunnel construction costs, including track work for Metrorail. Also includes costs associated with rough grading, dirt work, and concrete base where applicable.

Budget Estimate: \$666.2M (\$87.8M/2009, \$183.3M/2010, \$267.5M/2011, \$115.6M/2012 and \$12.0M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2009

Rail Phase 2

Budget Estimate: \$1,126.3B (\$100.0M/2012 and \$1,026.3B/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

Stations, Stops, Terminals and Intermodals

This section includes the stations, platforms, parking lots, access roads, parking garages, pedestrian overpasses, and support infrastructure associated with the passenger stations (e.g. bus park-and-rides, Kiss & Ride). Also includes costs associated with rough grading, excavation, station structures, enclosures, finishes, equipment, and mechanical and electrical equipment.

Rail Phase 1

Budget Estimate: \$317M (\$16.2M/2009, \$53.2M/2010, \$131.4M/2011, \$96.3M/2012 and \$19.9M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

Rail Phase 2

Budget Estimate: \$725.2M (\$725.2M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

Support Facilities: Yards, Shops, Administrative Building

This section includes vehicle storage yards and maintenance buildings, office support buildings and shop equipment. Also includes costs associated with support facilities, rough grading, excavation,

Dulles Corridor Capital Improvement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

support structures, enclosures, finishes, equipment, and mechanical and electrical equipment. Where a support facility is associated with a station, its costs may be included with the station costs.

Rail Phase 1

Budget Estimate: \$51.8M (\$2.3M/2009, \$3.9M/2010, \$22.6M/2011, \$18.8M/2012 and \$4.1M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

Rail Phase 2

Budget Estimate: \$261.7M (\$261.7M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

Sitework and Special Conditions

This section includes anticipated costs for environmental mitigation, roadway modifications, utility modifications and demolitions.

Rail Phase 1

Budget Estimate: \$233.4M (\$58.7M/2009, \$80.0M/2010, \$62.9M/2011, \$27.0M/2012 and \$4.8M/2013-2017)
Project Duration: Annual (6 year period)
Starting Budget Year: 2011

Rail Phase 2

Budget Estimate: \$220.7M (\$93.8M/2012 and \$126.9M/2013-2017)
Project Duration: Annual (6 year period)
Starting Budget Year: 2011

Systems

This section includes costs for control systems, electrification, communications, revenue collection, and vertical access (escalators and elevators).

Rail Phase 1

Budget Estimate: \$293M (\$24.5M/2009, \$19.8M/2010, \$69.6M/2011, \$147.5M/2012 and \$31.5M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

Dulles Corridor Capital Improvement Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Rail Phase 2

Budget Estimate: \$271.8M (\$271.8M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

ROW, Land and Existing Improvements

This section includes land, property rights, and relocation costs, if required. Also includes costs associated with services related to these items of work, agency staff oversight and administration, real estate and relocation consultants, legal counsel, court expenses and insurance.

Rail Phase 1

Budget Estimate: \$69.8M (\$46.9M/2009, \$10.5M/2010, \$11.5M/2011, and \$0.9M/2012)
Project Duration: 24 months
Starting Budget Year: 2011

Rail Phase 2

Budget Estimate: \$37.4M (\$3M/2011, \$27M/2012 and \$7.4M/2013-2017)
Project Duration: 24 months
Starting Budget Year: 2011

Vehicles

This section includes the costs of new Metrorail vehicles that would operate on the Dulles Corridor Metrorail Project. The vehicle cost estimates are derived from a planned WMATA procurement of rail cars.

Rail Phase 1

Budget Estimate: \$211.6M (\$2.8M/2009, \$30.6M/2010, \$28.7M/2011, \$28.9M/2012 and \$120.6M/2013-2017)
Project Duration: Annual (6 year period)
Starting Budget Year: 2011

Rail Phase 2

Budget Estimate: \$229M (\$229M/2013-2017)
Project Duration: Annual (6 year period)
Starting Budget Year: 2011

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Professional Services

This section includes preliminary engineering, final design, construction management, project management, owner administration, FTA and other agency coordination, insurance, and project start-up and testing.

Rail Phase 1

Budget Estimate: \$696.9M (\$343.9M/2009, \$116.3M/2010, \$118.4M/2011, \$79.8M/2012 and \$38.5M/2013-2017)
Project Duration: Annual (9 year period)
Starting Budget Year: 2010

Rail Phase 2

Budget Estimate: \$780.3M (\$19.8M/2010, \$43.2M/2011, \$327.1M/2012, \$390.2M/2013-2017)
Project Duration: Annual (9 year period)
Starting Budget Year: 2010

Unallocated Contingency

This section includes costs for unanticipated events or occurrences that may occur.

Rail Phase 1

Budget Estimate: \$99.1M (\$15.3M/2010, \$18.5M/2011, \$18.4M/2012 and \$46.9M/2013-2017)
Project Duration: Annual (6 year period)
Starting Budget Year: 2011

Rail Phase 2

Budget Estimate: \$178.2M (\$178.2M/2013-2017)
Project Duration: Annual (6 year period)
Starting Budget Year: 2011

Concurrent Roadway Improvements (Route 7 and Spring Hill Road and emergency crossover enhancements)

Route 7 and Spring Hill Road

The section includes work activities on Route 7 that are beyond what is essential to the functionality of the Project. These activities include boulevard and pedestrian improvements, mid-block crossings, some utility relocations, and street reconfiguration. The Route 7 improvements are consistent with Fairfax County's long-range comprehensive plan, in which

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Route 7 is redeveloped into a pedestrian-friendly, transit-oriented boulevard. These activities are being done concurrently with the Metrorail Project construction to avoid multiple disruptions of traffic and inconvenience to project stakeholders. The value of this Concurrent Non-Project Activity (CNPA) reflects the cost of utility relocations in Route 7 that are beyond what is essential to the project and additional streetscape, pedestrian and lighting features beyond VDOT standard practice. The value is based on cost data submitted by DTP derived from their currently proposed and agreed to price.

Emergency Crossover Enhancements

This section includes the planned moveable barriers and select vehicular crossovers on the Access Highway designed to help provide access for fire and rescue vehicles to respond to events in the corridor. This infrastructure solution is being done in lieu of mutual aid agreements that would have assigned emergency response responsibilities to various local jurisdictions. This activity is not essential to the functioning of the Project, but it would improve safety and emergency operations on the Access Highway. It is being done concurrently with construction of the rail guideway to maximize the use of funds and to reduce future impacts and multiple disruptions to Access Highway users. The value of this CNPA is the cost of these improvements and is based on cost data submitted by DTP derived from their currently proposed and agreed to price.

Rail Phase 1

Budget Estimate: \$123.2M (\$12.9M/2007, \$42.2M/2009, \$23.9M/2010, \$13M/2011, \$29M/2012 and \$2.2M/2013-2017)
Project Duration: Annual (6 year period)
Starting Budget Year: 2007

Other Cost Associated with VDRT, Comprehensive Agreement and Acquisition Cost

This section includes other associated cost with regards to the comprehensive agreement and acquisition with Virginia Department of Rail and Public Transportation (VDRPT).

Budget Estimate: \$50M (\$15M/2009, \$20M/2010 and \$15M/2011)
Project Duration: 24 months
Starting Budget Year: 2011

Transportation Management Plan

This section includes costs for the transportation management plan (TMP) which comprises a set of strategies that being implemented during the construction of the Dulles Corridor Metrorail Project – Extension to Wiehle Avenue (the Project) to manage or mitigate the congestion effects of construction. The TMP strategies include: (i) Transportation demand management (TDM) programs to promote carpooling, vanpooling, alternative work hours, telecommuting, and parking management; (ii) Traffic operational improvements such as intersection widening, signalization improvements, and re-routing traffic through other intersections; (iii) Incident management strategies including a comprehensive

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approach to detection/verification of incidents, coordinated response/removal practices and a program to provide motorists with timely and relevant information; (iv) Application of intelligent transportation systems (ITS) technologies relating to advanced traffic management (ATMS) and advanced traveler information (ATIS); and (v) Transit operational improvements.

These strategies will be implemented by VDOT using funding from the Airports Authority and Fairfax County. The total TMP budget is \$25 million, and the Airports Authority is contributing \$12.5 million between 2007 and 2012.

Rail Phase 1

Budget Estimate: \$12.5M (\$3.5M/2010, \$3.3M/2011, \$3.3M/2012 and \$2.5M/2013-2017)
Project Duration: Annual (5 year period)
Starting Budget Year: 2011

WMATA Latent Defects Reserve

The Airports Authority and WMATA have entered into an agreement related to the construction of the Metrorail Extension Phase 1. The parties recognize that, (i) under the Design-Build Contract, the Airports Authority has agreed to limit the Design-Build Contractor's liability to five (5) years after Substantial Completion; (ii) the Design-Build Contract contemplates future work, known as "Allowances" for which the entirety of the WMATA standard warranty provisions are intended to be, but for commercial reasons may not be provided; and (iii) the Design-Build Contract further limits the Design-Build Contractor's liability for indemnity obligations under Section 26.2.4(b) of the Design-Build Contract. WMATA agrees that it is bound by the exclusions and limitations of the Design-Build Contract. Therefore, to mitigate WMATA's risks associated with these provisions the Airports Authority will establish an escrow fund (Escrow) for the benefit of WMATA that is to be used exclusively (1) to pay the capital costs of correcting any latent defects discovered after the expiration of the five-year limitation on the Design-Build Contractor's liability, (2) to pay claims for work performed under any Allowances that would have been covered under WMATA's standard warranty, had it been provided as part of that contract, and (3) to pay claims for indemnity otherwise extinguished pursuant to Section 26.2.4(b) of the Design-Build Contract. The Airports Authority has agreed to create the Escrow and transfer, by one or more deposits, fifteen million dollars into the Escrow. The Airports Authority has agreed to fully fund the Escrow within thirty six months of transfer of the Toll Road to the Airports Authority.

Budget Estimate: \$15M (\$15M/2013-2017)
Project Duration: Annual (3 year period)
Starting Budget Year: 2011

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DULLES CORRIDOR IMPROVEMENTS (other than Rail)

Interchange Improvement, Bridges and Structures Projects

Dulles Corridor / I-495 Interchange Study (Flyovers)

This Capital Improvement project will be the first step in assessing improvements to the I-495 interchange. A study will be performed within the boundaries of the Dulles Corridor and I-495 Interchange to determine the warrants for additional direct HOV and/or Access Highway flyover connections in addition to those being added by the I-495 HOT Lanes Public Private Partnership (PPP) project. This will involve obtaining recent traffic data; performing traffic demand and usage analyses; and preliminary alignment plans and coordination with the current PPP project underway.

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|------------------------------|---|
| Budget Estimate: | \$750K (\$198K/2009 and \$552K/2010) |
| Project Duration: | 24 months |
| Starting Budget Year: | 2009 |
| Benefit: | Compliance of FHWA requirements for justification of additional access points on the interstate highway system. |

Dulles Corridor / I-495 Interchange (Design and Construction)

This Capital Improvement Project utilizes the traffic warrants and operational analyses performed during the study phase and provides preliminary design development concurrent with NEPA documentation for additional direct HOV and/or Access Highway flyover connections in addition to those being added by the I-495 HOT Lanes PPP project. This will involve preliminary engineering, and NEPA documentation and project design in advance of selecting a contractor and delivery method for construction of the project(s).

| | |
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| Budget Estimate: | \$51.5M (\$20M/2010, \$17M/2011 and \$14.5M/2012) |
| Project Duration: | 36 months |
| Starting Budget Year: | 2009 |
| Benefit: | Planning and preparation of designs to allow for construction activities to commence after the I-495 HOT Lanes PPP Project is completed and open to traffic. |

Dulles Corridor/I-495 Interchange Ramp 3

Utilizing the preliminary engineering design this project will complete the design and construction for a direct flyover connections between southbound I-495 and westbound DIAAH in addition to those being added by the I-495 HOT Lanes project. This will involve negotiating an Memorandum of Agreement (MOA) with the Commonwealth of Virginia for design and construction. NEPA documentation for this project was completed as part of the preliminary engineering effort. The Airports Authority has applied for TIGER II grant funding for this project seeking \$40,000,000 in grant money to complete the project.

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| Budget Estimate: | \$50M (\$5M/2011, \$20M/2012 and \$25M/2013-2017) |
| Project Duration: | 48 months |
| Starting Budget Year: | Dependent on grant |
| Benefit: | Improved interchange safety and improved connection between I-495 and Dulles Airport Access Highway |

Comprehensive Corridor Interchange Study

This project is to perform a high-level evaluation of all interchanges within the boundaries of the Dulles Toll Road (Rt. 267) corridor. The study will identify the deficiencies with each interchange and develop a prioritized list, allowing for improvements to be targeted on an as needed basis. Particular attention will be given to short-term deficiencies with interchange operation and physical condition. Consideration will also be given to coordination efforts and modifications required by the Dulles Metrorail Project. The issues surrounding the interchanges may show commonality; therefore, suggested improvements may apply to one or all interchanges pending traffic analysis and conditions. Low-cost improvements will be recommended. This effort could involve obtaining recent traffic data and construction plans, performing basic traffic operations analyses, and conducting field visits to observe localized conditions.

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| Budget Estimate: | \$500K (\$500K/2009) |
| Project Duration: | 24 months |
| Starting Budget Year: | 2010 |
| Benefit: | Improved interchange capacity and operations |

Ultimate Interchange Configuration Study (Rte. 657, 28, 7, 674, 828, 602, and 7100)

This project is to perform an in-depth analysis of those interchanges identified as “high priority” locations in the Comprehensive Corridor Interchange Study. Particular attention will be given to the interchanges at Centreville Road (Rt. 657), Route 28 (Sully Road), Route 7 (Leesburg Pike), Hunter Mill Road (Rt. 674), Wiehle Avenue (Rt. 828), Reston Parkway (Route 602), and Fairfax County Parkway (Route 7100). The study will determine warrants for widened ramps, direct access flyover connections, and/or unique configurations that will optimize interchange efficiency. This will involve obtaining recent traffic data, performing traffic demand and usage analyses, and developing preliminary alignment plans. If warranted, a full interchange justification or modification report may be required (as a separate task).

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| Budget Estimate: | \$500K (\$250K/2012 and \$250K/2013-2017) |
| Project Duration: | 24 months |
| Starting Budget Year: | 2011 |
| Benefit: | Improved interchange capacity and operations |

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Ultimate Interchange Configuration Design

This project is to develop preliminary design plans concurrent with NEPA documentation for the anticipated improvements. The task will utilize the traffic warrants and operational analyses performed during the study phase. This will involve preliminary engineering, NEPA documentation, and design in advance of selecting a contractor and delivery method for construction of the project. It is anticipated that one major interchange configuration design will occur every 4 to 5 years.

Budget Estimate: \$500K (\$500K/2013-2017)
Project Duration: 12 months
Starting Budget Year: 2012
Benefit: Improved interchange capacity and operations

Mobility and Capacity Improvement Projects

Route 606 Widening, Phase I Study

This project is to perform a study within the boundaries of Route 606 in the immediate vicinity of Dulles International and the Dulles Toll Road Corridor to determine the warrants for widening and upgrading the performance characteristics of this roadway. This will involve obtaining recent traffic data; performing traffic demand and access warrants and preliminary alignment plans.

Budget Estimate: \$550K (\$56K/2009 and \$494K/2010)
Project Duration: 24 months
Starting Budget Year: 2009
Benefit: Completes roadway network improvements and improves access to/from Dulles International and the Dulles Corridor. System improvements to the Dulles Toll Road Corridor.

Route 606 Widening, Phase I (Design)

This Capital Improvement Project utilizes the traffic warrants and operational analyses performed during the study phase to provide preliminary and design development concurrent with NEPA documentation for the anticipated improvements. This will involve preliminary engineering, and NEPA documentation, and design in advance of selecting a contractor and delivery method for construction of the project.

Budget Estimate: \$4M (\$500K/2011, \$1.5M/2012, \$2M/2013-2017))
Project Duration: 36 months
Starting Budget Year: 2010
Benefit: Completes roadway network improvements and improves access to/from Dulles International and the Dulles Toll Road Corridor. System improvements within the Dulles Toll Road Corridor.

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Route 606 Widening, Phase I (Construction)

This project encompasses construction activities for the improvements to Route 606. This will involve significant maintenance of traffic operations during construction to maintain access for the multiple tenants along Route 606. Major construction items/activities would include pavement sub-base, pavement, pavement markings, traffic control and signing.

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| Budget Estimate: | \$20M (\$20M/2013-2017) |
| Project Duration: | 36 months |
| Starting Budget Year: | 2012 |
| Benefit: | Completes roadway network improvements and improves access to/from Dulles International and the Dulles Toll Road. |

Hunter Mill Road Improvements

This study will assess traffic movements at the intersection of Hunter Mill Road (Rt. 674) and the Dulles Toll Road to determine appropriate safety and capacity improvements. The study area will include Sunset Hills Road north of the DTR and Sunrise Valley Drive (Route 5320) to the south of DTR as well as the on-ramps and off-ramps. The design phase will involve preliminary engineering, NEPA documentation, and design in advance of selecting a contractor and delivery method for construction of the project. This project has two phases of development, short-term and long-term. The short-term improvements will be a series of modest improvements designed to enhance safety, circulation and mobility. The long-term improvements are dependent on future studies which will determine the need and ability to increase the capacity of the interchange.

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| Budget Estimate: | \$350,000 |
| Project Duration: | 24 months |
| Starting Budget Year: | 2011 |
| Benefit: | Safety and capacity improvements |

Fairfax County Parkway Improvements

Project includes short-term and long-term improvements. The short-term improvements include modest lane reassignments to improve safety and traffic circulation at signalized intersections of Fairfax County Parkway and the Dulles Toll Road. The long-term improvements include a study along WB mainline Dulles Toll Road (Rt. 267) between Fairfax County Parkway (Rt. 3000) and Reston Parkway (Rt. 602) to determine the need for an auxiliary lane. The provision of an auxiliary lane would facilitate weaving of entering and exiting traffic between the two locations, primarily during peak traffic flow periods. This will involve obtaining recent traffic data, performing traffic demand warrants, and developing preliminary design plans. The design phase of the project will include developing preliminary design plans concurrent with NEPA documentation for the anticipated improvements. The task will utilize the traffic warrants and operational analyses performed during the study phase. This will involve preliminary engineering, NEPA documentation, and design in advance of selecting a contractor and a delivery method for construction of the project.

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Budget Estimate: \$1,100,000
Project Duration: 24 months
Starting Budget Year: 2011
Benefit: Safety and capacity improvements

Reston Parkway Improvements

This project consists of modifications to the intersections of the Reston Parkway and the Dulles Toll Road ramps with right and left turn lane modifications designed to enhance safety, circulation and mobility. The long term improvements will include a study along WB mainline Dulles Toll Road (Rt. 267) between Reston Parkway (Rt. 602) and Wiehle Avenue (Rt. 828) to determine the need for an auxiliary lane. The provision of an auxiliary lane would facilitate weaving of entering and exiting traffic between the two locations, primarily during peak traffic flow periods. This will involve obtaining recent traffic data, performing traffic demand warrants, and developing preliminary design plans. The design will involve preliminary engineering, NEPA documentation, and design in advance of selecting a contractor and a delivery method for construction of the project.

Budget Estimate: \$550,000
Project Duration: 24 months
Starting Budget Year: 2011
Benefit: Safety and capacity improvements

Centreville Road Ramp Improvements (Design and Construction)

This project will assess the operations of the ramps between the Dulles Toll Road and Centreville Road. The study will evaluate the capacity of each entrance/exit ramp with regard to the number of lanes, lane use, acceleration/deceleration lane length, etc. Signal timings and phasing at the ramp termini of diamond interchanges will also be analyzed for optimal intersection performance (i.e., overall intersection delay, approach delay, queue lengths, etc.). It is anticipated that simulation software will be used to determine current performance measures and to evaluate potential improvements (e.g., lane use changes, signal timing/phasing changes, acceleration/deceleration lane extensions, etc.). The project will involve obtaining current traffic data, signal timings and phasing, and geometric characteristics. This will require coordination with VDOT and/or local jurisdictions. This project will implement recommended improvements identified in the study. Depending on the location and/or the improvement, this may involve preliminary engineering, NEPA documentation, and design in advance of selecting a contractor and delivery method for construction.

Budget Estimate: \$1,750,000
Project Duration: 24 months
Starting Budget Year: 2011
Benefit: Improved safety and improved ramp operations

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Ramp and Ramp Terminal Operations Study

This project is to assess the operations of the ramps entering or exiting Dulles Toll Road and the ramp terminals at the surface streets. The study will evaluate the capacity of each entrance/exit ramp with regard to the number of lanes, lane use, acceleration/deceleration lane length, etc. Signal timings and phasing at the ramp termini of diamond interchanges will also be analyzed for optimal intersection performance (i.e., overall intersection delay, approach delay, queue lengths, etc.). It is anticipated that simulation software will be used to determine current performance measures and to evaluate potential improvements (e.g., lane use changes, signal timing/phasing changes, acceleration/deceleration lane extensions, etc.). The project will involve obtaining current traffic data, signal timings and phasing, and geometric characteristics. This may require coordination with VDOT and/or local jurisdictions.

Budget Estimate: \$500K (\$250K/2010 and \$250K/2011)
Project Duration: 24 months
Starting Budget Year: 2010
Benefit: Improved ramp operations

Sound Wall Projects

Sound Wall Study

This project will establish an Airports Authority Noise Policy for the Dulles Toll Road, create a design standard for the construction of sound walls and determine where noise impacts occur by developing a Traffic Noise model. The policy shall meet the Federal Highway Administration (FHWA) Noise Guidelines. The noise study will involve taking sound measurement readings, determining sound generation mechanisms and creating a Traffic Noise Model. The development of the Traffic noise Model has been expanded to include modeling the noise mitigation effectiveness of existing sound walls. The Traffic Noise model will assist in determining where noise impacts occur and what mitigation can be provided. This project will also establish design standards for Dulles Toll Road sound walls which will be incorporated into the Airports Authority Design manual.

Budget Estimate: \$900K (\$200K/2010 and \$700K/2011)
Project Duration: 24 months
Starting Budget Year: 2010
Benefit: Compliance of FHWA requirements for Sound walls as well as identification of appropriate sound reducing measures.

Sound Wall Improvements

This project provides for design and emergency repair of failing sound walls along the Dulles Corridor. Visual inspections have determined that many sections of sound walls are in immediate need of repair to prevent failure. This project would replace panels, add fasteners and connections to support unstable walls and generally shore up sound walls which are severely deteriorated.

Budget Estimate: \$3.7M (\$3.7M/2011)
Project Duration: 12 months

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Starting Budget Year: 2011
Benefit: Safety, general maintenance, and a state of good repair

Sound Wall Replacement Phase I (Design and Construction)

This project is for the structural design for those walls and areas that meet the required Federal Highway Administration Noise Wall Guidelines and are designated by the study as candidates for replacement under the Sound Wall Replacement Study. This work will include the design, plans and specifications to let the required work for construction. Design will include aesthetics as well as noise abatement design. The Dulles Toll Road Traffic Noise Model will determine the noise mitigation effectiveness of existing sound walls. Based on the recommendations of the Traffic Noise Model Study, designs will be developed incorporating aesthetics, adjacent communities and modern sound attenuation techniques. This provides an opportunity to use modern noise reduction techniques and provide improvements to the Dulles Corridor and adjoining neighborhoods. This project will consist of the removal (if necessary) and construction of replacement sound walls for Phase I based on recommendations from the Traffic Noise Model.

Budget estimate: \$7.5M (\$4M/2011 and \$3.5M/2012)
Project Duration: 18 months
Starting Budget year: 2011
Benefit: Safety, aesthetics, and consistency

New Sound Wall Phase I (Design and Construction)

This work will include the design, plans and specifications to let the required work for construction. Design will include aesthetics as well as noise abatement design. The Dulles Toll Road Traffic Noise Model will determine the noise mitigation requirements and locations for sound walls. Based on the recommendations of the Traffic Noise Model Study, designs will be developed incorporating aesthetics, adjacent communities and modern sound attenuation techniques. This provides an opportunity to use modern noise reduction techniques and provide improvements to the Dulles Corridor and adjoining neighborhoods.

Budget estimate: \$5M (\$2.8M/2011 and \$2.3M/2012)
Project Duration: 24 months
Starting Budget year: 2011
Benefit: Safety, aesthetics, and consistency

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Sound Wall Replacement Phase II (Design and Construction)

This project is for the structural design for those walls and areas that meet the required Federal Highway Administration Noise Wall Guidelines and are designated by the study as candidates for replacement under the Sound Wall Replacement Study. This work will include the design, plans and specifications to let the required work for construction. Design will include aesthetics as well as noise abatement design. The Dulles Toll Road Traffic Noise Model will determine the noise mitigation effectiveness of existing sound walls. Based on the recommendations of the Traffic Noise Model Study, designs will be developed incorporating aesthetics, adjacent communities and modern sound attenuation techniques. This provides an opportunity to use modern noise reduction techniques and provide improvements to the Dulles Corridor and adjoining neighborhoods. This project will consist of the removal (if necessary) and construction of replacement sound walls for Phase I based on recommendations from the Traffic Noise Model.

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| Budget estimate: | \$5M (\$1.5M/2012 and \$3.5M/2013-2017) |
| Project Duration: | 24 months |
| Starting Budget year: | 2011 |
| Benefit: | Safety, aesthetics, and consistency |

Pavement Reconstruction

Repair and Resurface Dulles Toll Road (Study, Design and Construction)

This project will provide for the repair and resurfacing of the Dulles Toll Road ramp pavements. Initial surveys have identified areas of pavement that may be distressed below the surface course that will require full depth repair and/or replacement of subgrade materials. This work can usually be phased over multiple years. Traffic maintenance will be a significant item of work. This work is usually confined to night-time operations in the Northern Virginia region. Work needs to be planned with adequate timeframes for shifting traffic and ancillary construction; therefore, the size of projects will be determined by the quantity of work that can be accomplished in a construction season.

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| Budget Estimate: | \$18M (\$200K/2010, \$3.2M/2011, \$3.2M/2012, \$11.5M/2013-2017) |
| Project Duration: | 72 months |
| Starting Budget Year: | 2010 |
| Benefit: | Preserves the lifespan of asphalt pavement. Typically a consideration under an asset management program that prioritizes when to spend maintenance funds versus replacement funds. |

Technology and Traffic Management

ITS and TMS Master Plan

This project is to develop an ITS and TMS Master Plan for the Dulles Toll Road (Rt. 267) corridor. Components of the master plan may include incident monitoring cameras and speed detection, road weather information, dynamic message signs, Automated Vehicle Identification and Location (AVI and AVL), and communication feeds to transmit the information to control facilities and informational

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sources (e.g., dynamic message signs and other traveler information systems). Electronic tolling is likely to tie into the Master Plan. A more in-depth study will be conducted in the “Toll Collection System” project.

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| Budget Estimate: | \$300K (\$300K/2010) |
| Project Duration: | 12 months |
| Starting Budget Year: | 2010 |
| Benefit: | Improve traffic flow, emergency management, and safety |

ITS and TMS Traffic Management Infrastructure (Design and Construction)

This project is to design and construct components of an ITS traffic management system for the Dulles Toll Road and the Dulles Corridor. Major construction items/activities will depend on the nature of the work to be completed, as identified in the ITS Master Plan. It is anticipated that the system will include incident monitoring cameras and speed detection, road weather information, dynamic message signs, Automated Vehicle Identification and Location (AVI and AVL), and communication feeds to transmit the information to control facilities and informational sources (e.g., dynamic message signs and other traveler information systems). The dynamic message signs along the corridor would be designed to provide travelers with traffic information, lane closures, toll rates, and contact numbers for emergency and courtesy patrol. It is anticipated the dynamic message signs would be linked with the VDOT Traffic Management Center and will provide a method of conveying traffic conditions to travelers through their active traffic management system. The signs will also be designed so that they could be utilized to convey time-of-day pricing or variable pricing along the corridor. Further development of the infrastructure may occur in future years.

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| Budget Estimate: | \$5M (\$1.3M/2011, \$2.5M/2012 and \$1.3M/2013-2017) |
| Project Duration: | 48 months |
| Starting Budget Year: | 2011 |
| Benefit: | Improve traffic flow, emergency management, and safety |

Toll Collection System

This work includes the development of design and procurement documents, interfacing with VDOT, design, software, and hardware required for a possible new Automated Revenue Collection System (ARCS), a Maintenance On-Line Monitoring System (MOMS), and an upgraded Violation Enforcement System (VES). The Airports Authority may wish to implement its own Automated Revenue Collection System (ARCS) to replace the existing Transcore system presently on the Dulles Toll Road. Additionally, a MOMS would link the operations of the toll transaction equipment to a central monitoring point so that problems in operation could be quickly identified. Maintenance On-Line Systems allow technicians to monitor the toll system outputs to determine technology issues prior to complete failures that cause lane shut downs. It also provides an active log of the type of equipment and location of equipment that generate the most repair notices. This project would include the software, hardware, communications and integration for a violation enforcement system at the Mainline plaza and ramp plazas. This project would include installation/upgrade of equipment and back office processing.

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| Budget Estimate: | \$10M (\$2M/2011, \$7M/2012 and \$1M/2013-2017) |
| Project Duration: | 30 months |
| Starting Budget Year: | 2011 |
| Benefit: | Revenue generation, improved toll system monitoring and management, and improved violation enforcement. |

Toll Plazas (Mainline and Ramps)

Plaza Approach Signing and Channelization (Design)

The toll booth areas are a decision making point for the traveling motorist. Clear signage and markings improve the decision process resulting in fewer incidents at the toll booths. For example, this would mean fewer wrong lane choices when an attended booth is desired but the motorist chose an unattended toll lane. This project would study potential improvements to lane striping and configuration, delineation and signing to provide traveling motorists information prior to entering into the toll plaza. This project would also include the design, engineering analysis and recommendations.

| | |
|------------------------------|-------------------------------|
| Budget Estimate: | \$300K (\$300K/2010) |
| Project Duration: | 12 months |
| Starting Budget Year: | 2010 |
| Benefit: | Safety and revenue generation |

Plaza Approach Signing and Channelization Implementation (Construction)

This project will include the construction elements to implement the improvements noted in the Plaza Approach Signing and Channelization Study. Plaza approach upgrades may include: striping, channelization markers and delineation, new signage in advance and at the toll plaza. Traffic control will be a major part of this work.

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| Budget Estimate: | \$1.5M (\$1.5M/2011) |
| Project Duration: | 12 months |
| Starting Budget Year: | 2011 |
| Benefit: | Safety and revenue generation |

Plaza Optimization/Open Road Tolling (Study)

At the toll plazas (Mainline and ramp) there are a mix of lanes including attended lanes, automated cash machine lanes and electronic toll payment lanes (Smart Tag and E-ZPass Lanes). Currently the total number of Smart Tag users continues to increase, especially since the inception of the E-ZPass with electronic toll payments approaching nearly 60 percent of the total toll transactions. With the increased growth of traffic and customers within the corridor there is a need for increased efficiency and mobility through the Dulles Toll Road Plazas. This study would look at the traffic patterns at the plazas, review the types of transactions, customers and the respective quantity of transactions for each type. Recommendations will be made for an optimal plaza configuration to include the quantity of lane types, location of lane types and equipment and plaza migration plan.

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|------------------------------|---|
| Budget Estimate: | \$550K (\$150K/2010 and \$400K/2011) |
| Project Duration: | 24 months |
| Starting Budget Year: | 2010 |
| Benefit: | Safety, revenue generation, traffic mobility and safety |

Toll Booth and Cabinet Replacement (Design and Construction)

This project is to design and construct the Toll Booth Replacement project. VDOT has shelved a design for the Toll Booth Replacement and this design will update the current VDOT plans and prepare plans for construction. It was noted in the Dulles Toll Road and Dulles Connector Road Asset Assessment Summary Report that the toll booths are now showing their age. Many of the booths were in poor condition. Inspection of the toll booths revealed the only consistent safety issue was the failure of emergency lighting inside the toll booths. The electrical enclosures are rusted due to climate and its proximity to the road. The concrete curb in the outside lane are also failing. Drainage problems were apparent within the interior lanes, exhibiting cracks in the concrete and sediment at low points. Deterioration of the walkways in the toll lanes was present. The deficiencies noted at some of the plazas include loose and/or non-enclosed wiring and separating flashing. It is recommended to replace the existing toll booths with pre-fabricated units, designed to meet the Airports Authority's requirements and provide a unique system identity. This project should be scheduled in coordination with the Toll Plaza Optimization Study to ensure that the appropriate number of booths being replaced corresponds with the overall Plaza Optimization Plan.

| | |
|------------------------------|---|
| Budget Estimate: | \$9.8M (\$500K/2010, \$6.6M/2011 and \$2.7M/2012) |
| Project Duration: | 24 months |
| Starting Budget Year: | 2011 |
| Benefit: | Improve operations |

Security Implementation

The DTR has the capability of transmitting data via dedicated fiber optic cable. The cable was designed to have excess capability to accommodate video feed to the DTR Control Room from each remote plaza. There are currently no cameras or camera housings wired to the main Administration building. This situation does not provide adequate security for the toll collectors or the funds being collected at these locations. Some of the remote plazas are miles from the Administration building and are located in remote areas. Although there is supervisory staff driving the roadway, the toll collector is alone and can only communicate with the DTR Control room by intercom. This project would augment personal safety and fiscal security at the remote ramp locations.

The project will install multiplexed video feed from the remote locations to the control room at the main administration building. This will enhance the security of the toll collector, the funds being collected, all lane activity and the assets located at the ramp plazas. Multiplexed video also provides the opportunity to do surveillance of the toll collectors while they are performing their routine duties for audit review purposes and criminal activity surveillance.

| | |
|--------------------------|--------------------------------------|
| Budget Estimate: | \$750K (\$250K/2010 and \$500K/2011) |
| Project Duration: | 6 months |

Dulles Corridor Capital Improvement Program

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Starting Budget Year: 2010
Benefit: Enhance the security of the toll collector

Dulles Toll Road Administration Building Fire System Design

This project will replace the existing water based sprinkler system with an Intergen foam suppression system for the computer/server room at the Administration Building. The computer/server room houses all of the MWAA servers, telephone systems, toll lane equipment and violation data processing equipment. The replacement of the system will prevent damage to the vital computer equipment.

Budget Estimate: \$85K (\$85K/2010)
Project Duration: 24 months
Starting Budget Year: 2010
Benefit: Safety improvements

Lighting and Roadway Appurtenances

Overhead and Guide Sign (Study)

As noted in the Dulles Toll Road and Dulles Connector Road Asset Assessment Summary Report many of the current overhead sign structures have signs that were damaged, have lost reflectivity, and have overhead lighting that is non functional. Many DOTs are currently migrating their overhead signs to a high intensity reflectorized sheeting that does not require the continued use of lighting. As the Airports Authority may be required to update a significant portion of these signs in the near future, a study should be conducted as the cost benefit analysis considering the benefits of high reflectorized sheeting or to upgrade the current overhead sign lighting. This study would provide a recommendation to the Airports Authority on the cost of the various alternatives both short term and long term including capital, utility cost considerations and life cycle costs. This study will further suggest an overall project design and phasing.

Budget Estimate: \$200K (\$200K/2010)
Project Duration: 12 months
Starting Budget Year: 2010
Benefit: Safety improvements

Overhead and Guide Sign (Design and Construction)

As noted in the Dulles Toll Road and Dulles Connector Road Asset Assessment Summary Report many of the current overhead sign structures have signs that were damaged, have lost reflectivity and have overhead lighting that is non functional. This project will implement the recommendations as outlined in the Overhead Guide Sign Study regarding the upgrade and replacement of those signs that do not meet the current reflectivity and lighting requirements. Depending on the study, this project will include the construction and implementation of new guide signs and/or lighting and traffic control. This project should be performed in consideration with the Sign Structure Replacement project if possible.

Dulles Corridor Capital Improvement Program

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Budget Estimate: \$2M (\$1.3M/2011 and \$700K/2012)
Project Duration: 24 months
Starting Budget Year: 2011
Benefit: Safety, aesthetics, and consistency

Sign Structure Replacement

Appendix 7 of the Dulles Toll Road and Dulles Connector Road Asset Assessment Summary Report identified a number of sign structure deficiencies that required correction. Each sign structure on the system has information in Appendix 7 noting the work needed to repair the deficiency. This will ensure that the sign structures are sound and within safety standards.

Budget Estimate: \$1M (\$500K/2011 and \$500K/2012)
Project Duration: 24 months
Starting Budget Year: 2011
Benefit: Safety

Guardrails, Barriers, and Fencing (Design and Construction)

This project is to implement those recommendations as outlined in the Safety Study. Such safety enhancements may include guardrail, terminal anchor section, and traffic and cable barrier improvements as well as channelization improvements. Additional safety improvements not currently within the corridor may include adding barriers at clear zone hazards, upgrading existing barriers to current standards, adding barriers in areas where there are high occurrence of incidents or changing the barrier type to decrease maintenance costs. Fencing may be added/modified to remove hazards or increase security.

Budget Estimate: \$2M (\$200K/2010, \$800K/2011, \$1M/2013-2017)
Project Duration: 36 months
Starting Budget Year: 2010
Benefit: Safety

Other

Engineering, NEPA Studies

This project is to provide engineering support services to implement the Dulles Toll Road Capital Improvement Program. Support services include planning studies, design and NEPA support services, and construction services. Examples of such projects include HOV and HOT Lanes studies, as well other studies that are conducted in joint coordination with other agencies or partners. These studies will aid in developing the Capital Improvement Program, with full detail of designated projects and expenditures assigned to appropriate budget years. The studies will review all aspects of the corridor and provide project cost estimates, scopes, and plans.

Budget Estimate: \$5.3M (\$315K/2010, \$2.7M/2011 and \$2.4M/2012)
Project Duration: 12 months

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Starting Budget Year: 2010
Benefit: Planning, construction and design of Dulles Toll Road Capital Improvement Program

Maintenance Storage Yard (Study)

This project is to assess possible locations, develop a site location plan and concept for storage facility for snow and ice removal and sanding operations.

Budget Estimate: \$50K (\$50K/2009)
Project Duration: 12 months
Starting Budget Year: 2009
Benefit: Assess site for storage locations and develop plans

Maintenance Storage Yard (Design and Construction)

This project will be to construct the maintenance storage facility as determined in the Maintenance Storage Yard/Emergency Resource Location Study. It is anticipated that this project will include a storage facility, security fencing and lighting, parking and access.

Budget Estimate: \$5M (\$402K/2011, \$1M/2012 and 3.5M/2013-2017)
Project Duration: 24 months
Starting Budget Year: 2012
Benefit: Construct maintenance storage facility

Backtrack Monitoring

The Metropolitan Washington Airports Authority (Airports Authority) is responsible for the operation of the Dulles International Airport Access Highway (DIAAH), all roads on the Dulles International Airport property, and the Dulles Toll Road. Over the years the Airports Authority has experienced vehicles traveling on the DIAAH and Dulles Airport roads that were not carrying persons conducting business at Dulles International but rather individuals seeking an alternative parallel route to the Dulles Toll Road and other east-west corridors. This phenomenon has come to be known as “backtracking” and “cut-through” traffic. The Commonwealth of Virginia passed new legislation effective July 1, 2010, which allows for the photo-enforcement of unauthorized use of the DIAAH. This task is intended to develop strategies for addressing this unauthorized use of Airports Authority roads. This task will assess the number of illegal users of Airports Authority roads during the morning and evening peak periods, associated with known backtracking and cut-through routes. Knowing the vehicle volumes by routes will allow the project team and stakeholders to refine the possible violator detection techniques and/or deterrent strategies for resolving the illegal usage, develop detailed cost estimates and toll revenue recovery potential, and to prepare a Project Definition Document (PDD) for the recommended strategy. The project will then design the recommended deterrent strategy and develop construction cost estimates.

Dulles Corridor Capital Improvement Program

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Budget Estimate: \$450K (\$450K/2011)
Project Duration: 12 months
Starting Budget Year: 2011
Benefit: Prevent illegal use of access highway and I-66

Geographic Information System

This project includes the implementation of the interface and preparing data for conversion to the GIS system for the upcoming Enterprise Resource Planning system.

Budget Estimate: \$346K (\$346K/2010)
Project Duration: 12 months
Starting Budget Year: 2010
Benefit: Implementation of interface for GIS conversion

Appendices

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

THE APPENDICES SECTION CONSISTS OF THE FOLLOWING:

Cost Allocation Plan

Airports Authority Facts

- Airports Snapshot of Reagan National and Dulles International
- Carrier Shares of Total Enplaned Passengers
- Air Trade Area
- Population
- History charts of Reagan National and Dulles International
- Airport Activity Forecast Charts for Enplanements, Landed Weights, Aircraft Operations and Cargo
- Activity Indicators

Airports Authority Staffing

- Total Positions for Consolidated Functions, Reagan National and Dulles International, Public Safety and Dulles Rail

Debt Programs

- Airport System Revenue Bonds
- Summary of Outstanding Bonds
- Summary of Bonded Debt Service – Airport Revenue Bonds
- Long-Term Debt Scheduled – Airport Revenue Bonds
- Dulles Toll Road Revenue Bonds
- Long-Term Debt Scheduled – Dulles Toll Road Revenue Bonds
- Summary of Bonded Debt Service – Dulles Toll Road

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Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

COST ALLOCATION PLAN (CAP) FROM THE AVIATION TO THE DULLES CORRIDOR ENTERPRISE FUND

The majority of costs related to the Aviation Enterprise Fund and the Dulles Corridor Enterprise Fund are directly charged to the appropriate fund. In certain instances, overhead costs for the Airports Authority are initially paid from the Aviation Enterprise Fund, but are appropriately allocable to the Dulles Corridor Enterprise Fund as costs associated with operation of the Dulles Toll Road, or as costs of the Dulles Corridor Metrorail Project.

The purpose of the CAP is to identify and quantify all indirect and overhead costs appropriately allocable to the Dulles Corridor Enterprise Fund, and to appropriately allocate those costs.

The bases of allocations were determined after interviews with senior level management of the Airports Authority, obtaining an understanding of the Airports Authority's current organizational structure, and review of the chart of accounts and general ledger. The basis of allocations are as best practices, that will ensure compliance with requirements of the Federal Government in instances where allocated costs may ultimately be charged to Federal Grants.

Cost Allocation

The 2011 Aviation Budget includes a reduction of \$7.4 million of overhead and other indirect costs for the Airports Authority that is initially paid from the Aviation Enterprise Fund, but is appropriately allocable to the Dulles Corridor Enterprise Fund as costs associated with the operation of the Dulles Toll Road, or as costs of the Metrorail Project. Of the \$7.4 million, \$4.7 million is budgeted to be allocated to the Dulles Toll Road. The remaining \$2.7 million is budgeted to be allocated as administrative overhead to the Dulles Rail Project.

| Table 4-1 | | Budget 2011 |
|-----------------------------------|-----------|--------------------|
| Aviation Prior to Cost Allocation | \$ | 333,110,000 |
| Cost Allocation - Road | | (4,721,000) |
| Cost Allocation - Rail | | (2,683,000) |
| Total Aviation | \$ | 325,706,000 |

The charts on the following pages show the application of cost allocation to all offices. The explanation of the titles is as follows:

1. Dulles Toll Road Direct – Total expenses that directly hit the Dulles Toll Road under an office
2. Dulles Rail Project Direct – Total expenses that directly hit the Dulles Rail project under an office
3. Cost Allocation to Dulles Toll Road – Portion of an office's total expenses that are allocated to the Dulles Toll Road
4. Cost Allocation to the Dulles Rail Project – Portion of an office's total expenses that are allocated to the Rail project

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2

2011 OPERATING EXPENSES COST ALLOCATION - TOTAL

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|------------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 104,462 | \$ 102,565 | \$ 102,565 | \$ 1,897 | \$ - | \$ - | \$ - | \$ 1,897 |
| Other than Full-time Permanent | 1,545 | 1,545 | 1,545 | - | - | - | - | - |
| Overtime | 9,059 | 8,974 | 8,974 | 85 | - | - | - | 85 |
| Other | 4,566 | 4,496 | 856 | 69 | - | 2,277 | 1,363 | 3,710 |
| Personnel Compensation | 119,632 | 117,580 | 113,940 | 2,052 | - | 2,277 | 1,363 | 5,692 |
| Health Insurance | 16,915 | 16,509 | 16,509 | 405 | - | - | - | 405 |
| Life Insurance | 347 | 338 | 338 | 8 | - | - | - | 8 |
| Retirement | 20,320 | 20,044 | 20,044 | 276 | - | - | - | 276 |
| Other | 8,119 | 7,965 | 6,186 | 153 | - | 1,335 | 444 | 1,933 |
| Employee Benefits | 45,700 | 44,858 | 43,078 | 843 | - | 1,335 | 444 | 2,622 |
| Total Personnel Expenses | 165,332 | 162,438 | 157,018 | 2,894 | - | 3,613 | 1,807 | 8,314 |
| TRAVEL | 1,265 | 1,257 | 1,257 | 8 | - | - | - | 8 |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | 5,122 | 5,122 | 5,122 | - | - | - | - | - |
| Other | 301 | 271 | 271 | 30 | - | - | - | 30 |
| Total Lease and Rental Payments | 5,423 | 5,393 | 5,393 | 30 | - | - | - | 30 |
| UTILITIES | | | | | | | | |
| Electricity | 21,604 | 21,404 | 21,404 | 200 | - | - | - | 200 |
| Natural Gas | 5,336 | 5,336 | 5,336 | - | - | - | - | - |
| Water | 1,320 | 1,315 | 1,315 | 5 | - | - | - | 5 |
| Sewerage | 1,891 | 1,886 | 1,886 | 5 | - | 0 | 0 | 5 |
| Total Utilities | 30,151 | 29,941 | 29,941 | 210 | - | 0 | 0 | 210 |
| TELECOMMUNICATIONS | 1,439 | 1,415 | 1,415 | 24 | - | - | - | 24 |
| JP MORGAN CHASE BUILDING | 1,350 | 1,350 | 1,350 | - | - | - | - | - |
| SERVICES | | | | | | | | |
| Custodial Services | 18,088 | 18,022 | 18,022 | 66 | - | - | - | 66 |
| Contractual Services | 100,962 | 82,754 | 80,948 | 17,509 | 699 | 996 | 810 | 20,015 |
| Total Services | 119,051 | 100,777 | 98,970 | 17,575 | 699 | 996 | 810 | 20,081 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 4,020 | 3,821 | 3,821 | 199 | - | - | - | 199 |
| Supplies and Materials | 15,223 | 14,638 | 14,543 | 584 | - | 62 | 33 | 679 |
| Total Supplies, Materials and Fuels | 19,243 | 18,460 | 18,365 | 783 | - | 62 | 33 | 878 |
| INSURANCE AND RISK MANAGEMENT | 9,885 | 8,785 | 8,785 | 1,100 | - | - | - | 1,100 |
| NONCAPITAL EQUIPMENT | 1,879 | 1,863 | 1,811 | 16 | - | 32 | 20 | 67 |
| NONCAPITAL FACILITY PROJECTS | 1,376 | 1,326 | 1,295 | 50 | - | 18 | 13 | 81 |
| CAPITAL EQUIPMENT | 387 | 105 | 105 | 282 | - | - | - | 282 |
| CAPITAL FACILITY PROJECTS | 150 | - | - | 150 | - | - | - | 150 |
| TOTAL OPERATING EXPENSES | \$ 356,931 | \$ 333,109 | \$ 325,706 | \$ 23,122 | \$ 699 | \$ 4,721 | \$ 2,683 | \$ 31,225 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.1

2011 OPERATING EXPENSES COST ALLOCATION - TOTAL CONSOLIDATED FUNCTIONS

| <i>(dollars in thousands)</i> | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|--------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|-----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 32,684 | \$ 32,684 | \$ 32,684 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other than Full-time Permanent | 218 | 218 | 218 | - | - | - | - | - |
| Overtime | 1,282 | 1,282 | 1,282 | - | - | - | - | - |
| Other | 1,466 | 1,466 | (1,064) | - | - | 1,216 | 1,314 | 2,530 |
| Personnel Compensation | 35,650 | 35,650 | 33,120 | - | - | 1,216 | 1,314 | 2,530 |
| Health Insurance | 4,021 | 4,021 | 4,021 | - | - | - | - | - |
| Life Insurance | 83 | 83 | 83 | - | - | - | - | - |
| Retirement | 5,761 | 5,761 | 5,761 | - | - | - | - | - |
| Other | 2,103 | 2,103 | 1,249 | - | - | 417 | 437 | 855 |
| Employee Benefits | 11,968 | 11,968 | 11,114 | - | - | 417 | 437 | 855 |
| Total Personnel Expenses | 47,618 | 47,618 | 44,233 | - | - | 1,633 | 1,751 | 3,385 |
| TRAVEL | 950 | 950 | 950 | - | - | - | - | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | 5,122 | 5,122 | 5,122 | - | - | - | - | - |
| Other | 124 | 124 | 124 | - | - | - | - | - |
| Total Lease and Rental Payments | 5,246 | 5,246 | 5,246 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | 2 | 2 | 2 | - | - | - | - | - |
| Natural Gas | - | - | - | - | - | - | - | - |
| Water | - | - | - | - | - | - | - | - |
| Sewerage | - | - | (0) | - | - | 0 | 0 | 0 |
| Total Utilities | 2 | 2 | 1 | - | - | 0 | 0 | 0 |
| TELECOMMUNICATIONS | 1,415 | 1,415 | 1,415 | - | - | - | - | - |
| JP MORGAN CHASE BUILDING | 1,350 | 1,350 | 1,350 | - | - | - | - | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | - | - | - | - | - |
| Contractual Services | 28,057 | 26,749 | 25,625 | 610 | 699 | 456 | 667 | 2,432 |
| Total Services | 28,057 | 26,749 | 25,625 | 610 | 699 | 456 | 667 | 2,432 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | - | - | - | - | - |
| Supplies and Materials | 2,565 | 2,565 | 2,496 | - | - | 40 | 30 | 70 |
| Total Supplies, Materials and Fuels | 2,565 | 2,565 | 2,496 | - | - | 40 | 30 | 70 |
| INSURANCE AND RISK MANAGEMENT | 9,885 | 8,785 | 8,785 | 1,100 | - | - | - | 1,100 |
| NONCAPITAL EQUIPMENT | 1,357 | 1,357 | 1,326 | - | - | 12 | 19 | 31 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | - | - | - | - | - |
| CAPITAL EQUIPMENT | 105 | 105 | 105 | - | - | - | - | - |
| CAPITAL FACILITY PROJECTS | - | - | - | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 98,550 | \$ 96,141 | \$ 91,532 | \$ 1,710 | \$ 699 | \$ 2,141 | \$ 2,468 | \$ 7,018 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.2

2011 OPERATING EXPENSES COST ALLOCATION - TOTAL REAGAN NATIONAL

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 25,663 | \$ 25,663 | \$ 25,663 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other than Full-time Permanent | 366 | 366 | 366 | - | - | - | - | - |
| Overtime | 2,295 | 2,295 | 2,295 | - | - | - | - | - |
| Other | 1,184 | 1,184 | 1,156 | - | - | - | 28 | 28 |
| Personnel Compensation | 29,508 | 29,508 | 29,480 | - | - | - | 28 | 28 |
| Health Insurance | 4,484 | 4,484 | 4,484 | - | - | - | - | - |
| Life Insurance | 92 | 92 | 92 | - | - | - | - | - |
| Retirement | 5,294 | 5,294 | 5,294 | - | - | - | - | - |
| Other | 2,121 | 2,121 | 2,121 | - | - | - | - | - |
| Employee Benefits | 11,991 | 11,991 | 11,991 | - | - | - | - | - |
| Total Personnel Expenses | 41,500 | 41,500 | 41,471 | - | - | - | 28 | 28 |
| TRAVEL | 134 | 134 | 134 | - | - | - | - | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | - | - | - | - | - |
| Other | 36 | 36 | 36 | - | - | - | - | - |
| Total Lease and Rental Payments | 36 | 36 | 36 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | 6,200 | 6,200 | 6,200 | - | - | - | - | - |
| Natural Gas | 2,253 | 2,253 | 2,253 | - | - | - | - | - |
| Water | 752 | 752 | 752 | - | - | - | - | - |
| Sewerage | 1,057 | 1,057 | 1,057 | - | - | - | 0 | 0 |
| Total Utilities | 10,262 | 10,262 | 10,262 | - | - | - | 0 | 0 |
| TELECOMMUNICATIONS | - | - | - | - | - | - | - | - |
| JP MORGAN CHASE BUILDING | - | - | - | - | - | - | - | - |
| SERVICES | | | | | | | | |
| Custodial Services | 5,450 | 5,450 | 5,450 | - | - | - | - | - |
| Contractual Services | 12,103 | 12,103 | 12,028 | - | - | - | 76 | 76 |
| Total Services | 17,553 | 17,553 | 17,478 | - | - | - | 76 | 76 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 753 | 753 | 753 | - | - | - | - | - |
| Supplies and Materials | 3,782 | 3,782 | 3,779 | - | - | - | 3 | 3 |
| Total Supplies, Materials and Fuels | 4,535 | 4,535 | 4,532 | - | - | - | 3 | 3 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | - | - | - | - | - |
| NONCAPITAL EQUIPMENT | 200 | 200 | 200 | - | - | - | 0 | 0 |
| NONCAPITAL FACILITY PROJECTS | 1,050 | 1,050 | 1,037 | - | - | - | 13 | 13 |
| CAPITAL EQUIPMENT | - | - | - | - | - | - | - | - |
| CAPITAL FACILITY PROJECTS | - | - | - | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 75,270 | \$ 75,270 | \$ 75,151 | \$ - | \$ - | \$ - | \$ 119 | \$ 119 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.3

2011 OPERATING EXPENSES COST ALLOCATION - TOTAL WASHINGTON DULLES INTERNATIONAL

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|-----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 44,218 | \$ 44,218 | \$ 44,218 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other than Full-time Permanent | 961 | 961 | 961 | - | - | - | - | - |
| Overtime | 5,397 | 5,397 | 5,397 | - | - | - | - | - |
| Other | 1,846 | 1,846 | 764 | - | - | 1,061 | 20 | 1,082 |
| Personnel Compensation | 52,422 | 52,422 | 51,341 | - | - | 1,061 | 20 | 1,082 |
| Health Insurance | 8,004 | 8,004 | 8,004 | - | - | - | - | - |
| Life Insurance | 164 | 164 | 164 | - | - | - | - | - |
| Retirement | 8,989 | 8,989 | 8,989 | - | - | - | - | - |
| Other | 3,741 | 3,741 | 2,816 | - | - | 918 | 7 | 925 |
| Employee Benefits | 20,898 | 20,898 | 19,973 | - | - | 918 | 7 | 925 |
| Total Personnel Expenses | 73,320 | 73,320 | 71,314 | - | - | 1,979 | 27 | 2,006 |
| TRAVEL | 174 | 174 | 174 | - | - | - | - | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | - | - | - | - | - |
| Other | 141 | 111 | 111 | 30 | - | - | - | 30 |
| Total Lease and Rental Payments | 141 | 111 | 111 | 30 | - | - | - | 30 |
| UTILITIES | | | | | | | | |
| Electricity | 15,402 | 15,202 | 15,202 | 200 | - | - | - | 200 |
| Natural Gas | 3,083 | 3,083 | 3,083 | - | - | - | - | - |
| Water | 568 | 563 | 563 | 5 | - | - | - | 5 |
| Sewerage | 834 | 829 | 829 | 5 | - | - | - | 5 |
| Total Utilities | 19,888 | 19,678 | 19,678 | 210 | - | - | - | 210 |
| TELECOMMUNICATIONS | - | - | - | - | - | - | - | - |
| JP MORGAN CHASE BUILDING | - | - | - | - | - | - | - | - |
| SERVICES | | | | | | | | |
| Custodial Services | 12,572 | 12,572 | 12,572 | - | - | - | - | - |
| Contractual Services | 46,434 | 43,902 | 43,295 | 2,531 | - | 540 | 67 | 3,139 |
| Total Services | 59,006 | 56,475 | 55,867 | 2,531 | - | 540 | 67 | 3,139 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 3,267 | 3,068 | 3,068 | 199 | - | - | - | 199 |
| Supplies and Materials | 8,806 | 8,291 | 8,269 | 515 | - | 22 | 1 | 537 |
| Total Supplies, Materials and Fuels | 12,073 | 11,360 | 11,337 | 713 | - | 22 | 1 | 736 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | - | - | - | - | - |
| NONCAPITAL EQUIPMENT | 306 | 306 | 285 | - | - | 20 | 1 | 21 |
| NONCAPITAL FACILITY PROJECTS | 326 | 276 | 258 | 50 | - | 18 | 0 | 68 |
| CAPITAL EQUIPMENT | - | - | - | - | - | - | - | - |
| CAPITAL FACILITY PROJECTS | - | - | - | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | \$ 165,233 | \$ 161,699 | \$ 159,023 | \$ 3,535 | \$ - | \$ 2,579 | \$ 96 | \$ 6,210 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.4

2011 OPERATING EXPENSES COST ALLOCATION - DULLES CORRIDOR ENTERPRISE

| (dollars in thousands) | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|--------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|------------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 1,897 | \$ - | \$ - | \$ 1,897 | | \$ - | \$ - | \$ 1,897 |
| Other than Full-time Permanent | - | - | - | - | | - | - | - |
| Overtime | 85 | - | - | 85 | | - | - | 85 |
| Other | 3,710 | - | (3,640) | 69 | | 2,277 | 1,363 | 3,710 |
| Personnel Compensation | 5,692 | - | (3,640) | 2,052 | - | 2,277 | 1,363 | 5,692 |
| Health Insurance | 405 | - | - | 405 | | - | - | 405 |
| Life Insurance | 8 | - | - | 8 | | - | - | 8 |
| Retirement | 276 | - | - | 276 | | - | - | 276 |
| Other | 1,933 | - | (1,779) | 153 | | 1,335 | 444 | 1,933 |
| Employee Benefits | 2,622 | - | (1,779) | 843 | - | 1,335 | 444 | 2,622 |
| Total Personnel Expenses | 8,314 | - | (5,420) | 2,894 | - | 3,613 | 1,807 | 8,314 |
| TRAVEL | 8 | - | - | 8 | | - | - | 8 |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | - | | - | - | - |
| Other | 30 | - | - | 30 | | - | - | 30 |
| Total Lease and Rental Payments | 30 | - | - | 30 | - | - | - | 30 |
| UTILITIES | | | | | | | | |
| Electricity | 200 | - | - | 200 | | - | - | 200 |
| Natural Gas | - | - | - | - | | - | - | - |
| Water | 5 | - | - | 5 | | - | - | 5 |
| Sewerage | 5 | - | (0) | 5 | | 0 | 0 | 5 |
| Total Utilities | 210 | - | (0) | 210 | - | 0 | 0 | 210 |
| TELECOMMUNICATIONS | 24 | - | - | 24 | | | | 24 |
| JP MORGAN CHASE BUILDING | - | - | - | - | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | 66 | - | - | 66 | | - | - | 66 |
| Contractual Services | 20,015 | - | (1,807) | 17,509 | 699 | 996 | 810 | 20,015 |
| Total Services | 20,081 | - | (1,807) | 17,575 | 699 | 996 | 810 | 20,081 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 199 | - | - | 199 | | - | - | 199 |
| Supplies and Materials | 679 | - | (95) | 584 | | 62 | 33 | 679 |
| Total Supplies, Materials and Fuels | 878 | - | (95) | 783 | - | 62 | 33 | 878 |
| INSURANCE AND RISK MANAGEMENT | 1,100 | - | - | 1,100 | | - | - | 1,100 |
| NONCAPITAL EQUIPMENT | 67 | - | (52) | 16 | | 32 | 20 | 67 |
| NONCAPITAL FACILITY PROJECTS | 81 | - | (31) | 50 | | 18 | 13 | 81 |
| CAPITAL EQUIPMENT | 282 | - | - | 282 | | - | - | 282 |
| CAPITAL FACILITY PROJECTS | 150 | - | - | 150 | | - | - | 150 |
| TOTAL OPERATING EXPENSES | \$ 31,225 | \$ - | \$ (7,404) | \$ 23,122 | \$ 699 | \$ 4,721 | \$ 2,683 | \$ 31,225 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.5

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF BOARD & CEO

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 1,547 | \$ 1,547 | \$ 1,547 | | | | | \$ - |
| Other than Full-time Permanent | 39 | 39 | 39 | | | | | - |
| Overtime | 2 | 2 | 2 | | | | | - |
| Other | 54 | 54 | (156) | | | 68 | 142 | 210 |
| Personnel Compensation | 1,642 | 1,642 | 1,432 | - | - | 68 | 142 | 210 |
| Health Insurance | 109 | 109 | 109 | | | | | - |
| Life Insurance | 2 | 2 | 2 | | | | | - |
| Retirement | 319 | 319 | 319 | | | | | - |
| Other | 76 | 76 | (45) | | | 39 | 82 | 121 |
| Employee Benefits | 505 | 505 | 384 | - | - | 39 | 82 | 121 |
| Total Personnel Expenses | 2,147 | 2,147 | 1,816 | - | - | 107 | 223 | 331 |
| TRAVEL | 337 | 337 | 337 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 682 | 682 | 562 | | | 39 | 81 | 120 |
| Total Services | 682 | 682 | 562 | - | - | 39 | 81 | 120 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 37 | 37 | 29 | | | 2 | 5 | 7 |
| Total Supplies, Materials and Fuels | 37 | 37 | 29 | - | - | 2 | 5 | 7 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 24 | 24 | 19 | | | 2 | 3 | 5 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 3,226 | \$ 3,226 | \$ 2,763 | \$ - | \$ - | \$ 150 | \$ 313 | \$ 463 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.6

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF LEGAL

| <i>(dollars in thousands)</i> | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 1,192 | \$ 1,192 | \$ 1,192 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 2 | 2 | 2 | | | | | - |
| Other | (0) | (0) | (291) | | | 17 | 274 | 291 |
| Personnel Compensation | 1,194 | 1,194 | 903 | - | - | 17 | 274 | 291 |
| Health Insurance | 84 | 84 | 84 | | | | | - |
| Life Insurance | 2 | 2 | 2 | | | | | - |
| Retirement | 172 | 172 | 172 | | | | | - |
| Other | 56 | 56 | (9) | | | 4 | 62 | 66 |
| Employee Benefits | 314 | 314 | 249 | - | - | 4 | 62 | 66 |
| Total Personnel Expenses | 1,508 | 1,508 | 1,152 | - | - | 21 | 335 | 357 |
| TRAVEL | 15 | 15 | 15 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 1,019 | 994 | 875 | 25 | | 7 | 112 | 144 |
| Total Services | 1,019 | 994 | 875 | 25 | - | 7 | 112 | 144 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 17 | 17 | 8 | | | 1 | 8 | 9 |
| Total Supplies, Materials and Fuels | 17 | 17 | 8 | - | - | 1 | 8 | 9 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 2 | 2 | 2 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 2,561 | \$ 2,536 | \$ 2,052 | \$ 25 | \$ - | \$ 29 | \$ 455 | \$ 509 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.7

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AUDIT

| (dollars in thousands) | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|-----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 805 | \$ 805 | \$ 805 | | | | | \$ - |
| Other than Full-time Permanent | 5 | 5 | 5 | | | | | - |
| Overtime | 2 | 2 | 2 | | | | | - |
| Other | 8 | 8 | (72) | | | 52 | 29 | 81 |
| Personnel Compensation | 820 | 820 | 739 | - | - | 52 | 29 | 81 |
| Health Insurance | 67 | 67 | 67 | | | | | - |
| Life Insurance | 1 | 1 | 1 | | | | | - |
| Retirement | 126 | 126 | 126 | | | | | - |
| Other | 44 | 44 | 23 | | | 14 | 7 | 21 |
| Employee Benefits | 238 | 238 | 217 | - | - | 14 | 7 | 21 |
| Total Personnel Expenses | 1,058 | 1,058 | 956 | - | - | 66 | 36 | 102 |
| TRAVEL | 31 | 31 | 31 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 2,555 | 1,688 | 1,496 | 280 | 587 | 124 | 68 | 1,058 |
| Total Services | 2,555 | 1,688 | 1,496 | 280 | 587 | 124 | 68 | 1,058 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 13 | 13 | 12 | | | 1 | 0 | 1 |
| Total Supplies, Materials and Fuels | 13 | 13 | 12 | - | - | 1 | 0 | 1 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 3 | 3 | 3 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 3,660 | \$ 2,793 | \$ 2,499 | \$ 280 | \$ 587 | \$ 190 | \$ 104 | \$ 1,161 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.8

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIR SERVICE

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 641 | \$ 641 | \$ 641 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 2 | 2 | 2 | | | | | - |
| Other | 9 | 9 | 9 | | | | | - |
| Personnel Compensation | 652 | 652 | 652 | - | - | - | - | - |
| Health Insurance | 60 | 60 | 60 | | | | | - |
| Life Insurance | 1 | 1 | 1 | | | | | - |
| Retirement | 113 | 113 | 113 | | | | | - |
| Other | 43 | 43 | 43 | | | - | - | - |
| Employee Benefits | 217 | 217 | 217 | - | - | - | - | - |
| Total Personnel Expenses | 869 | 869 | 869 | - | - | - | - | - |
| TRAVEL | 260 | 260 | 260 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | - | - | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 2,789 | 2,789 | 2,789 | | | | | - |
| Total Services | 2,789 | 2,789 | 2,789 | - | - | - | - | - |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 15 | 15 | 15 | | | - | - | - |
| Total Supplies, Materials and Fuels | 15 | 15 | 15 | - | - | - | - | - |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 4 | 4 | 4 | | | - | - | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | - | - | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 3,937 | \$ 3,937 | \$ 3,937 | \$ - | \$ - | \$ - | \$ - | \$ - |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.9

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF COMMUNICATIONS

| <i>(dollars in thousands)</i> | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 1,528 | \$ 1,528 | \$ 1,528 | | | | | \$ - |
| Other than Full-time Permanent | 65 | 65 | 65 | | | | | - |
| Overtime | 3 | 3 | 3 | | | | | - |
| Other | 20 | 20 | (34) | | | 33 | 21 | 54 |
| Personnel Compensation | 1,615 | 1,615 | 1,561 | - | - | 33 | 21 | 54 |
| Health Insurance | 171 | 171 | 171 | | | | | - |
| Life Insurance | 4 | 4 | 4 | | | | | - |
| Retirement | 237 | 237 | 237 | | | | | - |
| Other | 92 | 92 | 73 | | | 12 | 8 | 19 |
| Employee Benefits | 504 | 504 | 485 | - | - | 12 | 8 | 19 |
| Total Personnel Expenses | 2,119 | 2,119 | 2,046 | - | - | 45 | 29 | 73 |
| TRAVEL | 20 | 20 | 20 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | 2 | 2 | 2 | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | (0) | | | 0 | 0 | 0 |
| Total Utilities | 2 | 2 | 1 | - | - | 0 | 0 | 0 |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 2,045 | 1,853 | 1,816 | 80 | 112 | 23 | 15 | 229 |
| Total Services | 2,045 | 1,853 | 1,816 | 80 | 112 | 23 | 15 | 229 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 63 | 63 | 61 | | | 1 | 1 | 2 |
| Total Supplies, Materials and Fuels | 63 | 63 | 61 | - | - | 1 | 1 | 2 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 5 | 5 | 4 | | | 0 | 0 | 0 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | - | - | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 4,253 | \$ 4,061 | \$ 3,949 | \$ 80 | \$ 112 | \$ 68 | \$ 44 | \$ 304 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.10

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF FINANCE

| <i>(dollars in thousands)</i> | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 3,954 | \$ 3,954 | \$ 3,954 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 88 | 88 | 88 | | | | | - |
| Other | 169 | 169 | (287) | | | 114 | 342 | 455 |
| Personnel Compensation | 4,211 | 4,211 | 3,756 | - | - | 114 | 342 | 455 |
| Health Insurance | 443 | 443 | 443 | | | | | - |
| Life Insurance | 9 | 9 | 9 | | | | | - |
| Retirement | 580 | 580 | 580 | | | | | - |
| Other | 233 | 233 | 85 | | | 37 | 111 | 147 |
| Employee Benefits | 1,265 | 1,265 | 1,118 | - | - | 37 | 111 | 147 |
| Total Personnel Expenses | 5,476 | 5,476 | 4,874 | - | - | 150 | 452 | 603 |
| TRAVEL | 79 | 79 | 79 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | 5,122 | 5,122 | 5,122 | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | 5,122 | 5,122 | 5,122 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 1,835 | 1,735 | 1,483 | 100 | | 63 | 189 | 352 |
| Total Services | 1,835 | 1,735 | 1,483 | 100 | - | 63 | 189 | 352 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 37 | 37 | 29 | | | 2 | 6 | 8 |
| Total Supplies, Materials and Fuels | 37 | 37 | 29 | - | - | 2 | 6 | 8 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 28 | 28 | 17 | | | 3 | 8 | 11 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | 105 | 105 | 105 | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 12,681 | \$ 12,581 | \$ 11,707 | \$ 100 | \$ - | \$ 218 | \$ 656 | \$ 974 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.11

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF ENGINEERING

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 3,882 | \$ 3,882 | \$ 3,882 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 3 | 3 | 3 | | | | | - |
| Other | (0) | (0) | (587) | | | 327 | 260 | 587 |
| Personnel Compensation | 3,885 | 3,885 | 3,297 | - | - | 327 | 260 | 587 |
| Health Insurance | 337 | 337 | 337 | | | | | - |
| Life Insurance | 7 | 7 | 7 | | | | | - |
| Retirement | 594 | 594 | 594 | | | | | - |
| Other | 202 | 202 | 19 | | | 102 | 81 | 183 |
| Employee Benefits | 1,141 | 1,141 | 957 | - | - | 102 | 81 | 183 |
| Total Personnel Expenses | 5,025 | 5,025 | 4,254 | - | - | 430 | 341 | 771 |
| TRAVEL | 65 | 65 | 65 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 374 | 374 | 362 | | | 7 | 6 | 13 |
| Total Services | 374 | 374 | 362 | - | - | 7 | 6 | 13 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 318 | 318 | 315 | | | 2 | 1 | 3 |
| Total Supplies, Materials and Fuels | 318 | 318 | 315 | - | - | 2 | 1 | 3 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 49 | 49 | 49 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 5,831 | \$ 5,831 | \$ 5,045 | \$ - | \$ - | \$ 438 | \$ 348 | \$ 786 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.12

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF BUSINESS ADMINISTRATION

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|-----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 4,115 | \$ 4,115 | \$ 4,115 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 8 | 8 | 8 | | | | | - |
| Other | 8 | 8 | (361) | | | 186 | 184 | 369 |
| Personnel Compensation | 4,131 | 4,131 | 3,762 | - | - | 186 | 184 | 369 |
| Health Insurance | 512 | 512 | 512 | | | | | - |
| Life Insurance | 11 | 11 | 11 | | | | | - |
| Retirement | 634 | 634 | 634 | | | | | - |
| Other | 261 | 261 | 122 | | | 70 | 69 | 139 |
| Employee Benefits | 1,418 | 1,418 | 1,279 | - | - | 70 | 69 | 139 |
| Total Personnel Expenses | 5,549 | 5,549 | 5,040 | - | - | 255 | 253 | 508 |
| TRAVEL | 43 | 43 | 43 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 49 | 49 | 49 | | | | | - |
| Total Lease and Rental Payments | 49 | 49 | 49 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | 1,350 | 1,350 | 1,350 | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 1,776 | 1,776 | 1,629 | | | 74 | 73 | 147 |
| Total Services | 1,776 | 1,776 | 1,629 | - | - | 74 | 73 | 147 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 99 | 99 | 92 | | | 4 | 4 | 7 |
| Total Supplies, Materials and Fuels | 99 | 99 | 92 | - | - | 4 | 4 | 7 |
| INSURANCE AND RISK MANAGEMENT | 9,885 | 8,785 | 8,785 | 1,100 | | | | 1,100 |
| NONCAPITAL EQUIPMENT | 20 | 20 | 20 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 18,770 | \$ 17,670 | \$ 17,008 | \$ 1,100 | \$ - | \$ 333 | \$ 330 | \$ 1,763 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.13

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF HUMAN RESOURCES

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 2,692 | \$ 2,692 | \$ 2,692 | | | | | \$ - |
| Other than Full-time Permanent | 51 | 51 | 51 | | | | | - |
| Overtime | 15 | 15 | 15 | | | | | - |
| Other | 732 | 732 | 609 | | | 71 | 52 | 123 |
| Personnel Compensation | 3,490 | 3,490 | 3,368 | - | - | 71 | 52 | 123 |
| Health Insurance | 389 | 389 | 389 | | | | | - |
| Life Insurance | 8 | 8 | 8 | | | | | - |
| Retirement | 457 | 457 | 457 | | | | | - |
| Other | 211 | 211 | 177 | | | 20 | 15 | 34 |
| Employee Benefits | 1,064 | 1,064 | 1,030 | - | - | 20 | 15 | 34 |
| Total Personnel Expenses | 4,555 | 4,555 | 4,398 | - | - | 91 | 66 | 157 |
| TRAVEL | 42 | 42 | 42 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 42 | 42 | 42 | | | | | - |
| Total Lease and Rental Payments | 42 | 42 | 42 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 1,535 | 1,535 | 1,468 | | | 39 | 29 | 68 |
| Total Services | 1,535 | 1,535 | 1,468 | - | - | 39 | 29 | 68 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 142 | 142 | 136 | | | 4 | 3 | 7 |
| Total Supplies, Materials and Fuels | 142 | 142 | 136 | - | - | 4 | 3 | 7 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 13 | 13 | 13 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 6,330 | \$ 6,330 | \$ 6,098 | \$ - | \$ - | \$ 133 | \$ 98 | \$ 231 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.14

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 2,353 | \$ 2,353 | \$ 2,353 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 19 | 19 | 19 | | | | | - |
| Other | 14 | 14 | (6) | | | 9 | 12 | 20 |
| Personnel Compensation | 2,386 | 2,386 | 2,366 | - | - | 9 | 12 | 20 |
| Health Insurance | 178 | 178 | 178 | | | | | - |
| Life Insurance | 4 | 4 | 4 | | | | | - |
| Retirement | 290 | 290 | 290 | | | | | - |
| Other | 118 | 118 | 112 | | | 3 | 4 | 6 |
| Employee Benefits | 590 | 590 | 584 | - | - | 3 | 4 | 6 |
| Total Personnel Expenses | 2,976 | 2,976 | 2,949 | - | - | 11 | 15 | 27 |
| TRAVEL | 25 | 25 | 25 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | 1,415 | 1,415 | 1,415 | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 13,125 | 13,000 | 12,834 | 125 | | 70 | 96 | 291 |
| Total Services | 13,125 | 13,000 | 12,834 | 125 | - | 70 | 96 | 291 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 1,409 | 1,409 | 1,405 | | | 2 | 2 | 4 |
| Total Supplies, Materials and Fuels | 1,409 | 1,409 | 1,405 | - | - | 2 | 2 | 4 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 1,177 | 1,177 | 1,165 | | | 5 | 7 | 12 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 20,127 | \$ 20,002 | \$ 19,794 | \$ 125 | \$ - | \$ 88 | \$ 120 | \$ 333 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.15

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF PUBLIC SAFETY - CF

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 9,975 | \$ 9,975 | \$ 9,975 | | | | | \$ - |
| Other than Full-time Permanent | 58 | 58 | 58 | | | | | - |
| Overtime | 1,138 | 1,138 | 1,138 | | | | | - |
| Other | 453 | 453 | 113 | | | 340 | - | 340 |
| Personnel Compensation | 11,625 | 11,625 | 11,285 | - | - | 340 | - | 340 |
| Health Insurance | 1,671 | 1,671 | 1,671 | | | | | - |
| Life Insurance | 35 | 35 | 35 | | | | | - |
| Retirement | 2,239 | 2,239 | 2,239 | | | | | - |
| Other | 767 | 767 | 649 | | | 118 | - | 118 |
| Employee Benefits | 4,712 | 4,712 | 4,594 | - | - | 118 | - | 118 |
| Total Personnel Expenses | 16,337 | 16,337 | 15,879 | - | - | 458 | - | 458 |
| TRAVEL | 33 | 33 | 33 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 33 | 33 | 33 | | | | | - |
| Total Lease and Rental Payments | 33 | 33 | 33 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 324 | 324 | 313 | | | 11 | - | 11 |
| Total Services | 324 | 324 | 313 | - | - | 11 | - | 11 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 417 | 417 | 394 | | | 23 | - | 23 |
| Total Supplies, Materials and Fuels | 417 | 417 | 394 | - | - | 23 | - | 23 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 32 | 32 | 30 | | | 2 | - | 2 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 17,175 | \$ 17,175 | \$ 16,681 | \$ - | \$ - | \$ 493 | \$ - | \$ 493 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.16

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT MANAGER - DCA

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 502 | \$ 502 | \$ 502 | | | | | \$ - |
| Other than Full-time Permanent | 60 | 60 | 60 | | | | | - |
| Overtime | - | - | - | | | | | - |
| Other | 240 | 240 | 211 | | | - | 28 | 28 |
| Personnel Compensation | 801 | 801 | 773 | - | - | - | 28 | 28 |
| Health Insurance | 129 | 129 | 129 | | | | | - |
| Life Insurance | 3 | 3 | 3 | | | | | - |
| Retirement | 82 | 82 | 82 | | | | | - |
| Other | 103 | 103 | 103 | | | - | - | - |
| Employee Benefits | 317 | 317 | 317 | - | - | - | - | - |
| Total Personnel Expenses | 1,118 | 1,118 | 1,089 | - | - | - | 28 | 28 |
| TRAVEL | 5 | 5 | 5 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 3 | 3 | 3 | | | | | - |
| Total Lease and Rental Payments | 3 | 3 | 3 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | (0) | | | - | 0 | 0 |
| Total Utilities | - | - | (0) | - | - | - | 0 | 0 |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 550 | 550 | 474 | | | - | 76 | 76 |
| Total Services | 550 | 550 | 474 | - | - | - | 76 | 76 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 58 | 58 | 55 | | | - | 3 | 3 |
| Total Supplies, Materials and Fuels | 58 | 58 | 55 | - | - | - | 3 | 3 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 30 | 30 | 30 | | | - | 0 | 0 |
| NONCAPITAL FACILITY PROJECTS | - | - | (13) | | | - | 13 | 13 |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 1,764 | \$ 1,764 | \$ 1,644 | \$ - | \$ - | \$ - | \$ 119 | \$ 119 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.17

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF OPERATIONS - DCA

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 1,740 | \$ 1,740 | \$ 1,740 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 29 | 29 | 29 | | | | | - |
| Other | 115 | 115 | 115 | | | | | - |
| Personnel Compensation | 1,884 | 1,884 | 1,884 | - | - | - | - | - |
| Health Insurance | 229 | 229 | 229 | | | | | - |
| Life Insurance | 5 | 5 | 5 | | | | | - |
| Retirement | 325 | 325 | 325 | | | | | - |
| Other | 112 | 112 | 112 | | | - | - | - |
| Employee Benefits | 670 | 670 | 670 | - | - | - | - | - |
| Total Personnel Expenses | 2,555 | 2,555 | 2,555 | - | - | - | - | - |
| TRAVEL | 33 | 33 | 33 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | - | - | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 3,712 | 3,712 | 3,712 | | | - | - | - |
| Total Services | 3,712 | 3,712 | 3,712 | - | - | - | - | - |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 59 | 59 | 59 | | | - | - | - |
| Total Supplies, Materials and Fuels | 59 | 59 | 59 | - | - | - | - | - |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 27 | 27 | 27 | | | - | - | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | - | - | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 6,385 | \$ 6,385 | \$ 6,385 | \$ - | \$ - | \$ - | \$ - | \$ - |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.18

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF ENGINEERING & MAINTENANCE - DCA

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 13,326 | \$ 13,326 | \$ 13,326 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 457 | 457 | 457 | | | | | - |
| Other | 273 | 273 | 273 | | | | | - |
| Personnel Compensation | 14,056 | 14,056 | 14,056 | - | - | - | - | - |
| Health Insurance | 2,273 | 2,273 | 2,273 | | | | | - |
| Life Insurance | 47 | 47 | 47 | | | | | - |
| Retirement | 2,435 | 2,435 | 2,435 | | | | | - |
| Other | 972 | 972 | 972 | | | | | - |
| Employee Benefits | 5,727 | 5,727 | 5,727 | - | - | - | - | - |
| Total Personnel Expenses | 19,783 | 19,783 | 19,783 | - | - | - | - | - |
| TRAVEL | 45 | 45 | 45 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 23 | 23 | 23 | | | | | - |
| Total Lease and Rental Payments | 23 | 23 | 23 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | 6,200 | 6,200 | 6,200 | | | | | - |
| Natural Gas | 2,253 | 2,253 | 2,253 | | | | | - |
| Water | 752 | 752 | 752 | | | | | - |
| Sewerage | 1,057 | 1,057 | 1,057 | | | | | - |
| Total Utilities | 10,262 | 10,262 | 10,262 | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | 5,450 | 5,450 | 5,450 | | | | | - |
| Contractual Services | 7,286 | 7,286 | 7,286 | | | | | - |
| Total Services | 12,736 | 12,736 | 12,736 | - | - | - | - | - |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 711 | 711 | 711 | | | | | - |
| Supplies and Materials | 3,310 | 3,310 | 3,310 | | | | | - |
| Total Supplies, Materials and Fuels | 4,021 | 4,021 | 4,021 | - | - | - | - | - |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 110 | 110 | 110 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | 1,050 | 1,050 | 1,050 | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 48,030 | \$ 48,030 | \$ 48,030 | \$ - | \$ - | \$ - | \$ - | \$ - |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.19

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT ADMINISTRATION - DCA

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 2,179 | \$ 2,179 | \$ 2,179 | | | | | \$ - |
| Other than Full-time Permanent | 35 | 35 | 35 | | | | | - |
| Overtime | 14 | 14 | 14 | | | | | - |
| Other | 1 | 1 | 1 | | | | | - |
| Personnel Compensation | 2,228 | 2,228 | 2,228 | - | - | - | - | - |
| Health Insurance | 373 | 373 | 373 | | | | | - |
| Life Insurance | 8 | 8 | 8 | | | | | - |
| Retirement | 322 | 322 | 322 | | | | | - |
| Other | 271 | 271 | 271 | | | | | - |
| Employee Benefits | 973 | 973 | 973 | - | - | - | - | - |
| Total Personnel Expenses | 3,202 | 3,202 | 3,202 | - | - | - | - | - |
| TRAVEL | 19 | 19 | 19 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 2 | 2 | 2 | | | | | - |
| Total Lease and Rental Payments | 2 | 2 | 2 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 338 | 338 | 338 | | | | | - |
| Total Services | 338 | 338 | 338 | - | - | - | - | - |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 3 | 3 | 3 | | | | | - |
| Supplies and Materials | 53 | 53 | 53 | | | | | - |
| Total Supplies, Materials and Fuels | 55 | 55 | 55 | - | - | - | - | - |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 15 | 15 | 15 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 3,631 | \$ 3,631 | \$ 3,631 | \$ - | \$ - | \$ - | \$ - | \$ - |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.20

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF PUBLIC SAFETY - DCA

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 7,916 | \$ 7,916 | \$ 7,916 | | | | | \$ - |
| Other than Full-time Permanent | 271 | 271 | 271 | | | | | - |
| Overtime | 1,796 | 1,796 | 1,796 | | | | | - |
| Other | 556 | 556 | 556 | | | | | - |
| Personnel Compensation | 10,539 | 10,539 | 10,539 | - | - | - | - | - |
| Health Insurance | 1,479 | 1,479 | 1,479 | | | | | - |
| Life Insurance | 30 | 30 | 30 | | | | | - |
| Retirement | 2,131 | 2,131 | 2,131 | | | | | - |
| Other | 664 | 664 | 664 | | | | | - |
| Employee Benefits | 4,304 | 4,304 | 4,304 | - | - | - | - | - |
| Total Personnel Expenses | 14,843 | 14,843 | 14,843 | - | - | - | - | - |
| TRAVEL | 31 | 31 | 31 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 9 | 9 | 9 | | | | | - |
| Total Lease and Rental Payments | 9 | 9 | 9 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 217 | 217 | 217 | | | | | - |
| Total Services | 217 | 217 | 217 | - | - | - | - | - |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 39 | 39 | 39 | | | | | - |
| Supplies and Materials | 303 | 303 | 303 | | | | | - |
| Total Supplies, Materials and Fuels | 342 | 342 | 342 | - | - | - | - | - |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 19 | 19 | 19 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 15,461 | \$ 15,461 | \$ 15,461 | \$ - | \$ - | \$ - | \$ - | \$ - |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.21

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT MANAGER - IAD

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 626 | \$ 626 | \$ 626 | | | | | \$ - |
| Other than Full-time Permanent | 281 | 281 | 281 | | | | | - |
| Overtime | 3 | 3 | 3 | | | | | - |
| Other | 41 | 41 | 13 | | | 26 | 1 | 27 |
| Personnel Compensation | 952 | 952 | 924 | - | - | 26 | 1 | 27 |
| Health Insurance | 166 | 166 | 166 | | | | | - |
| Life Insurance | 3 | 3 | 3 | | | | | - |
| Retirement | 158 | 158 | 158 | | | | | - |
| Other | 129 | 129 | 118 | | | 10 | 0 | 10 |
| Employee Benefits | 456 | 456 | 446 | - | - | 10 | 0 | 10 |
| Total Personnel Expenses | 1,408 | 1,408 | 1,370 | - | - | 36 | 1 | 38 |
| TRAVEL | 20 | 20 | 20 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 712 | 712 | 694 | | | 18 | 1 | 18 |
| Total Services | 712 | 712 | 694 | - | - | 18 | 1 | 18 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 59 | 59 | 58 | | | 1 | 0 | 1 |
| Total Supplies, Materials and Fuels | 59 | 59 | 58 | - | - | 1 | 0 | 1 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 1 | 1 | 1 | | | 0 | 0 | 0 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 2,200 | \$ 2,200 | \$ 2,142 | \$ - | \$ - | \$ 55 | \$ 2 | \$ 57 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.22

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF OPERATIONS - IAD

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 2,862 | \$ 2,862 | \$ 2,862 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 223 | 223 | 223 | | | | | - |
| Other | 123 | 123 | 103 | | | 2 | 18 | 20 |
| Personnel Compensation | 3,209 | 3,209 | 3,189 | - | - | 2 | 18 | 20 |
| Health Insurance | 434 | 434 | 434 | | | | | - |
| Life Insurance | 9 | 9 | 9 | | | | | - |
| Retirement | 527 | 527 | 527 | | | | | - |
| Other | 208 | 208 | 202 | | | 1 | 6 | 7 |
| Employee Benefits | 1,179 | 1,179 | 1,172 | - | - | 1 | 6 | 7 |
| Total Personnel Expenses | 4,388 | 4,388 | 4,361 | - | - | 2 | 24 | 27 |
| TRAVEL | 35 | 35 | 35 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 5 | 5 | 5 | | | | | - |
| Total Lease and Rental Payments | 5 | 5 | 5 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 10,189 | 10,149 | 10,079 | 40 | | 6 | 64 | 110 |
| Total Services | 10,189 | 10,149 | 10,079 | 40 | - | 6 | 64 | 110 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 146 | 146 | 146 | | | 0 | 1 | 1 |
| Total Supplies, Materials and Fuels | 146 | 146 | 146 | - | - | 0 | 1 | 1 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 136 | 136 | 135 | | | 0 | 0 | 0 |
| NONCAPITAL FACILITY PROJECTS | 1 | 1 | 0 | | | 0 | 0 | 1 |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 14,900 | \$ 14,860 | \$ 14,762 | \$ 40 | \$ - | \$ 8 | \$ 90 | \$ 138 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.23

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF MOBILE LOUNGE & RAMP CONTROL - IAD

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 5,881 | \$ 5,881 | \$ 5,881 | | | | | \$ - |
| Other than Full-time Permanent | 599 | 599 | 599 | | | | | - |
| Overtime | 319 | 319 | 319 | | | | | - |
| Other | 474 | 474 | 474 | | | - | - | - |
| Personnel Compensation | 7,273 | 7,273 | 7,273 | - | - | - | - | - |
| Health Insurance | 1,533 | 1,533 | 1,533 | | | | | - |
| Life Insurance | 31 | 31 | 31 | | | | | - |
| Retirement | 1,191 | 1,191 | 1,191 | | | | | - |
| Other | 728 | 728 | 728 | | | - | - | - |
| Employee Benefits | 3,483 | 3,483 | 3,483 | - | - | - | - | - |
| Total Personnel Expenses | 10,756 | 10,756 | 10,756 | - | - | - | - | - |
| TRAVEL | - | - | - | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | - | - | - | | | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | - | - | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 8 | 8 | 8 | | | - | - | - |
| Total Services | 8 | 8 | 8 | - | - | - | - | - |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | | | | | - |
| Supplies and Materials | 49 | 49 | 49 | | | - | - | - |
| Total Supplies, Materials and Fuels | 49 | 49 | 49 | - | - | - | - | - |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | - | - | - | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 10,813 | \$ 10,813 | \$ 10,813 | \$ - | \$ - | \$ - | \$ - | \$ - |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.24

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF ENGINEERING & MAINTENANCE - IAD

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|-----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 19,858 | \$ 19,858 | \$ 19,858 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 2,662 | 2,662 | 2,662 | | | | | - |
| Other | 493 | 493 | 468 | | | 25 | - | 25 |
| Personnel Compensation | 23,013 | 23,013 | 22,988 | - | - | 25 | - | 25 |
| Health Insurance | 3,301 | 3,301 | 3,301 | | | | | - |
| Life Insurance | 68 | 68 | 68 | | | | | - |
| Retirement | 3,416 | 3,416 | 3,416 | | | | | - |
| Other | 1,526 | 1,526 | 1,457 | | | 69 | - | 69 |
| Employee Benefits | 8,311 | 8,311 | 8,242 | - | - | 69 | - | 69 |
| Total Personnel Expenses | 31,324 | 31,324 | 31,230 | - | - | 94 | - | 94 |
| TRAVEL | 28 | 28 | 28 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 124 | 94 | 94 | 30 | | | | 30 |
| Total Lease and Rental Payments | 124 | 94 | 94 | 30 | - | - | - | 30 |
| UTILITIES | | | | | | | | |
| Electricity | 15,402 | 15,202 | 15,202 | 200 | | | | 200 |
| Natural Gas | 3,083 | 3,083 | 3,083 | | | | | - |
| Water | 568 | 563 | 563 | 5 | | | | 5 |
| Sewerage | 834 | 829 | 829 | 5 | | - | - | 5 |
| Total Utilities | 19,888 | 19,678 | 19,678 | 210 | - | - | - | 210 |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | 12,572 | 12,572 | 12,572 | | | | | - |
| Contractual Services | 30,401 | 27,909 | 27,843 | 2,491 | | 66 | - | 2,558 |
| Total Services | 42,973 | 40,482 | 40,415 | 2,491 | - | 66 | - | 2,558 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 2,745 | 2,546 | 2,546 | 199 | | | | 199 |
| Supplies and Materials | 8,022 | 7,509 | 7,491 | 513 | | 19 | - | 531 |
| Total Supplies, Materials and Fuels | 10,767 | 10,056 | 10,037 | 712 | - | 19 | - | 730 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 114 | 114 | 101 | | | 13 | - | 13 |
| NONCAPITAL FACILITY PROJECTS | 325 | 275 | 257 | 50 | | 18 | - | 68 |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 105,544 | \$ 102,051 | \$ 101,841 | \$ 3,493 | \$ - | \$ 209 | \$ - | \$ 3,702 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.25

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT ADMINISTRATION - IAD

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 2,420 | \$ 2,420 | \$ 2,420 | | | | | \$ - |
| Other than Full-time Permanent | - | - | - | | | | | - |
| Overtime | 173 | 173 | 173 | | | | | - |
| Other | 8 | 8 | (8) | | | 15 | 1 | 16 |
| Personnel Compensation | 2,601 | 2,601 | 2,585 | - | - | 15 | 1 | 16 |
| Health Insurance | 395 | 395 | 395 | | | | | - |
| Life Insurance | 8 | 8 | 8 | | | | | - |
| Retirement | 409 | 409 | 409 | | | | | - |
| Other | 193 | 193 | 187 | | | 5 | 0 | 5 |
| Employee Benefits | 1,005 | 1,005 | 999 | - | - | 5 | 0 | 5 |
| Total Personnel Expenses | 3,606 | 3,606 | 3,584 | - | - | 20 | 2 | 21 |
| TRAVEL | 48 | 48 | 48 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | (0) | (0) | (0) | | | | | - |
| Total Lease and Rental Payments | (0) | (0) | (0) | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 4,897 | 4,897 | 4,864 | | | 30 | 2 | 33 |
| Total Services | 4,897 | 4,897 | 4,864 | - | - | 30 | 2 | 33 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 372 | 372 | 372 | | | | | - |
| Supplies and Materials | 173 | 173 | 170 | | | 2 | 0 | 2 |
| Total Supplies, Materials and Fuels | 545 | 545 | 542 | - | - | 2 | 0 | 2 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 28 | 28 | 21 | | | 7 | 1 | 7 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 9,123 | \$ 9,123 | \$ 9,059 | \$ - | \$ - | \$ 59 | \$ 5 | \$ 64 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.26

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF PUBLIC SAFETY - IAD

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|-----------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 12,569 | \$ 12,569 | \$ 12,569 | | | | | \$ - |
| Other than Full-time Permanent | 81 | 81 | 81 | | | | | - |
| Overtime | 2,017 | 2,017 | 2,017 | | | | | - |
| Other | 707 | 707 | (286) | | | 993 | - | 993 |
| Personnel Compensation | 15,374 | 15,374 | 14,381 | - | - | 993 | - | 993 |
| Health Insurance | 2,176 | 2,176 | 2,176 | | | | | - |
| Life Insurance | 44 | 44 | 44 | | | | | - |
| Retirement | 3,288 | 3,288 | 3,288 | | | | | - |
| Other | 957 | 957 | 123 | | | 834 | - | 834 |
| Employee Benefits | 6,465 | 6,465 | 5,631 | - | - | 834 | - | 834 |
| Total Personnel Expenses | 21,839 | 21,839 | 20,012 | - | - | 1,827 | - | 1,827 |
| TRAVEL | 43 | 43 | 43 | | | | | - |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | | | | | - |
| Other | 12 | 12 | 12 | | | | | - |
| Total Lease and Rental Payments | 12 | 12 | 12 | - | - | - | - | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | | | | | - |
| Natural Gas | - | - | - | | | | | - |
| Water | - | - | - | | | | | - |
| Sewerage | - | - | - | | | | | - |
| Total Utilities | - | - | - | - | - | - | - | - |
| TELECOMMUNICATIONS | - | - | - | | | | | - |
| JP MORGAN CHASE BUILDING | - | - | - | | | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | - | - | - | | | | | - |
| Contractual Services | 226 | 226 | (194) | | | 420 | - | 420 |
| Total Services | 226 | 226 | (194) | - | - | 420 | - | 420 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | 150 | 150 | 150 | | | | | - |
| Supplies and Materials | 356 | 355 | 355 | 2 | | - | - | 2 |
| Total Supplies, Materials and Fuels | 506 | 505 | 505 | 2 | - | - | - | 2 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | | | | | - |
| NONCAPITAL EQUIPMENT | 27 | 27 | 27 | | | | | - |
| NONCAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| CAPITAL EQUIPMENT | - | - | - | | | | | - |
| CAPITAL FACILITY PROJECTS | - | - | - | | | | | - |
| TOTAL OPERATING EXPENSES | \$ 22,654 | \$ 22,652 | \$ 20,405 | \$ 2 | \$ - | \$ 2,247 | \$ - | \$ 2,248 |

Cost Allocation Plan

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Table 4-2.27

2011 OPERATING EXPENSES COST ALLOCATION - OFFICE OF DULLES TOLL ROAD

| | Total Authority Program | AVIATION ENTERPRISE | | DULLES CORRIDOR ENTERPRISE | | COST ALLOCATION | | Net DCE Budget |
|-------------------------------------|-------------------------|-----------------------|---------------------|--------------------------------------|---|----------------------------------|-------------------------------------|------------------|
| | | Total Aviation Budget | Net Aviation Budget | Dulles Toll Road Direct ¹ | Dulles Rail Project Direct ² | To Dulles Toll Road ³ | To Dulles Rail Project ⁴ | |
| <i>(dollars in thousands)</i> | | | | | | | | |
| PERSONNEL EXPENSES | | | | | | | | |
| Full-time Permanent | \$ 1,897 | \$ - | \$ - | \$ 1,897 | \$ - | | | \$ 1,897 |
| Other than Full-time Permanent | - | - | - | - | - | | | - |
| Overtime | 85 | - | - | 85 | - | | | 85 |
| Other | 69 | - | - | 69 | - | | | 69 |
| Personnel Compensation | 2,052 | - | - | 2,052 | - | | | 2,052 |
| Health Insurance | 405 | - | - | 405 | - | | | 405 |
| Life Insurance | 8 | - | - | 8 | - | | | 8 |
| Retirement | 276 | - | - | 276 | - | | | 276 |
| Other | 153 | - | - | 153 | - | | | 153 |
| Employee Benefits | 843 | - | - | 843 | - | | | 843 |
| Total Personnel Expenses | 2,894 | - | - | 2,894 | - | | | 2,894 |
| TRAVEL | 8 | - | - | 8 | - | | | 8 |
| LEASE AND RENTAL PAYMENTS | | | | | | | | |
| Airport Lease Payments | - | - | - | - | - | | | - |
| Other | - | - | - | - | - | | | - |
| Total Lease and Rental Payments | - | - | - | - | - | | | - |
| UTILITIES | | | | | | | | |
| Electricity | - | - | - | - | - | | | - |
| Natural Gas | - | - | - | - | - | | | - |
| Water | - | - | - | - | - | | | - |
| Sewerage | - | - | - | - | - | | | - |
| Total Utilities | - | - | - | - | - | | | - |
| TELECOMMUNICATIONS | 24 | - | - | 24 | - | | | 24 |
| JP MORGAN CHASE BUILDING | - | - | - | - | - | | | - |
| SERVICES | | | | | | | | |
| Custodial Services | 66 | - | - | 66 | - | | | 66 |
| Contractual Services | 14,368 | - | - | 14,368 | - | | | 14,368 |
| Total Services | 14,434 | - | - | 14,434 | - | | | 14,434 |
| SUPPLIES, MATERIALS AND FUELS | | | | | | | | |
| Fuels | - | - | - | - | - | | | - |
| Supplies and Materials | 70 | - | - | 70 | - | | | 70 |
| Total Supplies, Materials and Fuels | 70 | - | - | 70 | - | | | 70 |
| INSURANCE AND RISK MANAGEMENT | - | - | - | - | - | | | - |
| NONCAPITAL EQUIPMENT | 16 | - | - | 16 | - | | | 16 |
| NONCAPITAL FACILITY PROJECTS | - | - | - | - | - | | | - |
| CAPITAL EQUIPMENT | 282 | - | - | 282 | - | | | 282 |
| CAPITAL FACILITY PROJECTS | 150 | - | - | 150 | - | | | 150 |
| TOTAL OPERATING EXPENSES | \$ 17,878 | \$ - | \$ - | \$ 17,878 | \$ - | \$ - | \$ - | \$ 17,878 |

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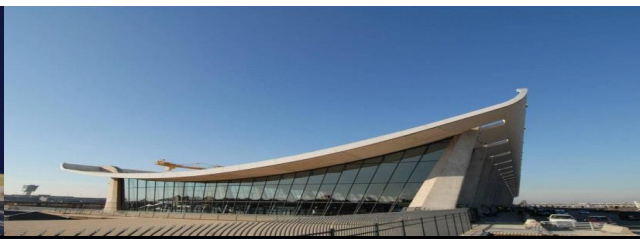
Airports Snapshots

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



Ronald Reagan Washington National Airport
Airline Service as of September 2010



Washington Dulles International Airport
Airline Service as of September 2010

REAGAN NATIONAL

Major/National Airlines

AirTran Airways
Alaska Airlines
American Airlines
Continental Airlines
Delta Air Lines
Frontier Airlines
Republic Airlines
Spirit Airlines
United Airlines
US Airways*

Transborder Service

Air Canada
Air Canada Jazz

Regional/Commuter Airlines

Air Wisconsin
Atlantic Southeast
American Eagle
Chautauqua
Colgan Air
Comair
Continental Express
Mesaba
PSA
Piedmont Airlines
Pinnacle
Shuttle America

Fixed Base Operators

Signature Flight Support
Services

Cargo Airlines

Fed Ex

Date Opened:

June 16, 1941

Distance from downtown:

DC: 3 miles/15 minutes

Size: 860 acres

Location: Arlington County,
Virginia

Public Parking Spaces: 9,442

Aircraft Gates/Parking

Positions: 44

Length of Runways:

1/19 - 6, 869 ft.

15/33 - 5, 204 ft.

4/22 - 4,911 ft.

Non-stop destinations:

66 U.S. cities
Montreal, Toronto, and
Ottawa, Canada

DULLES INTERNATIONAL

Major/National Airlines

AirTran Airways
American Airlines
Delta Air Lines
JetBlue Airways
MN Airlines
Southwest Airlines
United Airlines*
US Airways
Virgin America

Transborder Service

Air Canada Jazz

Cargo Airlines

Fed Ex
Mountain Air Cargo
United Parcel Service

Fixed Base Operators

Landmark Aviation
Signature Flight Support
Services

Foreign Flag Carriers

Aer Lingus
Aeroflot Russian Airlines
Air France
All Nippon Airways
Austrian Airlines
Avianca
British Airways
COPA
Ethiopian Airlines
Iberia
KLM-Royal Dutch Airlines
Korean Air
Lufthansa German Airlines
Open Skies
Qatar Amiri Air
Saudi Arabian Airlines
Scandinavian Airlines System
South African Airways
TACA International Airlines
Virgin Atlantic Airways

Regional/Commuter Airlines

Air Wisconsin
Atlantic Southeast
Chautauqua
Colgan Air
Comair
Commutair
Compass
Express Jet
G-Jet**
Mesa

PSA

Pinnacle
Shuttle America**
Sky West
Trans States**

Date Opened:

November 19, 1962
Distance from downtown:
DC: 26 miles/30 minutes
Size: Approximately
11,830 acres
Location: Fairfax & Loudoun
Counties, Virginia
Public Parking Spaces: 27,433

Aircraft Gates/Parking
Positions: 123

Length of Runways:

1R/19L (North-South) - 11,500 ft.
1L/19R (North-South) - 9,400 ft.
12/30 (Crosswind) - 10,500 ft.
1C/19C (North-South) - 11,500 ft.

Non-stop destinations:

80 U.S. Cities/Nationwide
41 Foreign Cities

* U.S. carriers offering international services

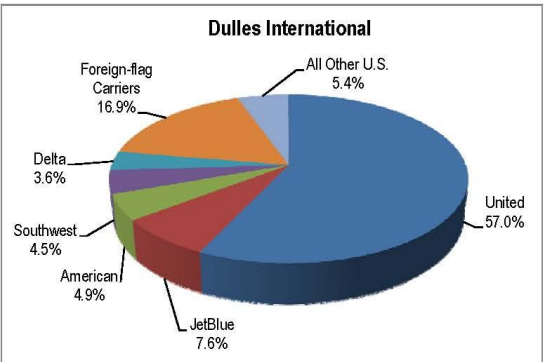
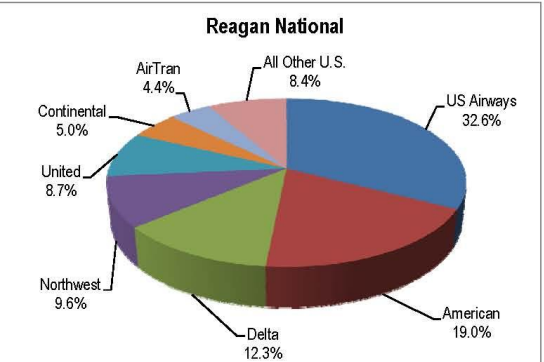
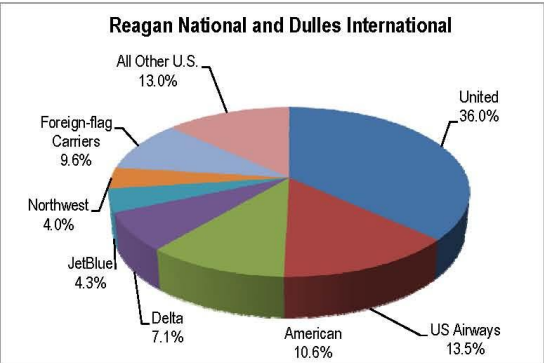
** Includes Transborder services

Airlines Serving the Airports

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Carrier Shares of Total Enplaned Passengers (for the 12 months ended December 31, 2009)



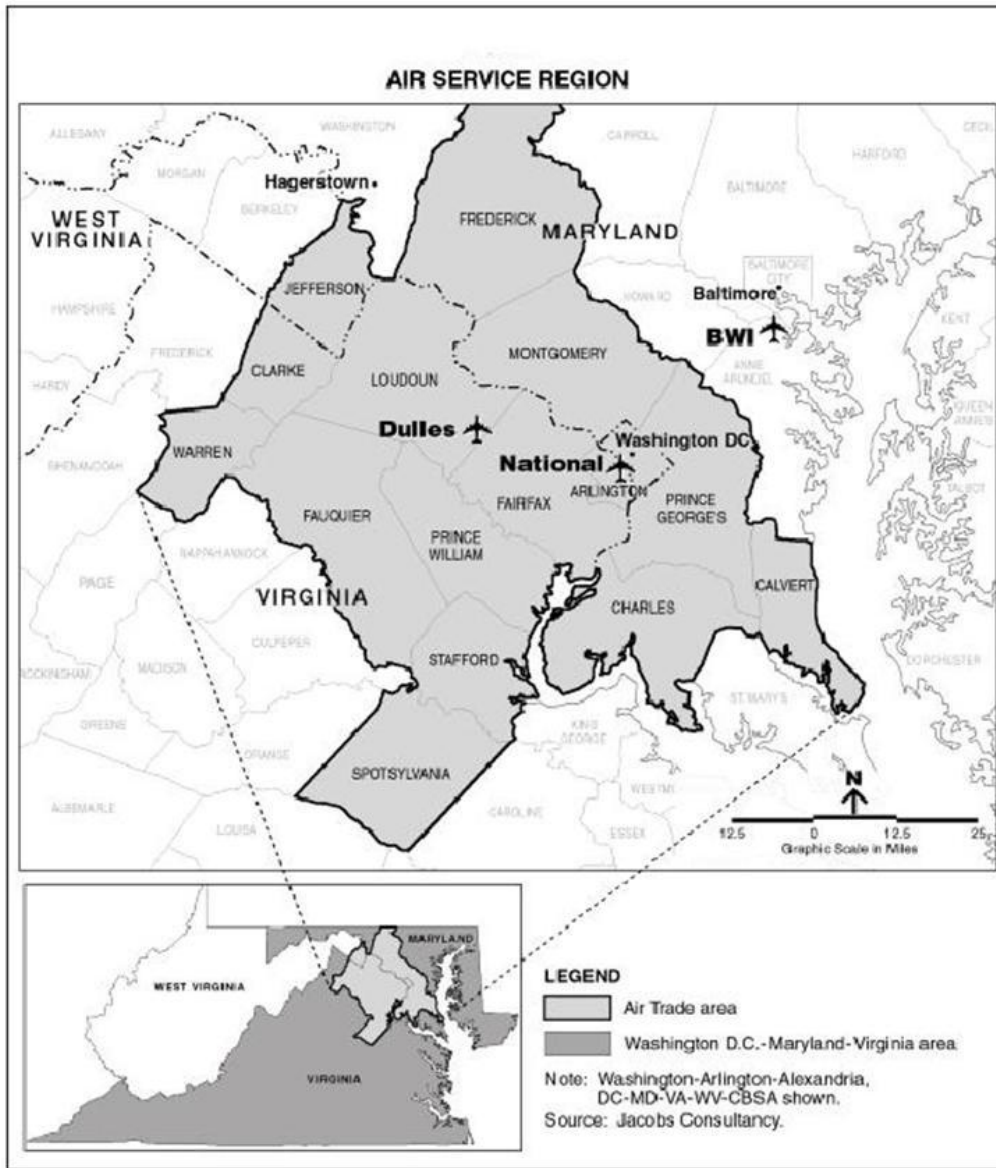
Airlines Serving the Airports

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

AIR TRADE AREA

The Air Trade Area is comprised of the following jurisdictions: the District of Columbia; the Maryland counties of Calvert, Charles, Frederick, Montgomery, and Prince George's; the Virginia counties of Arlington, Clarke, Fairfax, Fauquier, Loudoun, Prince William, Spotsylvania, Stafford, and Warren; the independent Virginia cities¹ of Alexandria, Fairfax, Falls Church, Fredericksburg, Manassas, and Manassas Park; and the West Virginia county of Jefferson.



1 These six Virginia cities are separate jurisdictions and are not included in any county statistics.

Population

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The following table presents the historical and projected population in the Air Trade Area, the Washington D.C.-Maryland-Virginia Area, and the U.S. In 2009, the population of the Air Trade Area was approximately 5.5 million, or over one-third of the combined population of the Washington D.C.-Maryland-Virginia Area. Between 2000 and 2009, the population of jurisdictions in the Air Trade Area increased at a rate slightly greater than that of the nation and the combined area of Washington D.C.-Maryland-Virginia Area. Between 2000 and 2009, population growth in the Air Trade Area was driven primarily by growth in Loudoun County, which increased 6.3% annually, on average, over the period. The increase in the population base immediately surrounding Dulles International and south of the Airports supports growth in aviation activity and air service.

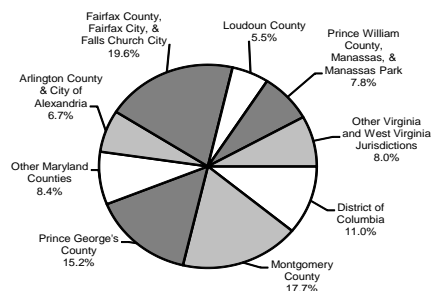
| | 2000 | 2009 | Avg. Annual Increase | Percentage of Air Trade Area in 2009 |
|---|------------------|------------------|----------------------|--------------------------------------|
| District of Columbia | | | | |
| District of Columbia | 571,744 | 599,657 | 0.5% | 11.0% |
| State of Maryland | | | | |
| Montgomery County | 877,363 | 971,600 | 1.1 | 17.7 |
| Prince George's County | 803,620 | 834,560 | 0.4 | 15.2 |
| Other Maryland Counties | 392,888 | 459,418 | 1.8 | 8.4 |
| Commonwealth of Virginia | | | | |
| Arlington County & City of Alexandria | 318,951 | 367,489 | 1.6% | 6.7% |
| Fairfax County, Fairfax City, & Falls Church City | 1,006,803 | 1,074,227 | 0.7 | 19.6 |
| Loudoun County | 173,897 | 301,171 | 6.3 | 5.5 |
| Prince William County, Manassas, & Manassas Park | 329,524 | 427,722 | 2.9 | 7.8 |
| Other Virginia Jurisdictions | 304,233 | 387,647 | 2.7 | 7.1 |
| State of West Virginia | | | | |
| Jefferson County | 42,439 | 52,750 | 2.4% | 1.0% |
| Air Trade Area Total | 4,821,462 | 5,476,241 | 1.4% | 100.0% |

Note: Columns may not add to totals shown because of rounding.

Source: Department of Commerce, Census Bureau, accessed October 26, 2010

District of Columbia, State of Maryland, & Commonwealth of Virginia, and State of West Virginia

Geographic Distribution of the Air Trade Area's 2007 Population



Source: National Planning Association, Data Services, Inc. Key Indicators of County Growth, 1970-2030, 2008 Edition

Airport Activity Forecasts

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Reagan National was opened for service in 1941. It is located on approximately 860 acres along the Potomac River in Arlington County, Virginia, approximately three miles from Washington, D.C. It has three interconnected terminals, three runways and 44 air carrier gates. As of the end of September 2010, Reagan National was served by 30 airlines, 10 major/national, 2 foreign flags, 17 regional, and 1 all cargo. US Airways is the largest carrier in terms of numbers of flights and enplanements. US Airways and its code-share affiliates enplaned 40.0 percent of total passengers in 2009.

The major airlines typically operate large jet aircraft in the higher density and/or longer-haul markets, and the regional/commuter airlines operate smaller aircraft in the shorter-haul markets. At Reagan National, as of September 2010, scheduled service is provided by 7 of the nation's 9 major airlines which represent the largest group of airlines in terms of total revenues. These airlines are American, AirTran, Alaska, Continental, Delta, United, and US Airways. On September 27, 2010, Southwest Airlines announced that it had entered into a definitive agreement to acquire AirTran Airlines. JetBlue began new service to three destinations in November 2010. Southwest is the only major airline not currently providing service at Reagan National. The merger of United and Continental was completed on October 1, 2010, however, the integration of the two airlines' activities is expected to continue through 2010 and 2011.

As of the end of September 2010, nonstop service was provided from Reagan National to 69 destinations, including 66 cities nationwide as well as international destinations such as Montreal, Ottawa and Toronto in Canada. In 2009, approximately 82 percent of enplanements at Reagan National were origin and destination (O&D) passengers, and traffic in Reagan National's top 15 domestic O&D city markets represented 52.7 percent of its total domestic O&D passengers. Reagan National's three largest domestic O&D markets in 2009 were New York, Atlanta, and Chicago.

Reagan National serves primarily short-and medium-haul markets, as a result of U.S. Department of Transportation (USDOT) regulations. Reagan National is controlled by the High Density Rule and one of two airports controlled by a Perimeter Rule, which generally limits non-stop flights at Reagan National to a radius of 1,250 statute miles. The High Density Rule imposes limits on the number of flights scheduled at Reagan National through the assignment of hourly operating slots. All slots are assigned by the FAA. Air carriers are required to use each slot a significant percent of the time or the slots may be withdrawn by the FAA.

From time to time the USDOT pursuant to legislation has made available a limited number of additional slots at Reagan National. Since 2000, a total of 44 additional slot exemptions have been granted at Reagan National, bringing the total number of daily slots at the Airport to 912. A slot is an authorization from the FAA for a single takeoff or landing. The AIR-21 legislation created 24 new slots in 2000, 12 of which were allocated beyond the perimeter and 12 within the perimeter. In 2003, under Vision 100 legislation, the Department of Transportation (DOT) granted an additional 20 slot exemptions, comprising 12 beyond-perimeter slots and 8 within-perimeter slots.

Airport Activity Forecasts

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

In 2010, enplaned passengers at Reagan National are projected to increase 2.9 percent to 9.0 million from 8.8 million in 2009. In 2011, enplaned passengers at Reagan National are projected to increase by 1.4 percent to 9.1 million.

General aviation activity had been excluded at Reagan National since September 11, 2001, but as of October 2006, general aviation activity is permitted with strict security requirements.

WASHINGTON DULLES INTERNATIONAL AIRPORT

Dulles International was opened for service in 1962. It is located on approximately 11,830 acres (exclusive of the Access Highway) in Fairfax and Loudoun Counties, Virginia, approximately 26 miles west of Washington, D.C. In addition to a main terminal, it has four concourses (A, B, C, and D), four runways and approximately 123 aircraft gates. As of September 2010, Dulles International was served by 52 airlines, including 10 major/national airlines, 18 regional/commuter airlines, 21 foreign flag carriers and three all-cargo carriers. United maintains a major domestic hub and international gateway operation at Dulles International. United and its regional code-share affiliates enplaned 64.7 percent of passengers in 2009.

Dulles International serves long, medium and short-haul markets. Scheduled service is provided by all of the nation's 9 major airlines. These airlines are American, AirTran, Alaska, Continental, Delta, Jet Blue, Southwest, United, and US Airways.

As of September 2010, nonstop service was provided from Dulles International to 80 cities nationwide and to 41 international nonstop destinations. In 2009, 73.0 percent of passengers enplaned at Dulles International flying on domestic itineraries and an estimated 60.0 percent were O&D passengers and 40.0 percent were connecting passengers. In 2009, traffic in Dulles International's top 15 domestic O&D markets represented 53.4 percent of its total domestic O&D passengers, and its three largest domestic O&D markets were Los Angeles, San Francisco and Orlando.

Dulles International is not constrained by perimeter restrictions as is Reagan National, with numerous long-haul markets being served with nonstop flights. Most of the international carriers and all of the all-cargo carriers' flights operate at Dulles International.

Enplaned passengers at Dulles International are projected to increase 1.1 percent to 11.77 million in 2010 from 11.5 million in 2009, and increase 3.6 percent to 12.1 million in 2011. In 2010, domestic enplaned passengers at Dulles International are projected to increase 2.6 percent to 8.7 million from 8.4 million in 2009. In 2011, domestic enplaned passengers at Dulles International are projected to increase by 3.2 percent to 8.9 million. In 2010, international enplaned passengers at Dulles International are projected to decrease 3.0 percent to 3.0 million from 3.1 million in 2009. In 2011, international enplaned passengers at Dulles International are projected to increase by 4.7 percent to 3.4 million.

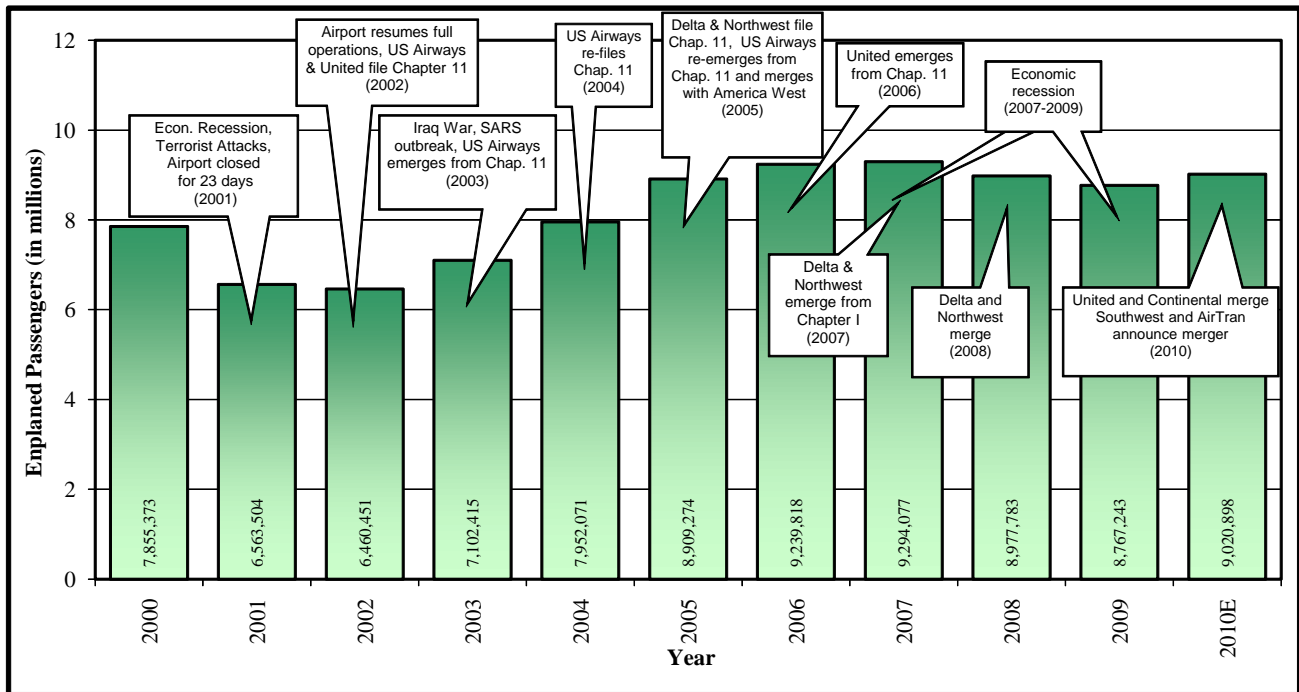
History of Dulles International's Enplaned Passengers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

From the early 1980s until 2000 annual enplanement levels at Reagan National were virtually flat, seldom fluctuating more than 5 percent above or below 7.5 million passengers. However, after 2002, Reagan National experienced five successive years of growth followed by two years of modest declines. Below is a graphic depiction of enplanements at Reagan National from 2000 through 2010.

HISTORY OF REAGAN NATIONAL'S ENPLANED PASSENGERS¹



¹ Includes both domestic and international, and revenue and non-revenue passengers. Excludes enplanements on general aviation and military flights.

E=Estimated. Includes enplanements on general aviation and military flights.

Sources: The Airports Authority; LeighFisher

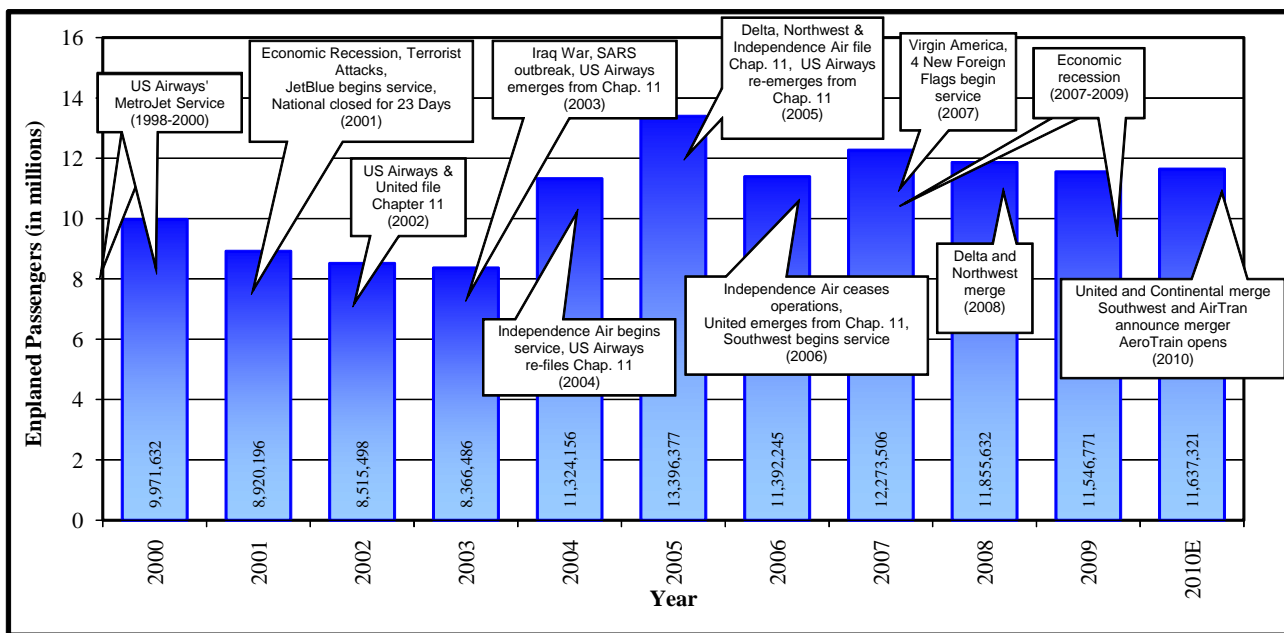
History of Dulles International's Enplaned Passengers

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The rate of passenger growth at Dulles has varied over the past 30 years. Enplaned passengers have increased from less than two million in 1978 to approximately 11.5 million in 2009. The rapid growth experienced from 1985 to 1987 was due to the short-lived service of Continental Airlines hub followed by the build-up by United of its domestic hubbing operations. The traffic surge in 1998 and 1999 was created partly by expansion of service by United and Atlantic Coast and partly by US Airways' aggressive introduction of its MetroJet service, the competitive response by the others carriers, and the stimulation of traffic that followed. The dip in traffic in 2001 and 2002, while not as pronounced as the decline at Reagan National, was due in part to the retreat of US Airways from the Dulles International market, as well as the effect of the terrorists attacks on September 11, 2001, and the recession. After establishing a hub at Dulles International in June 2004, Independence Air added a considerable amount of domestic low-fare capacity, and the subsequent stimulation of traffic pushed enplanement volumes to a record level in 2005. Even though traffic fell back in 2006 to roughly the 2004 level, it is notable that this level was maintained in 2006 without the stimulative effect of Independence Air. The 2007 passenger growth was primarily a result of the start of four new foreign flags service. Although traffic levels since that time have declined slightly, net passenger growth in the 2000-2010 period still averaged 1.6 percent per year. Recently, increases in connecting passenger and international O&D passengers were partially offset by declines in domestic O&D passengers and non-revenue passengers.

HISTORY OF DULLES INTERNATIONAL'S ENPLANED PASSENGERS¹



¹ Includes both domestic and international, and revenue and non-revenue passengers. Excludes enplanements on general aviation and military flights.

E=Estimated. Includes enplanements on general aviation and military flights.

Sources: The Airports Authority; LeighFisher

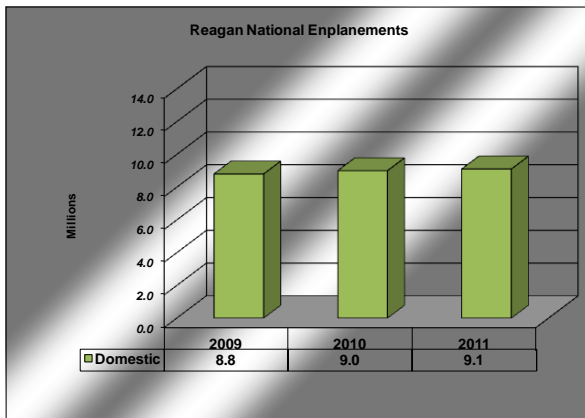
Activity Indicators

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

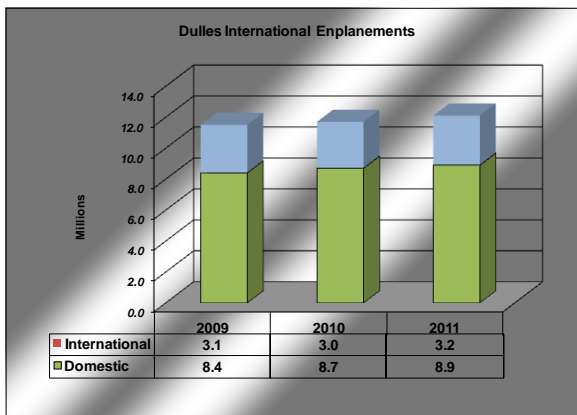
Reagan National Airport and Dulles International Airport, considered together, accommodated 20.3 million enplaned passengers in 2009 and is expected to increase to 21.2 million in 2011. Passenger traffic at both Airports was dramatically affected by the winter storms in February 2010, with double digit declines compared to February 2009. As both Airports have seen modest increases in the last few months, total enplanements are projected to see a total combined increase in 2010 of 1.9 percent. The change envisaged over the course of the next two years is based on projections of increased travel demand associated with the economic recovery, new service, and to increased seat capacity at the Airports as indicated by advance schedule filings by the airlines.

ENPLANEMENTS



Reagan National is primarily an O&D passenger airport with approximately 18.0 percent of the passengers transferring to other flights. Reagan National Airport served nearly 8.8 enplaned passengers in 2009, after hitting a 25-year low of 6.5 million in 2002 following the events of September 11, 2001, and record-high 9.3 million in 2007. Advanced published flight schedules indicate a year-over-year increase in scheduled departing seats in contrast to the nation-wide capacity reduction in 2009. For the first three quarters in 2010, Reagan National show a 3.4 percent increase in contrast to a 1.5 percent system-wide capacity reduction by US Airways. For 2010 and 2011, it is projected that passenger load factors will increase gradually as airlines more closely match capacity to passenger demand.

Signatory enplanement levels at Reagan National decreased 2.4 percent in 2009. Signatory enplanement levels are expected to increase by 2.9 percent during 2010 and increase by 1.4 percent in 2011.



Dulles International's rate of passenger growth has varied over the past 30 years. Dulles International Airport served approximately 11.5 million enplaned passengers in 2009, representing more than half of the total enplaned at the Airports. Dulles International has also experienced a higher rate of growth in domestic passengers than the U.S. in 2000 through 2009. Dulles International also experienced a faster rate of increase in international passengers than all but three of the top 20 airports. Advanced published flight schedules indicate a year-over-year increase in scheduled departing seats in contrast to the nation-wide capacity reduction in 2009. For the first three quarters in 2010,

Dulles International shows a 0.3 percent increase in contrast to a 0.4 percent system-wide capacity reduction by United.

Activity Indicators

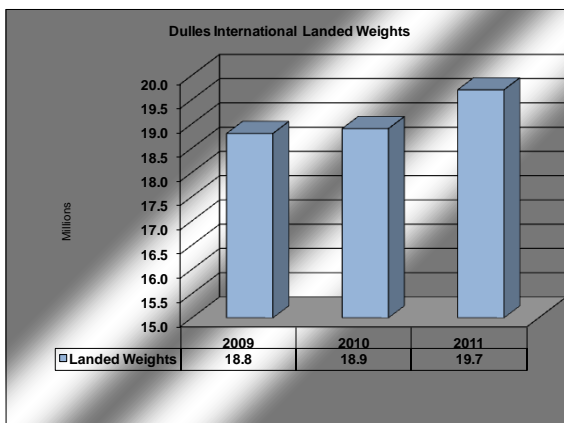
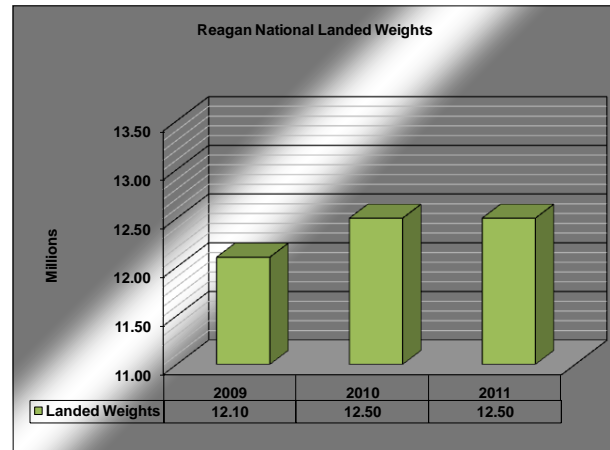
2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Total signatory enplanement levels at Dulles International decreased 2.7 percent in 2009 and are projected to increase by 1.1 percent in 2010 and increase by 3.6 percent in 2011. An increase in domestic enplanements is estimated at 2.6 percent in 2010 followed by an increase of 3.2 percent in 2011. International enplanements are anticipated to decrease by 3.0 percent in 2010 and then increase by 4.9 percent in 2011.

LANDED WEIGHTS

Given the consistent level of operations between 1996 and 2000, annual aircraft landed weight and average landed weight per flight reflected little variability. Both measures declined in 2001 and 2002, reflecting the reduced post-September 11, 2001 level of operations and increased use of regional jets. In 2005, however, total landed weight at Reagan National exceeded the 2000 level (reaching 12.8 billion pounds), and average landed weight per flight increased significantly from the level experienced over the previous two years, reflecting the use of larger regional jets and the phase-out of turboprop operations. In 2009, the decline in landed weight coincides with the capacity declines. The projection of landed weights reflects increases in enplanements, coinciding with slight increases in projected aircraft size.

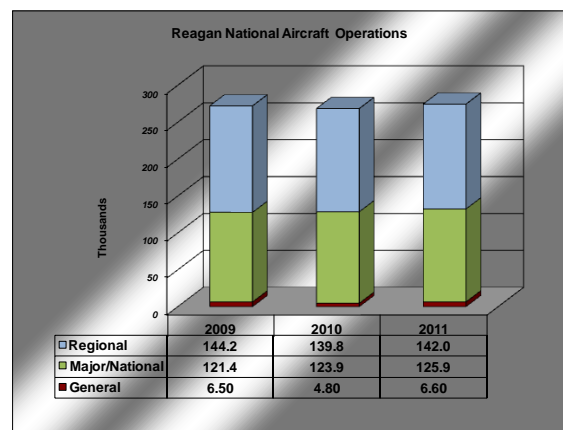


Landed weight levels at *Reagan National* are expected to increase by 3.9 percent in 2010 and slightly decrease by 0.4 percent in 2011.

The projection of total landed weight follows generally the same pattern as the enplanement projection. An estimated 0.8 percent increase in landed weight is expected at *Dulles International* in 2010, followed by an increase of 4.0 percent in 2011.

AIRCRAFT OPERATIONS

The number of passenger flight operations at *Reagan National* was virtually flat, in the years 2004 through 2009 averaging about 269,000 per year. In the aftermath of the dip in the economy in 2001, the events of September 11, 2001, the decline in high-yield air travel, and the financial crisis in the airline industry, air carriers serving Reagan National replaced many of their narrow-body jet flights with regional jets. The average enplaned



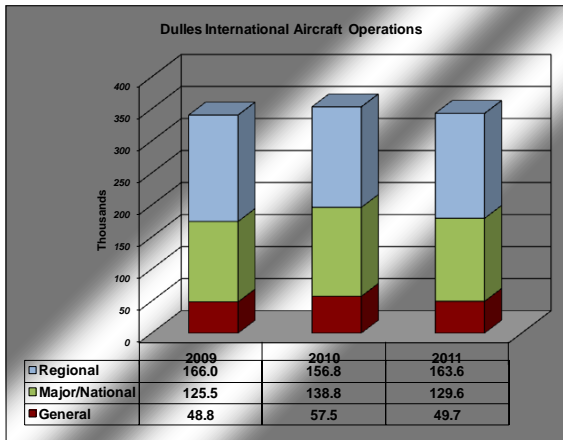
Activity Indicators

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

passenger load factor at Reagan National rose, from 64 percent in 2003 to 71 percent in 2009, as a result of traffic demand increasing faster than capacity. Over the longer term, airlines serving Reagan National are expected to increase aircraft size slightly, allowing them to add capacity at a faster rate than flights and to reduce their unit costs.

Aircraft operations at Reagan National are projected to decrease slightly in 2010 by 1.4 percent. In 2011, flight operations are projected to increase by 2.3 percent for a total of 274,450.



Dulles International experienced steady growth in the 1990s, ending the decade with a significant surge in passenger traffic. Operations were reduced in 2001 in the face of a declining economy and the events of September 11, 2001. Dulles International accommodated the air traffic displaced from Reagan National in the fall of 2001, but the restoration of normal operations at Reagan National in 2002 was one of the factors that led to a further decline in 2002 traffic at Dulles International. Passenger flight operations increased in 2003, 2004 and 2005 as new service was added at Dulles International, in particular the operations

from Independence Air. In 2006, the bankruptcy of Independence Air is the primary factor underlying a sizeable reduction in passenger flight operations at Dulles International. The majority of the decline was accounted for by a substantial drop in flights operated by regional jets rather than by mainline jet aircraft. The restrained capacity growth by many of the airlines over the past year has driven up passenger load factors, and these higher load factors are expected to be a characteristic of operations at Dulles International in the future.

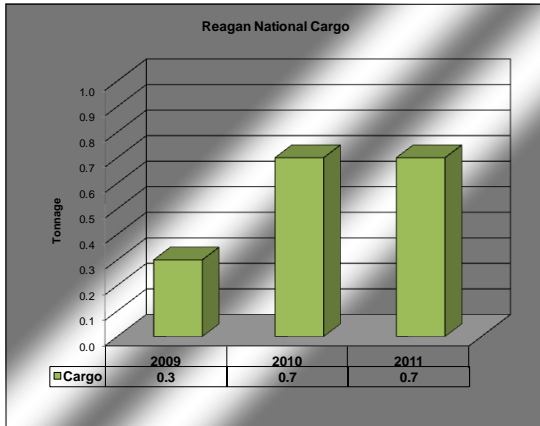
Aircraft operations at Dulles International are expected to decrease by approximately 0.65 percent in 2010, then increase slightly in 2011 by 1.4 percent to 342,920.

Activity Indicators

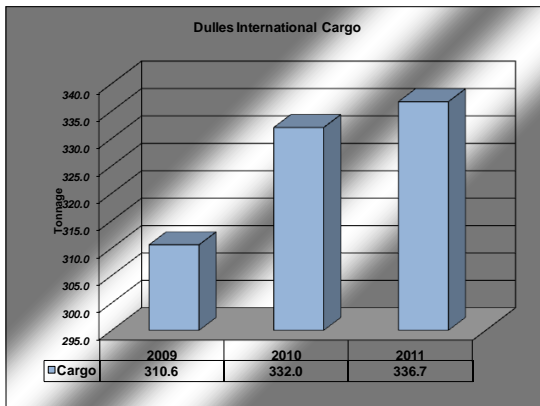
2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

CARGO



Reagan National. Cargo facilities are relatively limited at Reagan National because it is land constrained. The events of September 11, 2001, as well as the banning of mail over 16 ounces from passenger flights and the occurrence of biohazards at mail facilities from Anthrax contamination, have dramatically affected the mail at Reagan National. However, in 2009, FedEx began service with four weekly freighter flights. Cargo, which includes freight and mail, is expected to increase by 140.7 percent in 2010 and by 2.7 percent in 2011.



Dulles International. Total cargo tonnage handled at Dulles International in 2009 was 24.0 percent lower than it was in 2000. A fundamental shift in the nature of the cargo by the passenger airlines occurred between 2000 and 2009. Over the 10-year period, domestic cargo tonnage handled by passenger airlines fell by two thirds percent while their international cargo tonnage increased 54.0 percent. Cargo tonnage at Dulles International experienced a material increase in the first two quarters of 2010 relative to the same period in 2009. The increase was primarily driven by a 44.6 percent increase in cargo tonnage handled by United. All-cargo carriers handle almost exclusively domestic cargo. The cargo market is dominated by two airlines: United and FedEx.

Cargo at Dulles International is projected to increase by 6.9 percent in 2010 and then increase slightly by 1.3 percent in 2011.

Activity Indicators

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| Reagan National Airport | Actual 2009 | Budget 2010 | Budget 2011 |
|---|----------------|----------------|----------------|
| AIRPORT BUILDINGS (Square Feet) | | | |
| Terminals | 1,436,384 | 1,436,384 | 1,436,384 |
| Hangars | 753,236 | 753,236 | 753,236 |
| Other | 242,241 | 242,241 | 242,241 |
| UTILITIES | | | |
| Electricity (Kilowatts) | 90,000 | 95,000 | 91,000 |
| Natural Gas (Therms) | 2,000,000 | 2,000,000 | 2,000,000 |
| Water (Gallons) | 147,000,000 | 158,000,000 | 157,000,000 |
| Sewage (Gallons) | 117,000,000 | 120,000,000 | 125,000,000 |
| Fuel Oil for Heating (Gallons) | 25 | 25 | 25 |
| AIRFIELD (Square Feet) | | | |
| Runways | 2,484,450 | 2,484,450 | 2,484,450 |
| Taxiways | 1,622,000 | 1,622,000 | 1,622,000 |
| Ramps/Aprons | 5,074,800 | 5,074,800 | 5,074,800 |
| ROADWAYS (Lane Mileage) | | | |
| | 20 | 20 | 20 |
| PARKING | | | |
| Public Surfaced Spaces | 3,186 | 2,611 | 2,611 |
| Public Structured Spaces | 5,041 | 6,499 | 6,499 |
| Employee Surfaced Spaces | 3,200 | 3,200 | 3,200 |
| VEHICLES IN FLEET | | | |
| | 338 | 338 | 302 |
| <u>PUBLIC SAFETY, NATIONAL</u> | | | |
| POLICE | | | |
| Calls for Service: | 44,152 | 105,000 | 45,000 |
| Assistance to Other Agencies | 704 | 700 | 750 |
| Traffic Violations | 1,167 | 1,800 | 1,200 |
| Parking Violations | 4,005 | 5,700 | 4,000 |
| FIRE | | | |
| <i>Calls for Service:</i> | | | |
| Aircraft & Fuel Spills | 55 | 50 | 65 |
| Structural Responses | 622 | 800 | 800 |
| Emergency Medical | 1,730 | 1,850 | 2,000 |
| Fire Prevention Inspections | 804 | 800 | 900 |

Activity Indicators

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| Dulles International Airport | Actual 2009 | Budget 2010 | Budget 2011 |
|---|----------------|----------------|----------------|
| OPERATIONS | | | |
| Mobile Lounge Trips, (Shuttle Operations) | 764,756 | 225,000 | 185,000 |
| Plane-Mate Trips | 29,640 | 34,845 | 35,000 |
| AIRPORT BUILDINGS (Square Feet) | | | |
| Terminal/Concourse/APM Stations | 3,609,706 | 3,704,957 | 3,704,957 |
| APM Stations | | | |
| Other | 1,284,596 | 1,314,537 | 1,329,334 |
| UTILITIES | | | |
| Electricity (Kilowatts) | 218,741,185 | 236,134,167 | 236,134,167 |
| Natural Gas (Millions of Cubic Feet) | 412,645 | 412,566 | 412,566 |
| Water (Gallons) | 275,586,000 | 279,221,252 | 279,221,252 |
| Sewage (Gallons) | 307,652,000 | 289,137,557 | 289,137,557 |
| Fuel Oil for Heating (Gallons) | 18,000 | 18,000 | 18,000 |
| AIRFIELD (Square Feet) | | | |
| Runways | 6,435,000 | 6,435,000 | 6,435,000 |
| Taxiways | 15,394,677 | 15,394,677 | 15,394,677 |
| Ramps/Aprons | 13,683,142 | 13,683,142 | 13,683,142 |
| Shoulders & Blast Pads | 10,961,426 | 10,961,426 | 10,961,426 |
| ROADWAYS (Lane Mileage) | 229 | 230 | 230 |
| PARKING | | | |
| Public Surfaced Spaces | 15,151 | 15,151 | 15,151 |
| Public Structured Spaces | 8,315 | 8,315 | 8,315 |
| Employee Surfaced Spaces | 6,546 | 6,546 | 6,596 |
| VEHICLES IN FLEET | 575 | 590 | 584 |
| <u>PUBLIC SAFETY, DULLES</u> | | | |
| POLICE | | | |
| Calls for Service: | 50,618 | 80,000 | 52,000 |
| Assistance to Other Agencies | 416 | 700 | 500 |
| Traffic Violations | 6,726 | 6,500 | 12,000 |
| Parking Violations | 4,715 | 4,800 | 5,000 |
| FIRE | | | |
| <i>Calls for Service:</i> | | | |
| Aircraft & Fuel Spills | 203 | 250 | 250 |
| Structural Responses | 920 | 1,300 | 1,100 |
| Emergency Medical | 2,077 | 3,300 | 2,400 |
| Fire Prevention Inspections | 804 | 1,600 | 900 |

Activity Indicators

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| DULLES TOLL ROAD | ACTUAL 2009 | BUDGET 2010 | BUDGET 2011 |
|-----------------------------|------------------------|------------------------|------------------------|
| Length of Toll Road (miles) | 13.4 | 13.4 | 13.4 |
| Toll Plazas | 21 | 21 | 21 |
| Transactions | 107,457,072 | 101,882,000 | 103,292,000 |

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Airports Authority Position Summary

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| | Org Code | Total Positions 2010 | New Positions 2011 | Total Positions 2011 |
|---|-------------|----------------------------|--------------------------|----------------------------|
| <u>CONSOLIDATED FUNCTIONS*</u> | | | | |
| Board of Directors | MA-BD | 4 | | 4 |
| President and Chief Executive Officer | MA-1 | 2 | | 2 |
| Executive Vice President and Chief Operating Officer | MA-2 | 4 | | 4 |
| Office of Communications | MA-10 | 15 | | 15 |
| Office of Air Service Planning and Development | MA-40 | 7 | | 7 |
| Legal Office | MA-70 | 7 | | 7 |
| Office of Audit | MA-80 | 6 | | 6 |
| Office of Finance | MA-20 | 3 | | 3 |
| <i>Deputy Chief Financial Officer</i> | MA-21 | 2 | | 2 |
| <i>Accounting Department</i> | MA-22 | 22 | | 22 |
| <i>Treasury Department</i> | MA-24 | 5 | | 5 |
| <i>Budget Department</i> | MA-25 | 4 | | 4 |
| <i>Financial Strategy and Analysis Department</i> | MA-26 | 6 | | 6 |
| Office of Engineering | MA-30 | 7 | 4 | 11 |
| <i>Planning Department</i> | MA-32 | 6 | 2 | 8 |
| <i>Design Department</i> | MA-34 | 13 | 1 | 14 |
| <i>Construction Department</i> | MA-36 | 6 | 1 | 7 |
| <i>Building Code and Environmental Department</i> | MA-38 | 7 | | 7 |
| Office for Human Resources | MA-500 | 4 | | 4 |
| <i>Staffing and Records Services</i> | MA-510 | 7 | | 7 |
| <i>Benefits Department</i> | MA-520 | 5 | | 5 |
| <i>Organizational Development and Training Department</i> | MA-530 | 5 | | 5 |
| <i>Compensation</i> | MA-540 | 4 | | 4 |
| <i>Labor and Employee Relations Department</i> | MA-550 | 4 | | 4 |
| Office of Business Administration | MA-400 | 4 | | 4 |
| <i>Equal Opportunity Programs Department</i> | MA-410 | 8 | | 8 |
| <i>Administrative Support Department</i> | MA-420 | 9 | | 9 |
| <i>Concession and Property Development Department</i> | MA-430 | 9 | | 9 |
| <i>Procurement and Contracts Department</i> | MA-440 | 13 | 1 | 14 |
| <i>Risk Management Department</i> | MA-450 | 7 | | 7 |
| Office of Information Technology & Telecommunications | MA-600 | 4 | | 4 |
| <i>IT Operations and Services</i> | MA-610 | 5 | | 5 |
| <i>Telecommunications Department</i> | MA-620 | 3 | | 3 |
| <i>Wireless Services and Radio Systems Department</i> | MA-630 | 3 | | 3 |
| <i>IT Systems and Program Development</i> | MA-640 | 3 | 4 | 7 |
| Total Consolidated Functions | | 223 | 13 | 236 |
| <u>RONALD REAGAN NATIONAL AIRPORT</u> | | | | |
| Airport Manager | MA-100 | 4 | | 4 |
| Operations Department | MA-110 | 15 | | 15 |
| Engineering and Maintenance Department | MA-120 | 7 | | 7 |
| <i>Engineering Division</i> | MA-121 | 9 | | 9 |
| <i>Structures and Grounds Division</i> | MA-122 | 50 | | 50 |
| <i>Electrical Division</i> | MA-123 | 42 | | 42 |
| <i>Utilities Division</i> | MA-124 | 49 | | 49 |
| <i>Equipment Maintenance Division</i> | MA-125 | 20 | | 20 |
| <i>Maintenance Engineering Division</i> | MA-126 | 12 | | 12 |
| <i>Terminal Service Center Division</i> | MA-127 | 20 | | 20 |
| <i>Resource Support Division</i> | MA-128 | 10 | | 10 |
| Airport Administration Department | MA-130 | 2 | | 2 |
| <i>Budget and Administration Division</i> | MA-131 | 6 | | 6 |
| <i>Contract Management Division</i> | MA-132 | 4 | | 4 |
| <i>Materials Management Division</i> | MA-133 | 16 | | 16 |
| <i>Leasing and Terminal Division</i> | MA-135 | 3 | | 3 |
| Total Reagan National Airport | | 269 | - | 269 |

*A portion of the costs of certain positions in the Aviation enterprise Fund is allocated to the Dulles Corridor Enterprise Fund operations.

Airports Authority Position Summary

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| | Org Code | Total Positions 2010 | New Positions 2011 | Total Positions 2011 |
|---|-------------|----------------------------|--------------------------|----------------------------|
| <u>DULLES INTERNATIONAL AIRPORT*</u> | | | | |
| Airport Manager | MA-200 | 5 | | 5 |
| Operations Department | MA-210 | 36 | | 36 |
| <i>Ramp Control Division</i> | MA-214 | 21 | | 21 |
| <i>Mobile Lounge Division *</i> | MA-215 | 66 | | 66 |
| Engineering and Maintenance Department | MA-220 | 12 | | 12 |
| <i>Structures and Grounds Division</i> | MA-222 | 62 | | 62 |
| <i>Utilities Services Division</i> | MA-223 | 115 | | 115 |
| <i>Engineering Division</i> | MA-224 | 17 | | 17 |
| <i>Equipment Maintenance Division</i> | MA-225 | 76 | | 76 |
| <i>Maintenance Engineering Division</i> | MA-226 | 30 | | 30 |
| Airport Administration Department | MA-230 | 9 | | 9 |
| <i>Financial Management Division</i> | MA-232 | 6 | | 6 |
| <i>Contract Management Division</i> | MA-236 | 5 | | 5 |
| <i>Materials Management Division</i> | MA-238 | 19 | | 19 |
| Dulles Toll Road Department | MA-240 | 40 | | 40 |
| Total Dulles International Airport | | 519 | - | 519 |
| <u>PUBLIC SAFETY*</u> | | | | |
| Headquarters, Consolidated Functions | MA-300 | 2 | | 2 |
| <i>Police Department, Headquarters</i> | MA-310 | 70 | | 70 |
| <i>Police Department, Communications</i> | MA-310C | 47 | 4 | 51 |
| <i>Fire Department, Headquarters</i> | MA-320 | 16 | | 16 |
| <i>Public Safety Administration Department</i> | MA-330 | 4 | | 4 |
| Reagan National | | - | | - |
| <i>Police Department</i> | MA-311 | 95 | | 95 |
| <i>Fire Department</i> | MA-321 | 52 | | 52 |
| Dulles | | - | | - |
| <i>Police Department</i> | MA-312 | 89 | 1 | 90 |
| <i>Fire Department</i> | MA-322 | 96 | | 96 |
| Total Public Safety | | 471 | 5 | 476 |
| TOTAL AVIATION ENTERPRISE | | 1,482 | 18 | 1,500 |
| <u>DULLES RAIL**</u> | | | | |
| Dulles Rail Project | | 21 | 5 | 26 |
| Total Dulles Rail Department | | 21 | 5 | 26 |
| TOTAL DULLES CORRIDOR | | 21 | 5 | 26 |
| TOTAL METROPOLITAN WASHINGTON AIRPORTS AUTHORITY | | 1,503 | 23 | 1,526 |

* Reflects a reduction in Mobile Lounge Drivers in 2010 after the opening of the AeroTrain.

** A portion of the costs of certain positions in the Aviation enterprise Fund is allocated to the Dulles Corridor Enterprise Fund operations.

New Positions and Descriptions

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

OFFICE OF ENGINEERING

General Engineer, Manager of Project Controls, S24. The General Engineer, Manager of Project Controls will be responsible for scheduling, estimating, cost reporting, budget preparation and tracking of capital project and programs. The position will also coordinate the preparation of budgets for capital projects, tracks the status of expenditures and reports the status of overall program budgets, and prepare standard reports and responds to inquiries regarding the status of capital projects and programs.

General Engineer, Budgeting, Cost Reporting, S19. The General Engineer, Budgeting, Cost Report, will report to the Manager of Project Controls. This individual will be responsible for coordinating the preparation of capital budgets, tracking costs and expenditures and preparation of standard cost reports and provides other information regarding the status of projects and programs as required.

General Engineer, Scheduling & Estimating, S19. The General Engineer, Scheduling & Estimating, will report to the Manager of Project Controls. The responsibilities of this individual are to develop and track capital project and programs schedules, develop or review project cost estimates and forecast the costs for completing projects.

Administrative Assistant, S17. The Administrative Assistant will report to the Manager of Project Controls and will be responsible for providing administrative support to the Project Controls and staffs the office staff. Additional duties include scheduling composing and reviewing documents, and providing logistics and travel support to staff.

General Engineer, Terminal Planner, S22. The General Engineer, Terminal Planner will report to the Manager, Planning Department and will conduct studies, provide reports and make recommendations regarding development of airport terminal facilities. Additionally, this individual will provide forecasts of trends in passenger traffic and develop short and long range plans to meet emerging requirements.

Environmental Planner, S22. The Environmental Planner will report to the Manager, Planning Department. During project planning, the individual will conduct facilities studies and analysis, provide justifications and recommendations for implementation. The Environmental Planner will also be responsible for conducting Environmental Assessments and other environmental studies, and recommending appropriate remediation.

General Engineer, Project Administration, S22. The General Engineer, Project Administration, will prepare documents related to projects in development and responses to requests for changes to designs, and provides support and documentation to design managers in administration of design contracts; this position will reports to the Manager, Design Department.

General Engineer, Construction Support, S17. The General Engineer, Construction Support will report to the Manager, Construction Department and be responsible for administrating construction contracts for capital projects and overseeing the work of construction contractors.

New Positions and Descriptions

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

OFFICE OF BUSINESS ADMINISTRATION

Procurement Officer (Rail), S20. The Procurement Officer will manage a wide variety of procurement activities including the preparation of advertisements, requests for qualifications and requests for proposals, and will monitor contract activity. The Procurement Officer's time will be allocated to the Metrorail projects.

OFFICE OF INFORMATION AND TELECOMMUNICATIONS

Information Security Program Manager, S23. The Information Security Manager specializes in information security management, auditing, risk assessment, fraud examination, ethical hacking, hacking forensics investigation, information assurance, and information security systems. All aspects of the Airports Authority's Information Security Program of all existing and future Airports Authority information assets will be managed by the Information Security Manager. This position will be responsible for implementing information security policies, procedures, etc., and will monitor compliance with such policies.

ERP Manager, S23. The ERP Manager will provide support to the Airports Authority's core business functions supported by Oracle e-Business Suite R-12 software. This position will lead the full life cycle implementation and on-going support of ERP Oracle eBusiness Suite applications, as well as any future system related planning.

ERP – Technical Functional Analyst, S22. The Technical Functional Analyst will define, document and maintain key ERP and legacy business processes. He/She will define and manage changes to multiple applications, including planning execution and sign-off, conduct unit testing, integration testing and user acceptance testing. The position will act as the focal point for systems and technical issues with OIST legacy enterprise.

ERP Systems Administrator, S22. The Systems Administrator is responsible for scheduling batch jobs, performance monitoring, and fine tuning of Oracle e-Business. Managing concurrent programs and reports as well as testing and monitoring workflow processes will be some of the duties of the System Administrator. Additionally, the position will support and integrate middleware technologies such Oracle/Bea WebLogic, Oracle Fusion Middle Ware and OBIEE.

PUBLIC SAFETY

Emergency Communications Technicians (4 positions), PS11A. Public Safety Emergency Communications Technicians dispatches police, fire and rescue assets at Reagan National and Dulles International Airports.

Court Liaison Technical Assistant, S13. The Court Liaison Technical Assistant (CLTA) would complete the electronic entry of citations as required by law. The CLTA would provide court documentation such as citations and summons, assist in the coordination with the Commonwealth Attorney's office for criminal cases, assist in the issue and distribution of scheduled court dates for officers, assist in the distribution of cases, related materials and information to officers and obtain driving records from other states. The CLTA would prepare court attendance records and notify

New Positions and Descriptions

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

personnel of trial continuances, advise the court of officer absences due to illness, send notices of rescheduled cases to defendants, and review parking citations to ensure proper completion and disposition.

New Positions and Descriptions

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

| | Level | MA# | Total Positions 2011 |
|--|-------|------------|-------------------------|
| <u>CONSOLIDATED FUNCTIONS</u> | | | |
| Office of Engineering | | | |
| General Engineer, Manager | S24 | MA - 30 | 1 |
| General Engineer, Budgeting, Cost Reports | S19 | MA - 30 | 1 |
| General Engineer, Scheduling & Estimating | S19 | MA - 30 | 1 |
| Administrative Assistant | S17 | MA - 30 | 1 |
| Terminal Planner | S22 | MA - 32 | 1 |
| Environmental Planner | S22 | MA - 32 | 1 |
| General Engineer, Project Administration | S22 | MA - 34 | 1 |
| General Engineer, Construction Support | S17 | MA - 36 | 1 |
| Total Office of Engineering | | | 8 |
| Office of Business Administration | | | |
| Procurement Officer (Rail) | S20 | MA - 440 | 1 |
| Total Office of Business Administration | | | 1 |
| Office of Information System & Telecommunications | | | |
| Information Security Program Manager | S23 | MA - 640 | 1 |
| ERP Manager | S23 | MA - 640 | 1 |
| Technical Functional Analyst | S22 | MA - 640 | 1 |
| ERP Systems Administrator | S22 | MA - 640 | 1 |
| Total Office of Information & Telecommunications | | | 4 |
| Total Consolidated Functions | | | 13 |
| <u>OFFICE OF PUBLIC SAFETY</u> | | | |
| Emergency Communications Technicians | PS11A | MA - 310CU | 4 |
| Court Liaison Technical Assistant | S13 | MA - 312 | 1 |
| Total Office of Public Safety | | | 5 |
| TOTAL AVIATION ENTERPRISE | | | 18 |
| <u>DULLES RAIL</u> | | | |
| Project Development Manager | S22 | MA-39 | 1 |
| Project Controls Manager | S22 | MA-39 | 1 |
| Contract Administrator | S22 | MA-39 | 1 |
| Construction Manager | S22 | MA-39 | 1 |
| Administrative Assistant | S15 | MA-39 | 1 |
| Total Dulles Rail Project | | | 5 |
| TOTAL DULLES CORRIDOR | | | 5 |
| TOTAL METROPOLITAN WASHINGTON AIRPORTS AUTHORITY | | | 23 |

Dulles Corridor Enterprise New Positions and Descriptions

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

DULLES RAIL PROJECT

Project Development Manager (Phase 2) (S-22). The Project Development Manager is responsible for overseeing all Phase 2 Project development activities related to the implementation of the Project, including environmental planning, mitigation compliance monitoring, agency coordination, cooperative agreements, environmental and zoning permitting, and coordination with the regional transportation management efforts.

Project Controls Manager (Phase 2) (S-22). The Project Controls Manager directs the development and updating of the Phase 2 Project Master Schedule that will integrate the activities of the Prime Contractor, the Partners and other Agencies and organizations whose actions affect the Project. The Project Controls Manager also oversees cost estimating services, setting up and monitoring of the Project's job accounting system; preparing of financial reports and trends, as required by the Airports Authority and FTA. The Project Controls Manger directs the evaluation of Project risk and initiates implementation and updates of a Phase 2 Risk management Plan.

Contract Administrator (Phase 2) (S-22). The Contract Administrator is responsible for the coordination of the solicitation, contract award, and execution of the Phase 2 Design-Build Contract. This position monitors compliance of all aspects of these contracts and provides support on any negotiations of changes to the Phase 2 Design-Build contract. The position ensures that changes to the contract are incorporated according to the Airports Authority's processes.

Construction Manager (Phase 2) (S-22). The Construction Manager monitors all aspects of the Phase 2 Design-Build Contractor's construction program for the aerial guideway structures, tunnels, at-grade guideway sections, passenger stations, civil and roadway modifications and improvements, and other elements of the Project. This position reviews and participates in the approval of constructions submittals and RFIs; monitors the Contractor's timely completion of the Project's record documentation; and responsible for conducting joint inspections with the Contractor and Partners for the initial preparation of punchlists and in verifying the completion of all punchlist work.

Administrative Assistant (Phase 2) (S-15). The Administrative Assistant provides recurring support in various administrative and clerical duties in direct support of Phase 2 of the Project. These duties include meeting preparation; office management; time and attendance tracking; small purchases for office supplies; document (i.e. letters, memos, PRs) preparation and tracking; and receives visitors.

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Aviation Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Airports Authority uses debt financing to fund a major portion of its capital program for Reagan National and Dulles International.

Long-Term Debt Management Guidelines

The Airports Authority has established the following guidelines for managing its long-term debt.

- All reasonable financing alternatives before undertaking debt financing, including PFCs and grants will be explored.
- Pay-as-you-go financing of capital improvements will be utilized where feasible.
- Long-term debt will not be used to fund current noncapital operations.
- Debt issues will be structured based on the attributes of the types of projects financed, market conditions at the time of debt issue, and the policy direction provided by the Board.
- Bonds will be paid back in a period not exceeding the expected life of those projects. The exceptions to this requirement are the traditional costs of marketing and other costs of issuing debt, capitalized interest for design and construction of capital projects, and small component parts that are attached to major equipment purchases.
- Refunding existing debt will be considered when the total present value cost (including debt issuance costs of the refunding debt) is less than the present value cost of the existing debt.
- Financial advisors will be retained for advice on debt structuring.
- Good communication will be maintained with bond rating agencies about the Airports Authority's financial condition.
- Annually the Business Plan will include the Plan of Finance. Monthly updates will be submitted to the Finance Committee.
- A procedure providing continuing disclosure will be followed, including filing certain annual financial information and operating data and certain event notices as required by the Securities and Exchange Commission (SEC) under Rule 15c2-12 of the SEC Exchange Act of 1934, as amended.

Aviation Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

AIRPORT SYSTEM REVENUE BONDS

Liens

Subordinate Bonds

In 1988, to provide for the initial stages of the CCP, and other capital financing needs while negotiations with the Airlines on the Airline Agreement were underway, five series of subordinated bonds backed by major financial institutions were issued for \$263.4 million. These subordinate bonds have either been refunded or the debt retired. Since October 1998, no subordinate bonds have been outstanding.

Senior Bonds

A Senior Master Indenture (Master Indenture) was created in 1990 for the Airports Authority. A Supplemental Indenture is required before a series of Bonds is issued under the Master Indenture. The Master Indenture was amended effective September 1, 2001, to in part, change the definition of Annual Debt Service to accommodate the issuance of secured commercial paper to permit the Airports Authority to release certain revenues from the definition of revenues, and to expand the list of permitted investments to include innovative investment vehicles designed to increase the return on the Airports Authority investments. A total of \$9.6 billion of bonds has been issued by the Airports Authority since March 1988. The proceeds of the Bond issues are used to finance capital improvements at both Airports and refund outstanding Bonds when savings meet the Airports Authority's refunding criteria. The Airports Authority anticipates the issuance of bonds over the next year to fund projects in the CCP and refund outstanding debt when advantageous.

Ratings

The uninsured fixed rate bonds are rated long-term "Aa3" by Moody's, "AA-" by S&P, and "AA" by Fitch Ratings. In October 2010, Fitch Ratings affirmed the Airports Authority's "AA" rating and changed the outlook from "Stable" to "Negative," Moody's affirmed the "Aa3" rating and changed the outlook from "Stable" to "Negative," and S&P affirmed the "AA-" rating with "Stable Outlook".

S&P has assigned the Airports Authority an overall Debt Derivative Profile of "1" on a scale of "1" to "4", with "1" representing the lowest risk and "4" representing the highest risk.

Aviation Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Insurance

As of September 30, 2010, the Airports Authority had \$4.1 billion or 69.0 percent of Bonds insured either by National Public Finance Guarantee Corporation (National), Financial Guaranty Insurance Company (FGIC), Financial Security Assurance (FSA) Ambac Assurance Corporation (Ambac), Berkshire Hathaway Assurance Corporation (BHAC), or Syncora.

| Aviation Enterprise | |
|---------------------|---------|
| Insurer | Insured |
| Ambac | 12.25% |
| BHAC | 2.21% |
| FGIC | 16.76% |
| FSA | 18.87% |
| National (MBIA) | 16.34% |
| Syncora (XL) | 2.67% |
| Uninsured | 30.89% |

Variable Rate Programs

The Airports Authority has a diversified variable rate debt program which consists of multi-modal variable rate demand obligations (VRDOs) with weekly, daily and 2-day resets and Commercial Paper (CP). The table below lists all the Airports Authority's variable rate counterparties.

| Firm | Facility | Program/ Series | Amount (millions) | Expiration Date |
|---------------|------------------|--------------------|----------------------|--------------------|
| JPMorgan | Letter of Credit | CP One | \$220.0 | Mar 2011 |
| LBBW | Letter of Credit | CP Two | \$125.0 | Dec 2015 |
| Dexia/FSA | Liquidity/Ins. | 2002C VRDO | \$206.5 | Aug 2012 |
| Wachovia | Letter of Credit | 2003D1 VRDO | \$69.2 | Mar 2013 |
| LBBW | Liquidity | 2009A VRDO | \$60.8 | Mar 2012 |
| Banc of Amer. | Letter of Credit | 2009D VRDO | \$136.8 | Jul 2013 |
| Barclays Bank | Letter of Credit | 2010C VRDO | \$171.0 | Sept 2013 |
| Wells Fargo | Index Floaters | 2010D VRDO | \$170.0 | Sept 2013 |

Commercial Paper (CP) Program

The Airports Authority authorized a CP Program in an aggregate principal amount not to exceed \$500.0 million outstanding at any time. The Airports Authority currently has in place two credit facilities allowing the Airports Authority to draw up to \$345.0 million in CP Notes. The CP Program is a funding source for on-going capital expenditures. Long-term fixed and/or variable rate bonds will be issued to periodically recycle the CP capacity.

Series One CP Notes

The original Series One CP Notes were issued as of March 1, 2002. The Series One CP Notes are secured by certain pledged funds including Net Revenues on parity with the Bonds. They are further secured by an irrevocable direct pay letter of credit issued by JPMorgan Chase Bank which expires in March 2011. The amount of the Notes increased from \$100.0 million to \$220.0 million in November 2004. As of September 30, 2010, there are \$20 million outstanding of CP One Notes.

Aviation Debt Program

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METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Series Two CP Notes

The issuance of up to \$200.0 million of the Series Two CP Notes was authorized January 1, 2005. In October 2009, Westdeutsche Landesbank (West LB) elected not to renew its portion of the irrevocable direct pay letter of credit and Landesbank Baden Württemberg (LBBW) agreed to renew its portion, with the grandfathered sovereign guaranty through January 2015. The amounts of the CP Two Notes will be reduced by \$75 million to \$125 million. The Series Two CP Notes are secured by certain pledged funds including Net Revenues on parity with the Bonds. As of September 30, 2010, there is \$38.5 million of outstanding CP Two Notes.

Passenger Facility Charges and Line of Credit Agreement

The Airports Authority was granted permission by the FAA to use PFC funds collected to finance the projects described in the Airports Authority's approved PFC applications. A portion of PFC revenues is being used to finance certain CCP projects previously expected to be financed through the issuance of bonds.

To provide needed liquidity to fund these capital projects, in 1994, the Airports Authority issued its Flexible Term PFC Revenue Notes in a commercial paper mode in which the interest rate is reset for periods of one to 270 days. In July 2009, the Airports Authority refunded all of the \$432.0 million outstanding PFC Notes with the proceeds of additional Bonds and made an irrevocable commitment to use \$35 million of PFC revenues per year to pay Annual Debt Service on the Bonds from 2009 through 2016.

In March 2009, the FAA approved the Airports Authority's request to amend PFC Application No. 4 to extend the collection period through 2038, and allow the Airports Authority to use PFC revenues to pay the principal and interest on the Bonds used to fund certain CCP projects at Dulles International.

Interest Rate Swaps

The Airports Authority has entered into interest rate swap agreements (the "Swap Agreements") in an effort to lower its overall cost of borrowing. All of the Airports Authority's Swap Agreements (i) were entered into in connection with the planned issuance of variable rate debt and represent floating-to-fixed rate agreements and (ii) were written on a forward-starting basis to either hedge future new money Bonds or to synthetically advance refund Bonds that could not be advance refunded on a conventional basis because of their tax status. With respect to those Swap Agreements that have not yet become effective, the Airports Authority has the ability to terminate the agreements, extend the effective date of the agreements or allow the agreements to become effective.

To manage its exposure to counterparty risk, the Airports Authority has entered into Swap Agreements only with counterparties having a rating of at least "A."

The Airports Authority's obligations under the Swap Agreements constitute Junior Lien Obligations of the Airports Authority secured by a pledge of the Airports Authority's Net

Aviation Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Revenues that is subordinate to the pledge of Net Revenues securing the Bonds and any Subordinated Bonds issued in the future.

The chart below provides summary information with respect to the Airports Authority's current Swap Agreements.

| Trade Date | Effective Date | Termination Date ("final maturity") | Swap Providers | Ratings Moody's/S&P/Fitch | Notional Amount | Fixed Rate |
|---|----------------|-------------------------------------|-----------------|---------------------------|-----------------|------------|
| 7/31/2001 | 8/29/2002 | 10/1/2021 | Merrill Lynch | A2/A/A+ | \$59.3 | 4.445% |
| 6/15/2006 | 10/1/2009 | 10/1/2039 | JPMorgan Chase | Aa1/AA-/AA- | \$190.0 | 4.099% |
| | | | Bank of America | Aa3/A+/A+ | \$110.0 | |
| 6/15/2006 | 10/1/2010 | 10/1/2040 | Wachovia | Aa2/AA+/AA | \$170.0 | 4.110% |
| 5/13/2005 | 10/1/2011 | 10/1/2039 | Wachovia | Aa2/AA+/AA | \$125.0 | 3.862% |
| Aggregate Swaps | | | | | \$654.3 | |
| Aggregate Forward Starting Swaps | | | | | \$125.0 | |

Future Bonds

The Airports Authority anticipates issuing additional Bonds to fund projects in the CCP and also to refund certain outstanding CP Notes and Bonds. The Airports Authority annually, with periodic updates, prepares a Plan of Finance that is presented to the Finance Committee. The Airports Authority has sufficient proceeds to adequately fund projects in the CCP through late summer of 2011.

Debt Service Coverage

The Master Indenture includes a rate covenant provision specifying that the Airports Authority will fix and adjust fees and other charges for use of the Airports Authority, including services rendered by the Airports Authority pursuant to the Airline Agreement calculated to be at least sufficient to produce net revenues to provide for the larger of the following: (i) amounts needed for making required deposits to various accounts in the fiscal year or (ii) an amount not less than 125 percent of the annual debt service with respect to Bonds.

The debt service coverage for 2009 through 2011 is as follows:

| Debt Service Coverage | | | |
|-----------------------|-------------|-------------|-------------|
| | Actual 2009 | Budget 2010 | Budget 2011 |
| Reagan National | 1.35x | 1.37x | 1.25x |
| Dulles International | 1.56x | 1.53x | 1.38x |
| Combined Airports | 1.49x | 1.47x | 1.34x |

Aviation Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY OF OUTSTANDING AVIATION BONDS

| Series | Dated Date | Originally Issued | Outstanding as | Tax Status | Tenor | Credit Enhancement | Purpose |
|----------------------|--------------------|-------------------------|-------------------------|------------|----------|--------------------|---------------------|
| | | Par Amount | Sept. 30, 2010 | | | Provider | |
| 1998B | June 15, 1998 | \$ 279,585,000 | \$ 40,390,000 | AMT | Fixed | MBIA | New Money/Refunding |
| 1999A | April 15, 1999 | 100,000,000 | 1,635,000 | AMT | Fixed | FGIC | Refunding |
| 2001A | April 1, 2001 | 286,165,000 | 246,115,000 | AMT | Fixed | MBIA | New Money |
| 2001B | April 1, 2001 | 13,835,000 | 11,685,000 | Non-AMT | Fixed | MBIA | New Money |
| 2002A | June 4, 2002 | 222,085,000 | 195,980,000 | AMT | Fixed | FGIC | New Money |
| 2002B | June 4, 2002 | 27,915,000 | 1,875,000 | Non-AMT | Fixed | FGIC | New Money |
| 2002C ^(a) | August 28, 2002 | 265,735,000 | 194,650,000 | AMT | Variable | FSA/Dexia | Refunding |
| 2002D | August 28, 2002 | 107,235,000 | 93,845,000 | AMT | Fixed | FSA | Refunding |
| 2003A | October 1, 2003 | 185,000,000 | 165,140,000 | AMT | Fixed | FGIC | New Money/Refunding |
| 2003B | October 1, 2003 | 44,135,000 | 31,695,000 | Non-AMT | Fixed | FGIC | Refunding |
| 2003C | October 1, 2003 | 52,565,000 | 40,800,000 | Taxable | Fixed | FGIC | New Money/Refunding |
| 2003D | October 1, 2003 | 150,000,000 | 68,675,000 | AMT | Variable | Wachovia/Snycora | New Money |
| 2004A | August 26, 2004 | 13,600,000 | 13,560,000 | Non-AMT | Fixed | MBIA | Refunding |
| 2004B | May 18, 2004 | 250,000,000 | 245,000,000 | AMT | Fixed | FSA | New Money |
| 2004C-1 | July 7, 2004 | 97,730,000 | 56,900,000 | AMT | Fixed | FSA | Refunding |
| 2004C-2 | August 12, 2004 | 111,545,000 | 99,295,000 | AMT | Fixed | FSA | Refunding |
| 2004D | August 26, 2004 | 218,855,000 | 200,875,000 | AMT | Fixed | MBIA | Refunding |
| 2005A | April 12, 2005 | 320,000,000 | 285,405,000 | AMT | Fixed | MBIA | New Money/Refunding |
| 2005B | April 12, 2005 | 19,775,000 | 19,775,000 | Non-AMT | Fixed | MBIA | Refunding |
| 2005C | April 12, 2005 | 30,000,000 | 30,000,000 | Taxable | Fixed | MBIA | New Money |
| 2005D | October 12, 2005 | 11,450,000 | 8,980,000 | Non-AMT | Fixed | Ambac | Refunding |
| 2006A | January 25, 2006 | 300,000,000 | 267,000,000 | AMT | Fixed | FSA | New Money/Refunding |
| 2006B | December 6, 2006 | 400,000,000 | 375,320,000 | AMT | Fixed | FGIC | New Money |
| 2006C | December 6, 2006 | 37,865,000 | 37,325,000 | Non-AMT | Fixed | FGIC | Refunding |
| 2007A | July 2, 2007 | 164,460,000 | 150,250,000 | AMT | Fixed | AMBAC | Refunding |
| 2007B | September 27, 2007 | 530,000,000 | 461,600,000 | AMT | Fixed | AMBAC | New Money |
| 2008A | June 24, 2008 | 250,000,000 | 229,965,000 | AMT | Fixed | n/a | Refunding/New Money |
| 2009A ^(b) | April 1, 2009 | 163,175,000 | 163,175,000 | Non-AMT | Variable | LBBW | Refunding |
| 2009B | April 1, 2009 | 236,825,000 | 236,825,000 | Non-AMT | Fixed | BHAC | New Money/Refunding |
| 2009C | July 2, 2009 | 314,435,000 | 314,435,000 | Non-AMT | Fixed | n/a | Refunding PFC |
| 2009D ^(c) | July 2, 2009 | 136,825,000 | 136,825,000 | Non-AMT | Variable | Bank of Amercia | Refunding PFC |
| 2010A | July 28, 2010 | 348,400,000 | 348,400,000 | Non-AMT | Fixed | n/a | New Money/OMP |
| 2010B | July 28, 2010 | 229,005,000 | 229,005,000 | AMT | Fixed | n/a | Refunding |
| 2010C-1 | September 22, 2010 | 66,750,000 | 66,750,000 | AMT | Variable | Wells Fargo | Refunding |
| 2010C-2 | September 23, 2010 | 103,250,000 | 103,250,000 | Non-AMT | Variable | Wells Fargo | Refunding |
| 2010D ^(d) | September 24, 2010 | 170,000,000 | 170,000,000 | Non-AMT | Variable | Barclays Bank | New Money/Refunding |
| Total | | \$ 6,258,200,000 | \$ 5,342,400,000 | | | | |

(a) \$59,250,000 of the outstanding amount of the Series 2002C is subject of a floating-to-fixed rate swap (the "2002 Swap").

(b) \$163,175,000 of the outstanding amount of the Series 2009A is subject of a floating-to-fixed rate swap.

(c) \$136,825,000 of the outstanding amount of the Series 2009D is subject to a floating-to-fixed rate swap.

(d) \$170,000,000 of the outstanding amount of the Series 2010D is subject to a floating-to-fixed rate swap.

Aviation Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY OF BONDED DEBT SERVICE – AIRPORT REVENUE BONDS

| | Date of Issue | Maturity | Bonds | | FY 2011 | Oct. 2011 | FY 2011 |
|---------------------|---------------|-----------|-------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | | | Outstanding 1/1/2010 | FY 2010 Debt Service | Interest Payments | Principal Payment | Debt Service |
| Senior Debt: | | | | | | | |
| Series 1998B | 6/15/1998 | 1999-2028 | \$ 30,210,000 | \$ 14,130,796 | \$ 1,510,500 | \$ - | \$ 1,510,500 |
| Series 1999A | 5/5/1999 | 2000-2010 | - | 3,783,341 | - | - | - |
| Series 2001A | 4/1/2001 | 2002-2031 | 239,970,000 | 19,127,846 | 12,574,740 | 6,551,250 | 19,125,990 |
| Series 2001B | 4/1/2001 | 2002-2031 | 11,370,000 | 884,193 | 552,294 | 332,500 | 884,794 |
| Series 2002A | 6/4/2002 | 2003-2032 | 191,480,000 | 14,908,668 | 10,117,093 | 4,793,750 | 14,910,843 |
| Series 2002B | 6/4/2002 | 2003-2012 | 1,275,000 | 678,900 | 47,638 | 631,250 | 678,888 |
| Series 2002C | 8/28/2002 | 2003-2021 | 182,270,000 | 16,527,021 | 7,906,129 | 13,125,000 | 21,031,129 |
| Series 2002D | 8/28/2002 | 2003-2032 | 91,565,000 | 6,989,500 | 4,599,175 | 2,392,500 | 6,991,675 |
| Series 2003A | 9/11/2003 | 2004-2033 | 161,375,000 | 12,014,019 | 8,021,863 | 3,991,250 | 12,013,113 |
| Series 2003B | 9/11/2003 | 2004-2019 | 29,075,000 | 4,093,970 | 1,360,889 | 2,730,000 | 4,090,889 |
| Series 2003C | 9/11/2003 | 2004-2023 | 38,585,000 | 4,488,819 | 2,145,253 | 2,338,750 | 4,484,003 |
| Series 2003D | 9/16/2003 | 2004-2033 | 66,350,000 | 2,959,567 | 2,667,345 | 1,543,750 | 4,211,095 |
| Series 2004A | 8/26/2004 | 2006-2022 | 13,550,000 | 663,731 | 653,356 | 10,000 | 663,356 |
| Series 2004B | 5/18/2004 | 2027-2034 | 245,000,000 | 12,399,332 | 12,253,265 | - | 12,253,265 |
| Series 2004C-1 | 7/7/2004 | 2006-2021 | 56,900,000 | 2,845,000 | 2,845,000 | - | 2,845,000 |
| Series 2004C-2 | 8/12/2004 | 2005-2024 | 99,195,000 | 5,064,750 | 4,958,438 | 106,250 | 5,064,688 |
| Series 2004D | 8/26/2004 | 2005-2019 | 184,875,000 | 26,116,612 | 9,075,928 | 17,013,750 | 26,089,678 |
| Series 2005A | 4/12/2005 | 2006-2035 | 277,090,000 | 22,726,211 | 13,739,613 | 8,833,750 | 22,573,363 |
| Series 2005B | 4/12/2005 | 2011-2020 | 19,775,000 | 1,276,763 | 848,531 | 1,668,750 | 2,517,281 |
| Series 2005C | 4/12/2005 | 2020-2035 | 30,000,000 | 1,703,619 | 1,703,619 | - | 1,703,619 |
| Series 2005D | 10/12/2005 | 2008-2023 | 7,650,000 | 1,429,875 | 382,500 | - | 382,500 |
| Series 2006A | 1/25/2006 | 2030-2035 | 267,000,000 | 14,281,122 | 13,318,750 | - | 13,318,750 |
| Series 2006B | 12/6/2006 | 2031-2036 | 375,320,000 | 19,220,074 | 18,500,410 | - | 18,500,410 |
| Series 2006C | 12/6/2006 | 2009-2032 | 36,765,000 | 2,260,333 | 1,672,848 | 591,250 | 2,264,098 |
| Series 2007A | 7/3/2007 | 2008-2023 | 142,540,000 | 15,103,963 | 6,955,963 | 8,147,500 | 15,103,463 |
| Series 2007B | 9/12/2007 | 2008-2035 | 450,285,000 | 35,681,066 | 22,294,438 | 12,011,250 | 34,305,688 |
| Series 2008A | 6/24/2008 | 2012-2029 | 229,150,000 | 12,964,268 | 12,328,980 | 2,378,750 | 14,707,730 |
| Series 2009A | 4/1/2009 | 2010-2035 | 58,295,000 | 8,116,199 | 2,390,100 | 1,335,000 | 3,725,100 |
| Series 2009B | 4/1/2009 | 2010-2029 | 234,150,000 | 14,067,969 | 11,292,706 | 2,731,250 | 14,023,956 |
| Series 2009C | 7/2/2009 | 2010-2039 | 309,435,000 | 20,812,063 | 15,623,438 | 5,192,500 | 20,815,938 |
| Series 2009D | 7/2/2009 | 2010-2039 | 134,715,000 | 7,758,179 | 5,500,663 | 2,237,500 | 7,738,163 |
| Series 2010A | 7/28/2010 | 2011-2039 | 348,400,000 | 8,011,115 | 16,570,994 | 3,871,250 | 20,442,244 |
| Series 2010B | 7/28/2010 | 2011-2027 | 229,005,000 | 7,594,361 | 11,089,788 | 11,630,000 | 22,719,788 |
| Series 2010C | 9/22/2010 | 2011-2039 | 170,000,000 | 2,577,633 | 6,898,236 | 3,975,000 | 10,873,236 |
| Series 2010D | 9/22/2010 | 2011-2040 | 170,000,000 | 2,438,756 | 6,960,182 | 2,641,250 | 9,601,432 |
| | | | \$ 5,132,620,000 | \$ 345,699,633 | \$ 249,360,664 | \$ 122,805,000 | \$ 372,165,664 |
| Series ONE | 8/16/2007 | 2008-2011 | \$ 20,000,000 | \$ 1,252,430 | \$ 1,019,178 | \$ 100,000 | \$ 1,119,178 |
| Series TWO | 1/12/2005 | 2006-2011 | 38,500,000 | 680,425 | 1,961,916 | 48,125 | 2,010,041 |
| | | | \$ 58,500,000 | \$ 1,932,855 | \$ 2,981,094 | \$ 148,125 | \$ 3,129,219 |
| TOTALS | | | \$ 5,191,120,000 | \$ 347,632,488 | \$ 252,341,758 | \$ 122,953,125 | \$ 375,294,883 |

Aviation Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

LONG-TERM DEBT SCHEDULED – AIRPORT REVENUE BONDS

| | Commercial Paper Debt | | Senior Debt (Long Term) | | Total Debt Service |
|--------------|-----------------------|---------------------|-------------------------|-------------------------|-------------------------|
| | Principal | Interest | Principal | Interest | |
| 2011 | \$ 148,125 | \$ 2,981,094 | \$ 122,805,000 | \$ 249,360,664 | \$ 375,294,883 |
| 2012 | 58,351,875 | 2,981,094 | 133,590,000 | 245,181,396 | 440,104,365 |
| 2013 | | | 140,240,000 | 238,888,651 | 379,128,651 |
| 2014 | | | 148,090,000 | 232,068,721 | 380,158,721 |
| 2015 | | | 156,385,000 | 224,962,561 | 381,347,561 |
| 2016 | | | 163,900,000 | 217,435,550 | 381,335,550 |
| 2017 | | | 174,310,000 | 209,382,500 | 383,692,500 |
| 2018 | | | 184,950,000 | 200,796,852 | 385,746,852 |
| 2019 | | | 187,270,000 | 191,717,538 | 378,987,538 |
| 2020 | | | 196,670,000 | 182,646,746 | 379,316,746 |
| 2021 | | | 211,540,000 | 172,774,398 | 384,314,398 |
| 2022 | | | 201,800,000 | 162,489,578 | 364,289,578 |
| 2023 | | | 201,675,000 | 152,553,391 | 354,228,391 |
| 2024 | | | 210,820,000 | 142,644,772 | 353,464,772 |
| 2025 | | | 170,510,000 | 132,185,117 | 302,695,117 |
| 2026 | | | 180,405,000 | 123,705,012 | 304,110,012 |
| 2027 | | | 189,810,000 | 114,787,961 | 304,597,961 |
| 2028 | | | 189,750,000 | 105,332,897 | 295,082,897 |
| 2029 | | | 186,985,000 | 96,069,878 | 283,054,878 |
| 2030 | | | 209,430,000 | 86,842,625 | 296,272,625 |
| 2031 | | | 272,700,000 | 76,650,380 | 349,350,380 |
| 2032 | | | 265,790,000 | 63,487,602 | 329,277,602 |
| 2033 | | | 255,435,000 | 50,415,019 | 305,850,019 |
| 2034 | | | 245,975,000 | 37,971,839 | 283,946,839 |
| 2035 | | | 222,800,000 | 25,843,187 | 248,643,187 |
| 2036 | | | 127,835,000 | 14,826,263 | 142,661,263 |
| 2037 | | | 55,515,000 | 8,572,161 | 64,087,161 |
| 2038 | | | 58,340,000 | 5,943,389 | 64,283,389 |
| 2039 | | | 61,295,000 | 3,183,087 | 64,478,087 |
| 2040 | | | 10,410,000 | 356,543 | 10,766,543 |
| Total | \$ 58,500,000 | \$ 5,962,188 | \$ 5,137,030,000 | \$ 3,769,076,277 | \$ 8,970,568,466 |

Dulles Corridor Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The Airports Authority uses debt financing to fund Capital Improvement Program (CIP) for the Dulles Corridor Enterprise Fund, including funding a portion of the costs of the Dulles Metrorail Project.

DULLES TOLL ROAD REVENUE BONDS

A Senior Master Indenture (Master Indenture) was created in 2009 for the Airports Authority. A Supplemental Indenture is required before a series of Bonds is issued under the Master Indenture. A total of \$1.3 billion of Bonds has been issued by the Airports Authority since August 2009. The proceeds of the Bonds are used to finance capital improvements to the Dulles Corridor and construction of the Silver Line to Metrorail System. The Airports Authority anticipates the issuance of additional bonds over the next year to fund projects in the CIP.

Liens

First Senior Lien Bonds

A total of \$198.0 million of Series 2009A Bonds, issued as Current Interest Bonds were issued in August 2009.

Second Senior Lien Bonds

The Second Senior Lien includes the 2009B, 2009C, 2009D, 2010A and 2010B series of Bonds, totaling \$957.9 million. The Airports Authority issued \$261.9 million of Capital Appreciation Bonds; \$296 million of Convertible Capital Appreciation Bonds; \$400.0 million issued as Current Interest Bonds and are Federally Taxable – Issuer Subsidy – Building America Bonds (BABs).

Subordinate Lien Bonds

In May 2010, a total of \$150 million of Series 2010D Bonds, were issued as BABs.

Summary Description of Dulles Toll Road Transactions

| Series | Lien Position | Rating |
|--------|---------------|-----------------------------------|
| 2009A | First Senior | A2, A |
| 2009B | Second Senior | Aa2, AAA (Insured), Baa1, BBB+ |
| 2009C | Second Senior | Aa2, AAA (Insured), Baa1, BBB+ |
| 2009D | Second Senior | Baa1, BBB+ |
| 2010A | Second Senior | Baa1, BBB+ |
| 2010B | Second Senior | Baa1, BBB+ |
| 2010D | Subordinate | Baa2, BBB |

Dulles Corridor Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Insurance

A total of \$346.5 million or 36 percent of the \$963.3 million Series 2009 Bonds are insured by Assured Guaranty.

Ratings

The Series 2009A bonds have assigned a long-term rating of “A2” from Moody’s and “A” by Standard & Poor’s (S&P). In the Second Senior Lien Bonds (other than the Insured 2009 Bonds) have been assigned the long-term rating of “Baa1” by Moody’s and “BBB+” by S&P. The Subordinate Lien Bonds have assigned a “Baa2” from Moody’s and a “BBB” from S&P.

Assured Guaranty insures \$188.0 million of the \$207.1 million Series 2008B Bonds and all of the Series 2009C Bonds. The Insured Series 2009 Bonds are assigned a rating of “AAA” (negative outlook) by S&P and “Aa3” (Negative Outlook) by Moody’s.

Future Bonds

The Airports Authority anticipates issuing additional bonds to fund projects in the CIP and the Dulles Corridor Metrorail Project. The Airports Authority; annually, with periodic updates, prepares a Plan of Finance that is presented to the Finance Committee. The Airports Authority anticipates entering the market in early summer after the preliminary engineering for Phase 2 of the Metrorail Project is completed.

Debt Service Coverage

The Airports Authority has covenanted in the Master Indenture that it will establish, charge and collect tolls for the privilege of traveling on the Dulles Toll Road at rates sufficient to meet the Operation and Maintenance Expenses and produce Net Revenues in any Fiscal Year, and in each Fiscal Year thereafter, that are at least:

200% of the Maximum Annual Debt Service with respect to all *Outstanding First Senior Lien Bonds*;

135% of the Annual Debt Service with respect to all *Outstanding First Senior Lien Bonds and all Outstanding Second Senior Lien Bonds* for such Fiscal Year;

120% of the Annual Debt Service with respect to all *Outstanding First Senior Lien Bonds, all Outstanding Second Senior Lien Bonds and all Outstanding Subordinate Lien Bonds* for such Fiscal Year; and

100% of the Annual Debt Service with respect to all *Outstanding Bonds* and all other obligations of the Airports Authority secured by Toll Road Revenues for such Fiscal Year.

Dulles Corridor Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Annual Debt Service Requirements and Projected Debt Service as of November 2010¹

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|-------------------|-----------------|-----------------|------------------|------------------|------------------|
| | <i>\$Millions</i> | | | | | |
| DTR Gross Toll Revenue ² | \$ 86.28 | \$ 97.13 | \$ 107.10 | \$ 127.48 | \$ 136.43 | \$ 145.41 |
| Other Income | 0.51 | - | - | - | - | - |
| Toll Road O&M | (24.65) | (25.12) | (26.00) | (26.91) | (27.85) | (28.83) |
| Interest Income | 2.70 | - | - | - | - | - |
| NET REVENUE AVAILABLE FOR DEBT SERVICE | \$ 64.84 | \$ 72.01 | \$ 81.10 | \$ 100.57 | \$ 108.58 | \$ 116.58 |
| First Senior Lien, Series 2009 | 11.52 | 10.14 | 10.14 | 10.14 | 10.14 | 10.14 |
| Second Senior Lien, Series 2009 | 33.91 | 29.85 | 36.25 | 40.41 | 35.06 | 41.26 |
| less 35% direct subsidy on 2009 BABs | (11.87) | (10.45) | (10.45) | (10.45) | (10.45) | (10.45) |
| Second Senior Lien, Series 2010 ³ | - | - | - | - | - | - |
| Subordinate Lien, Series 2010 | 4.13 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| less 35% direct subsidy on 2010 BABs | (1.45) | (4.20) | (4.20) | (4.20) | (4.20) | (4.20) |
| TOTAL NET DEBT SERVICE | \$ 36.25 | \$ 37.34 | \$ 43.75 | \$ 47.91 | \$ 42.56 | \$ 48.76 |
| <i>First Senior Lien Debt Service Coverage</i> | <i>5.63x</i> | <i>7.10x</i> | <i>8.00x</i> | <i>9.91x</i> | <i>10.70x</i> | <i>11.49x</i> |
| <i>Second Senior Lien Debt Service Coverage</i> | <i>1.93x</i> | <i>2.44x</i> | <i>2.26x</i> | <i>2.51x</i> | <i>3.12x</i> | <i>2.85x</i> |
| <i>Subordinate Lien Debt Service Coverage</i> | <i>1.79x</i> | <i>1.93x</i> | <i>1.85x</i> | <i>2.10x</i> | <i>2.55x</i> | <i>2.39x</i> |

¹ The table does not include estimated debt service on approximately \$1.59 billion of bonds expected to be issued prior to December 2013. Minimum projected debt service coverage after completion of the Rail Project is forecast to be 2.09x on the First Senior Lien Bonds, 1.66x on the Second Senior Bonds, and 1.32x on the Subordinate Lien Bonds.

² Assumes additional toll increases are approved in calendar years 2013-2015.

³ The Second Lien Bonds, Series 2010, are structured as capital appreciation bonds and convertible capital appreciation bonds with debt service payable between April 1, 2019 and October 1, 2044.

Dulles Corridor Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY OF OUTSTANDING DULLES TOLL ROAD BONDS

| Series | Dated Date | Originally Issued Par Amount | Outstanding as Sept. 30, 2010 | Tax Status | Tenor | Credit Enhancement Provider | Purpose |
|--------------|-----------------|---------------------------------|----------------------------------|--------------------------------------|-------|-----------------------------------|---------------------|
| 2009A | August 12, 2009 | \$198,000,000 | \$198,000,000 | Tax-Exempt Current Interest Bonds | Fixed | None | DTR Improvements |
| 2009B | August 12, 2010 | \$207,056,689 | \$223,440,206 | Tax-Exempt CABs | Fixed | 1882667435 | Metrorail |
| 2009C | August 12, 2011 | \$158,234,960 | \$171,085,884 | Tax-Exempt Convertible CABs | Fixed | Assured | Metrorail |
| 2009D | August 12, 2012 | \$400,000,000 | \$400,000,000 | Taxable Build America Bonds | Fixed | None | Metrorail |
| 2010A | May 27, 2010 | \$54,813,219 | \$56,367,118 | Tax-Exempt CABs | Fixed | None | Metrorail |
| 2010B | May 27, 2011 | \$137,801,650 | \$141,634,108 | Tax-Exempt Convertible CABs | Fixed | None | Metrorail |
| 2010D | May 27, 2012 | \$150,000,000 | \$150,000,000 | Taxable Build America Bonds | Fixed | None | Metrorail |
| Total | | <u>\$1,305,906,518</u> | <u>\$1,340,527,316</u> | | | | |

Dulles Corridor Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

LONG-TERM DEBT SCHEDULED – DULLES TOLL ROAD REVENUE BONDS

| | Principal | Interest Less BAB Subsidy | Total Debt Service | Principal | Interest | Total Debt Service |
|--------------|-------------------------|------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 2011 | \$ - | \$ 51,144,188 | \$ 51,144,188 | \$ - | \$ 65,790,988 | \$ 65,790,988 |
| 2012 | 5,744,580 | 56,404,607 | 62,149,188 | 5,744,580 | 71,051,407 | 76,795,988 |
| 2013 | 9,041,633 | 57,267,555 | 66,309,188 | 9,041,633 | 71,914,355 | 80,955,988 |
| 2014 | 4,201,882 | 56,757,306 | 60,959,188 | 4,201,882 | 71,404,106 | 75,605,988 |
| 2015 | 8,687,272 | 58,471,916 | 67,159,188 | 8,687,272 | 73,118,716 | 81,805,988 |
| 2016 | 7,588,182 | 58,801,006 | 66,389,188 | 7,588,182 | 73,447,806 | 81,035,988 |
| 2017 | 4,032,707 | 74,021,856 | 78,054,563 | 4,032,707 | 88,668,656 | 92,701,363 |
| 2018 | 4,086,658 | 74,512,904 | 78,599,563 | 4,086,658 | 89,159,704 | 93,246,363 |
| 2019 | 16,692,494 | 100,207,069 | 116,899,563 | 16,692,494 | 114,853,869 | 131,546,363 |
| 2020 | 17,423,181 | 103,421,382 | 120,844,563 | 17,423,181 | 118,068,182 | 135,491,363 |
| 2021 | 17,833,310 | 106,421,253 | 124,254,563 | 17,833,310 | 121,068,053 | 138,901,363 |
| 2022 | 15,434,207 | 106,260,356 | 121,694,563 | 15,434,207 | 120,907,156 | 136,341,363 |
| 2023 | 26,626,194 | 124,748,369 | 151,374,563 | 26,626,194 | 139,395,169 | 166,021,363 |
| 2024 | 24,838,391 | 126,801,172 | 151,639,563 | 24,838,391 | 141,447,972 | 166,286,363 |
| 2025 | 23,802,577 | 130,031,985 | 153,834,563 | 23,802,577 | 144,678,785 | 168,481,363 |
| 2026 | 23,077,516 | 134,097,047 | 157,174,563 | 23,077,516 | 148,743,847 | 171,821,363 |
| 2027 | 22,015,399 | 137,339,164 | 159,354,563 | 22,015,399 | 151,985,964 | 174,001,363 |
| 2028 | 27,302,486 | 156,032,076 | 183,334,563 | 27,302,486 | 170,678,876 | 197,981,363 |
| 2029 | 26,520,714 | 159,393,106 | 185,913,820 | 26,520,714 | 174,039,906 | 200,560,620 |
| 2030 | 25,240,211 | 158,247,027 | 183,487,238 | 25,240,211 | 172,893,827 | 198,134,038 |
| 2031 | 29,494,887 | 152,258,560 | 181,753,447 | 29,494,887 | 166,905,360 | 196,400,247 |
| 2032 | 28,666,382 | 153,122,652 | 181,789,034 | 28,666,382 | 167,769,452 | 196,435,834 |
| 2033 | 33,473,164 | 177,665,868 | 211,139,033 | 33,473,164 | 192,312,668 | 225,785,833 |
| 2034 | 32,534,363 | 179,106,134 | 211,640,497 | 32,534,363 | 193,752,934 | 226,287,297 |
| 2035 | 31,493,705 | 179,142,892 | 210,636,596 | 31,493,705 | 193,789,692 | 225,283,396 |
| 2036 | 30,758,571 | 179,882,082 | 210,640,653 | 30,758,571 | 194,528,882 | 225,287,453 |
| 2037 | 28,533,230 | 182,106,408 | 210,639,638 | 28,533,230 | 196,753,208 | 225,286,438 |
| 2038 | 51,662,687 | 128,731,341 | 180,394,028 | 51,662,687 | 143,378,141 | 195,040,828 |
| 2039 | 43,393,197 | 151,361,727 | 194,754,924 | 43,393,197 | 166,008,527 | 209,401,724 |
| 2040 | 72,107,185 | 128,782,997 | 200,890,182 | 72,107,185 | 143,429,797 | 215,536,982 |
| 2041 | 107,186,064 | 70,199,488 | 177,385,552 | 107,186,064 | 84,846,288 | 192,032,352 |
| 2042 | 130,148,875 | 59,826,425 | 189,975,300 | 130,148,875 | 74,473,225 | 204,622,100 |
| 2043 | 178,205,725 | 48,991,975 | 227,197,700 | 178,205,725 | 63,218,775 | 241,424,500 |
| 2044 | 183,553,650 | 38,222,775 | 221,776,425 | 183,553,650 | 51,189,575 | 234,743,225 |
| 2045 | 200,000,000 | 26,916,200 | 226,916,200 | 200,000,000 | 38,623,000 | 238,623,000 |
| 2046 | 200,000,000 | 17,215,600 | 217,215,600 | 200,000,000 | 23,699,000 | 223,699,000 |
| 2047 | 135,000,000 | 7,515,000 | 142,515,000 | 135,000,000 | 8,775,000 | 143,775,000 |
| 2048 | - | - | - | - | - | - |
| 2049 | - | - | - | - | - | - |
| 2050 | - | - | - | - | - | - |
| 2051 | - | - | - | - | - | - |
| 2052 | - | - | - | - | - | - |
| 2053 | - | - | - | - | - | - |
| 2054 | - | - | - | - | - | - |
| 2055 | - | - | - | - | - | - |
| 2056 | - | - | - | - | - | - |
| 2057 | - | - | - | - | - | - |
| 2058 | - | - | - | - | - | - |
| Total | \$ 1,826,401,278 | \$ 3,911,429,462 | \$ 5,737,830,740 | \$ 1,826,401,278 | \$ 4,426,770,862 | \$ 6,253,172,140 |

Dulles Corridor Debt Program

2011 BUDGET

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY OF BONDED DEBT SERVICE – DULLES TOLL ROAD

| DTR Revenue Bonds | Date of Issue | Maturity | Bonds | | |
|-------------------------------------|---------------|-------------|-------------------------|----------------------|----------------------|
| | | | Outstanding 1/1/2011 | Debt Service 2010 | Debt Service 2011 |
| <u>Senior Debt</u> | | | | | |
| Series 2009A | 8/12/2009 | 2030 - 2042 | \$ 198,000,000 | \$ 11,523,561 | \$ 10,142,988 |
| Series 2009B | 8/12/2009 | 2012 - 2040 | 225,791,876 | - | - |
| Series 2009C | 8/12/2009 | 2038 - 2041 | 172,929,224 | - | - |
| Series 2009D | 8/12/2009 | 2045 - 2046 | 400,000,000 | 22,041,919 | 19,401,200 |
| Series 2010A | 5/27/2010 | 2029 - 2037 | 56,986,071 | - | - |
| Series 2010B | 5/27/2010 | 2040 - 2044 | 143,160,825 | - | - |
| Series 2010D | 5/27/2010 | 2042 - 2047 | 150,000,000 | 2,686,666 | 7,800,000 |
| <u>Projection New Issues</u> | | | | | |
| Series 2011A | 1/1/2011 | 2019 - 2037 | 200,494,760 | - | - |
| Series 2011B | 1/1/2011 | 2042 - 2047 | 320,000,000 | - | 13,800,000 |
| *TOTALS | | | \$ 1,867,362,756 | \$ 36,252,146 | \$ 51,144,188 |

* Total debt service is less BAB subsidy.

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METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ACCRUAL BASIS — An accounting method whereby income and expense items are recognized as they are earned or incurred, even though they may not have been received or actually paid in cash.

AEROTRAIN — The AeroTrain system is a fully automated transit system that will take passengers between the Main Terminal and the midfield Concourses of Dulles International. The AeroTrain is scheduled to open in 2010.

AIR OPERATIONS AREA — The secured areas of each Airport utilized by aircraft, including runways, taxiways, and ramps.

AIRLINE COST PER ENPLANEMENT — For each Airport, the total annual cost of fees and charges paid by the Signatory Airlines to the Airports Authority divided by the total signatory enplanements.

AIRPORT COMMUNICATIONS SYSTEM (ACS) — The Airports Authority owns the Airport Communications System at both Reagan National and Dulles International. The ACS consists of more than 12,000 lines used by the Airports Authority and numerous airport tenants. In an average month, more than 800,000 calls are processed through the ACS, including more than 180,000 minutes of domestic long distance calls. Tenants are invoiced for the services they receive, based on a proportionate share of the operating cost of the ACS. The tenants are also invoiced for any local or long distance costs they incur. The Airports Authority budgets in the O&M Program for the net cost of the ACS.

AIRPORT IMPROVEMENT PROGRAM (AIP) — See “Federal Grants.”

AIR TRAFFIC CONTROL TOWER (ATCT) — A terminal facility which, through the use of air/ground communications, visual signaling, and other devices, provides air traffic control services to airborne aircraft operating in the vicinity of an airport and to aircraft operating on the airport airfield.

AIRPORT USE AGREEMENT AND PREMISES LEASE — The Airports Authority and the major airlines serving Reagan National and Dulles International entered into an agreement effective January 1, 1990, that defines their operating and financial relationship for the next 25 years. The Airline Agreement includes the concurrence of the Airlines in the CCP and continues a close working relationship between the Air Carriers and the Airports. Fees and charges paid by the airlines are used along with other income from the Airports to service the debt issued to finance the CCP. The Airline Agreement and Premises Lease is also referred to as the “Airline Agreement.”

AIRPORTS — Refers to Ronald Reagan Washington National and Washington Dulles International Airports, the two Airports operated by the Airports Authority.

AIRPORTS AUTHORITY — The Metropolitan Washington Airports Authority, a body corporate and politic created by interstate compact between the Commonwealth of Virginia and the District of Columbia.

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AUTOMATED REVENUE COLLECTION SYSTEM (ARCS) — The collective equipment and procedures that record and process an electronic, video or other automated toll payment that occurs at a toll collection point on the Dulles Toll Road.

AVI – The automatic vehicle identification equipment used as part of Electronic Toll Collection (ETC) or the Electronic Toll and Traffic Management (ETTM) equipment.

BOARD OF DIRECTORS — The Board of Directors (Board) of the Airports Authority consists of 13 members, five appointed by the Governor of Virginia, three appointed by the Mayor of the District of Columbia, two appointed by the Governor of Maryland, and three appointed by the President of the United States. Board members serve six-year terms, which are staggered.

BOND — A certificate of debt issued by the Airports Authority pursuant to the Master Indenture relating to the Aviation Enterprise Fund and the Dulles Toll Road and a Supplemental Indenture securing payment of the original investment plus interest by a specified future date.

BOND ANTICIPATION NOTE — A short-term borrowing that is retired with proceeds of a bond sale.

BUDGET AMENDMENT — Recommendations from the President to amend the adopted budget are submitted to the Finance Committee. Budget Amendments approved by the Finance Committee are submitted to the Board for adoption.

CAPITAL CONSTRUCTION PROGRAM (CCP) — The CCP (including the contractual CDP and Dulles Development (*d*²) Program) provides for major expansion of facilities at Dulles International and facilities modernization of facilities at Reagan National.

CAPITAL DEVELOPMENT PROGRAM (CDP) — The CDP contractually provides for major expansion of facilities at Dulles International and modernization of facilities at Reagan National as defined by the Airline Agreement.

CAPITAL FACILITY PROJECTS–DULLES CORRIDOR — Any extensions of, additions to, or major modifications, replacements or reconstruction of the Toll Road or any other roads or highways within the Dulles Corridor, excluding the Access Highway, but including (a) additional ramps or interchanges provide direct access to and from the Toll Road; or (b) addition of traffic lanes for bus only, high occupancy vehicle or high occupancy toll use or similar restricted use.

CAPITAL IMPROVEMENT — Any extensions of, additions to, or major modifications, replacements or reconstruction of the Toll Road or any other roads or highways within the Dulles Corridor, excluding the Access Highway, but including (a) additional ramps or interchanges provide direct access to and from the Toll Road; or (b) addition of traffic lanes for bus only, high occupancy vehicle or high occupancy toll use or similar restricted use.

CAPITAL, OPERATING AND MAINTENANCE INVESTMENT PROGRAM (COMIP) — The COMIP (formerly the Capital Maintenance and Investment Program, and initially, the Repair and Rehabilitation Program) provides for repair work at the Airports, as well as equipment, planning,

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METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

improvements and operational initiatives. The COMIP is funded from the Airports Authority's share of net remaining revenue and is recovered through depreciation. Any COMIP expenditure funded from bonds are recovered through debt service.

CARGO — Mail and freight at both Airports.

CASH TOLL REVENUE – Monies generated from a customer by payment of tolls through cash at the time of transaction at toll booth on the toll facility.

COMMERCIAL PAPER (CP) — A short-term promissory note issued for periods up to 270 days, with maturities commonly at 30, 60 and 90 days. The Airports Authority currently has two Series of CP Notes financing the Airport facilities.

COMMERCIAL PAPER PROGRAM—The Airports Authority has a CP Program with authorization to issue up to \$500 million. The CP program is supported by two liquidity facility agreements; Landesbank Baden - Wurttemberg (LBBW) for \$125 million and JPMorgan Chase for \$220 million.

COMMONWEALTH OF VIRGINIA GRANTS — The Commonwealth of Virginia, through the aviation portion of the Transportation Trust Fund provides grants to Virginia airport sponsors. The Airports Authority will receive 60 percent of any new money available for allocation by the Virginia Aviation Board, up to a maximum of \$2 million annually. These funds will be used as an additional source of funding for capital equipment and projects.

COMMONWEALTH TRANSPORTATION BOARD (CTB) — CTB is a 17-member Board appointed by the Governor of Virginia that is charged with establishing the administrative policies for Virginia's transportation system.

COMMUTER AIRLINE — An airline that operates aircraft with a maximum of 60 seats with an operating frequency of at least five scheduled round trips per week between two or more points. See also "Major Airline," "National Airline" and "Regional Airline."

COMPENSATORY RATE — A rate based on cost recovery, which excludes application of transfers for signatory airlines of the Airline Agreement.

CONCESSIONS — The Airports Authority contracts with private firms for many of the services provided to Airport users, including public parking facilities, rental cars, in-flight kitchens, fixed base operators, food and beverage facilities, newsstands, and retail stores. The concessionaires are generally required to pay a percentage of gross revenues to the Airports Authority with an annual minimum amount. Revenues from concessions comprise a significant portion of the Airports Authority's operating revenues.

CONCOURSE A — A regional concourse at Dulles International opened in May 1999, with more than 71,000 square feet to accommodate 35 regional aircraft positions. Concourse A and B are joined by a pedestrian bridge.

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CONCOURSE B — A midfield passenger terminal at Dulles International that opened in February 1998 and was expanded in the Spring 2003, to a total of 550,000 square feet to serve 29 aircraft gates for international and domestic airliners. **Note:** 7 of the gates have been out of service due to the construction program. They become operational again in 2010. See “Midfield Concourses.”

CONCOURSE C/D — A temporary midfield passenger terminal at Dulles International opened in 1985 (D) and 1986 (C) to serve 47 aircraft gates. United is the main tenant in these concourses. See “Midfield Concourses.”

CONCOURSE C FEDERAL INSPECTION STATION — See “Federal Inspection Station.”

CONNECTING PASSENGER — A passenger who transfers from one flight to another en route to a final destination.

CONTINGENCY RESERVE — A reserve comprised of deposits from Toll Road Revenues and other revenue sources to be used for eligible costs and expenses within the Dulles Corridor for unanticipated events or occurrences. Funds will be deposited upon availability.

CORRIDOR CAPITAL IMPROVEMENTS PROGRAM (CIP) — A program to methodically address the planning and implementation of Capital Improvements on the Toll Road and which shall be subject to annual review by the Virginia Department of Transportation.

COST CENTER — An area of the Airports to which a revenue or expense is attributed, i.e., airfield, terminal, public parking, rental cars, etc.

CUSTOMER SERVICE CENTER — A facility used to service users of the Toll Road including registration and maintenance of customer toll accounts, violation processing and verification, and responding to general inquiries.

DAILY GARAGES 1 and 2 — Two public parking garages that flank the Hourly Parking Lot in front of the Main Terminal. An underground pedestrian connector provides passengers with a safe and convenient way to cross the terminal roadways and surface parking lot between the Main Terminal and the Daily Garage 1. The connector includes moving sidewalks and climate control. These garages provide approximately 8,550 public parking spaces.

DEBT SERVICE FOR AVIATION — Principal and interest payments on bonds financing airport facilities. The bond financed portions of the CCP are recovered through debt service, instead of depreciation. See “Statement of Operations” for further clarification.

DEBT SERVICE FOR DULLES CORRIDOR — Principal and interest payment on Toll Revenue Bonds. As stated in the Permit and Operating Agreement, the Airports Authority is solely responsible for obtaining and repaying all financing, at its own cost and risk and without recourse to the Virginia Department of Transportation, necessary to maintain, improve, equip, modify, repair and operate the Toll Road and any Capital Improvements throughout the Term and necessary to develop and construct the Dulles Corridor Metrorail Project.

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DEBT SERVICE COVERAGE FOR AVIATION — An amount equal to 125 percent of the portion of Debt Service attributable to bonds, plus other such amounts as may be established by any financial agreement.

DEBT SERVICE RESERVE FUND FOR DULLES CORRIDOR — Not less frequently than annually, all Toll Road Revenues shall be budgeted and used solely to pay reserve funds such as the Debt Service Reserve Fund. This reserve will fund debt service and other amounts payable under any Toll Road Financing Documents (including, without limitation, swaps, reimbursement agreements, commercial paper or any other similar products, or any scheduled TIFIA debt), together with deposits to any reserves created under any Toll Road Financing Documents, including the funding of any reasonable cash reserves or escrow accounts in respect thereof.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT) — DRPT is an agency of the State of Virginia that reports to the Secretary of Transportation. DRPT is primarily responsible for activities that pertain to rail, public transportation, and commuter services.

DEPLANING PASSENGER — Any revenue passenger disembarking at the Airports, including any passenger who will board another aircraft (i.e., connecting passenger).

DEPRECIATION — The annual amount charged by the Airports Authority to recover its investment in capital equipment and capital facility projects acquired by the Airports Authority during the period from June 7, 1987, through September 30, 1989, and to recover its investment in COMIP projects funded from revenues. See “Statement of Operations” for further clarification. Depreciation is not charged for Rates and Charges.

DISCRETIONARY GRANTS — See “Federal Grants.”

d² PROGRAM — In August 2000, the Board approved a \$3.4 billion Budget Amendment to authorize new capital projects at Dulles International including: construction of one of the remaining two parallel runways, including associated taxiway and apron improvements; development of new and expanded terminal facilities, including a Tier 2 Concourse and completion of the Concourse B (Tier 1); construction of a People Mover System from the Main Terminal to each of the Tiers; development of a sterile International People Mover System; construction of a new air traffic control tower; development of new support facilities and utilities; and various roadway and parking improvements to support increased annual growth. The program has since been modified.

DULLES AIRPORT ACCESS HIGHWAY (ACCESS HIGHWAY) (DAAH) — A 17-mile, four-lane divided highway reserved for use by Airport traffic, connecting Dulles with Interstate Route 66. The Commonwealth of Virginia has constructed a multi-lane, divided toll road for non-airport users flanking both sides of the Access Highway.

DULLES CORRIDOR — The transportation corridor with an eastern terminus of the East Falls Church Metrorail station at Interstate Route 66 and a western terminus of Virginia Route 772 in Loudoun County, including without limitation, the Dulles Toll Road, the Access Highway, outer roadways adjacent or parallel thereto, mass transit, including rail, bus rapid transit and capacity

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enhancing treatments such as High-Occupancy Vehicle lanes, High-Occupancy Toll Lanes, interchange improvements, commuter parking lots and other transportation management strategies.

DULLES CORRIDOR — EMERGENCY OPERATION AND MAINTENANCE RESERVE ACCOUNT – Amounts in the Emergency Operation and Maintenance Reserve Account in the Operation and Maintenance Fund may be used by the Airports Authority to pay the costs of emergency repairs and replacements to the Dulles Toll Road. The amount deposited in the Emergency Operation and Maintenance Reserve Account shall equal not more than \$1 million. If on any April 1 and any October 1, the amounts on deposit in the Emergency Operation and Maintenance Reserve Account are in excess of \$1 million, the Airports Authority will transfer an amount equal to such excess to the Revenue Fund for Dulles Toll Road operations.

DULLES CORRIDOR ENTERPRISE RESERVE AND TOLL RATE STABILIZATION FUND – Amounts in the Dulles Corridor Enterprise Reserve and Toll Rate Stabilization Fund shall be used by the Airports Authority to fund costs relating to the Dulles Metrorail Project and other Capital Improvements in the Dulles Corridor, provide funds to make up any deficiencies in the Operation and Maintenance Fund, the Extraordinary Maintenance and Repair Reserve Fund, any Bond Fund or any Debt Service Reserve Fund, and redeem any Outstanding Bonds. Amounts in the Dulles Corridor Enterprise Reserve and Toll Rate Stabilization Fund shall be pledged to Bondholders for Dulles Toll Road Revenue Bonds.

DULLES CORRIDOR — EXTRAORDINARY MAINTENANCE AND REPAIR RESERVE – The moneys in this reserve, including all interest earnings thereon, shall be deposited with a third party trustee and shall be supplemented by the Airports Authority on an annual basis as necessary, taking into account accumulated earnings thereon, such that the total amount in this reserve is increased in accordance with the U.S. Implicit Price Deflator Index. All moneys in this reserve shall be invested in Eligible Investments. All moneys in this reserve shall be treated as an operating and maintenance expense of the Toll Road.

DULLES CORRIDOR METRORAIL PROJECT – Phases 1 and 2 of the rail facility as defined and per the conditions decision in the March 2, 2005 Record of Decision of the Federal Transit Administration, as amended on November 17, 2006, and the July 12 Impact Statement for the project, as they may be further amended or supplemented from time to time, including all related systems, stations, parking and maintenance facilities.

DULLES CORRIDOR METRORAIL PURPOSES – Purposes limited to the developing, permitting, design financing, construction, installation and equipping of the Dulles Corridor Metrorail Project.

DULLES CORRIDOR — OPERATION AND MAINTENANCE RESERVE ACCOUNT – Amounts in the Operation and Maintenance Reserve Account in the Operation and Maintenance Fund shall be used by the Airports Authority to pay Operation and Maintenance Expenses for the Dulles Toll Road in the event that amounts on deposit in the Operation and Maintenance Account are insufficient to pay all Operation and Maintenance Expenses when due. The amount deposited in the Operation and Maintenance Reserve Account shall equal one-sixth (1/6th) of the Operation and Maintenance

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Expenses for the Dulles Corridor Enterprise Fund set forth in the Airports Authority's current Fiscal Year budget.

DULLES GREENWAY — The Dulles Greenway is a 14-mile, four-lane, privately-operated toll road that extends the state-operated Dulles Toll Road to Leesburg, Virginia. The Airports Authority granted easement to developers to build a 2½-mile segment of the Dulles Greenway on Dulles property.

DYNAMIC MESSAGE SIGN (DMS) — Changeable message boards located on or adjacent to a roadway that displays text information that may affect traffic conditions and travel times. Also known as a Variable Message Sign (VMS). This signage usually displays information regarding travel times, roadway conditions and toll pricing if relevant.

EARLY PROGRAM — Those projects of the CCP funded from the proceeds of subordinated bonds issued prior to January 1, 1990.

EFFECTIVE BUYING INCOME - Referred to as EBI. Disposable income after taxes and mandatory non-tax payments.

ELECTRONIC TOLL COLLECTION (ETC) TOLL REVENUE — Monies generated from a customer payment of tolls using a toll transponder.

ELECTRONIC TOLL AND TRAFFIC MANAGEMENT EQUIPMENT (ETTM) — The AVI equipment, video monitoring equipment, toll violator systems, manual, automatic and electronic toll collection equipment; the transportation management system equipment; communications equipment; and all other computer hardware necessary to meet the performance specification for electronic toll and traffic management.

ELIGIBLE TRANSIT OPERATING COSTS — Nonoperating expenses designated to pay for operating costs of the Dulles Corridor Metrorail Project.

ELIGIBLE TRANSIT OPERATING COSTS RESERVE — A reserve comprised of at least an annual deposit from Toll Road Revenues and other revenue sources to be used for eligible costs and expenses for transit operations within the Dulles Corridor.

EMERGENCY (R&R) RESERVE — The reserve required by the Master Indenture for emergency repair and rehabilitation of the Airports.

ENPLANING PASSENGER — Any revenue passenger boarding at the Airports, including any passenger that previously disembarked from another aircraft (i.e., connecting passenger).

ENTITLEMENT GRANTS — See "Federal Grants."

ENTERPRISE RESOURCE PROGRAM (ERP) — An Airports Authority-wide Enterprise Resource Planning system which will provide a comprehensive integrated system encompassing core administration functional areas and link business processes, integrate data, and share data information across applications and with users.

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FEDERAL AVIATION ADMINISTRATION (FAA) — The FAA is a component of the Department of Transportation and, within the airspace of the United States, promotes air safety, regulates air commerce, controls the use of navigable airspace, develops and operates air navigation facilities, develops and operates the air traffic control system, and administers Federal Grants for development of public-use airports. The FAA operated the Airports prior to their transfer to the Airports Authority on June 7, 1987. The Airports Authority coordinates with the FAA on numerous aviation programs including air security and noise abatement. The Federal Grants received by the Airports Authority are administered by the FAA.

FEDERAL GRANTS — FAA's Airport Improvement Program provides both entitlement and discretionary grants for eligible airport projects. Entitlement funds are determined by a formula according to enplanements at individual airports. These grants are permitted to be used by the Airports Authority at either or both Airports. The Airports Authority applies for discretionary grants from the FAA through a Letter of Intent (LOI) process. Each LOI represents an intention to obligate funds from future federal budget appropriations. The issuance of a Letter of Intent is subject to receipt of Congressional appropriations for grants to airports, and does not itself constitute a binding commitment of funds by the FAA. For planning purposes, the amounts in an approved LOI from FAA are used by the Airports Authority as the estimate of federal discretionary grants to be received. The Airports Authority has also received other federal grants including those from the Federal Emergency Management Agency (FEMA) and the Homeland Security Grant Program.

FEDERAL LEASE — Congress authorized the Secretary of Transportation to lease the Airports to the Airports Authority by the Metropolitan Washington Airports Act of 1986. The lease was signed on March 2, 1987, and operating responsibility for the Airports was transferred to the Airports Authority on June 7, 1987, for an initial term of 50 years ending June 6, 2037. The Lease was amended effective June 17, 2003, to extend the terms to June 6, 2067.

FEDERAL TRANSIT ADMINISTRATION (FTA) — FTA is an administration within the U.S. Department of Transportation responsible for supporting a variety of public transportation systems nationwide.

FISCAL YEAR — The Airports Authority formally changed its Fiscal Year from an annual period ending September 30th to an annual period ending December 31st, effective January 1, 1997. Historical aviation activity is presented on a calendar year basis.

FIXED BASE OPERATORS (FBO) — Those commercial businesses at the Airports authorized by the Airports Authority to sell aviation fuels and provide other aviation-related services, primarily to General Aviation operators.

FUELING AGENT — The agent selected to operate and maintain the fueling system for each Airport and deliver fuel through the fueling system.

FUELING SYSTEM — At each Airport, the Airports Authority-owned hydrant fueling system and the Airports Authority-owned fuel farm.

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GASB STATEMENTS NO. 43 AND 45 — See “OTHER POST EMPLOYMENT BENEFITS” (OPEB).

GENERALLY ACCEPTED ACCOUNTING PRINCIPLES (GAAP) — Conventions, rules and procedures that define accepted accounting practices, including broad guidelines, as well as detailed procedures.

GENERAL AVIATION — An operator of private or corporate aircraft not used in the common carriage of passengers, cargo, or freight, and an operation of aircraft as a non-scheduled air taxi.

GEOGRAPHIC INFORMATION SYSTEM (GIS) — The GIS was implemented in 2009 by the Airports Authority and integrates spatial data into the Airports Authority system to facilitate sharing of information and streamlining of processes.

GOVERNMENTAL ACCOUNTING STANDARDS BOARD (GASB) — An independent private-sector, not-for-profit organization that establishes and improves standards of financial accounting and reporting for U.S. state and local governments. Governments and the accounting industry recognize the GASB as the official source of generally accepted accounting principles (GAAP) for state and local governments.

GRANTS — See “Federal Grants,” and “Commonwealth of Virginia Grants.”

GROSS TOLL REVENUES — The full total amount of toll revenue collected.

HIGH DENSITY RULE — U.S. DOT regulation that imposes limits on the number of flights scheduled at Reagan National through assignment of hourly operational slots.

HUBBING — A practice whereby the Airlines schedule large numbers of flights to arrive at an airport within a short time and to depart shortly thereafter, thus maximizing connecting passenger traffic.

INDENTURE — Any trust agreement or similar instrument between the Airports Authority and a trustee or collateral agent pursuant to which Net Revenues or Toll Revenues are pledged to the holders of debt issued by the Airports Authority to finance airport facilities or the Dulles Corridor Metrorail Project and improvements to the Dulles Toll Road, respectively.

INTEREST RATE SWAP — An agreement between two parties to exchange future flows of interest payments. One party agrees to pay the other a fixed rate; the other pays the first party an adjustable rate usually tied to a short-term index.

INTERIM TERMINAL — The temporary terminal facilities built in a hangar at the north end of Reagan National. The Interim Terminal began operations in July 1989 and remained operational as a passenger terminal facility until Terminal B and C opened in July 1997.

INTERNATIONAL ARRIVALS BUILDING (IAB) and FEDERAL INSPECTION STATION (FIS) — Dulles International has two international clearance facilities: one located at the Main Terminal and a second facility at Concourse C (FIS). These facilities are used for processing

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international deplaned passengers by the U.S. Customs and Immigration Services. The Main Terminal IAB was opened in 1991 and subsequently enlarged in 1993 because of growth in international activity. The Concourse C FIS was opened in 1996. See also “Federal Inspection Station.”

INTERNATIONAL ARRIVALS FACILITY — In 1996 United opened a second international arrivals facility in the Midfield Concourse C so transferring international passengers (those not ending their journey at Dulles International) could clear U.S. Customs without being transported back and forth to the Main Terminal IAB. Since opening, the Concourse C FIS has primarily served United, Lufthansa and other Star Alliance carriers connecting passengers. All terminating international passengers, including United’s, continue to use the Main Terminal IAB. In late 1997, the Airports Authority bought out United’s investment in the Concourse C FIS to better control airline access to the facility. See also “International Arrivals Building.”

LANDED WEIGHT — Refers to the maximum gross certificated landed weight in one thousand pound units, as stated in the airlines’ flight operations manual. Landed weight is used to calculate landing fees for both airline and General Aviation aircraft operated at the Airports.

LANDING FEES — Fees for payment for the use of the airfield for both airline and General Aviation aircraft, calculated based on airfield costs and recovered based on aircraft landed weight. A separate fee structure is developed for each Airport.

LATENT DEFECTS RESERVE FUND — Amounts in the Latent Defects Reserve Fund shall be used exclusively to fund a cash reserve for costs associated with remedying any latent defects related to the Dulles Metrorail Project required pursuant to Section 4.01(d)(v) of the Permit and Operating Agreement and Article 6 of the Cooperative Agreement. The amounts on deposit in the Latent Defects Reserve Fund shall equal the Latent Defects Reserve Requirement.

LETTER OF INTENT (LOI) — See “Federal Grants.”

LIFE CYCLE MAINTENANCE PLAN — A maintenance plan that is to be prepared annually covering a full five-year period and considering life cycle asset maintenance for the Toll Road, and including a description of all Renewal and Replacement Program Work to be undertaken during the following five years, the estimated costs and timing related to each task specified therein, and such other reasonably related information.

LOCAL DISADVANTAGED BUSINESS ENTERPRISE (LDBE) PROGRAM — The Airports Authority is committed to full participation in its contracting programs by minority, women-owned, disadvantaged, and small and local business enterprises. The LDBE Program was adopted by the Board at the June 6, 1990 Board meeting and replaced earlier outreach programs. The LDBE Program aggressively seeks increased participation of minority and women-owned business enterprises in the Airports Authority’s contracting opportunities and includes a preference for local disadvantaged businesses in selected Airports Authority contracts.

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LONG-TERM DISABILITY PROGRAM — The Airports Authority has established a Long-Term Disability Program for employees hired after the June 7, 1987, transfer of the Airports. The program provides disability benefits until age 65 or older, depending on the age of the employee at the time of disability.

LOUDOUN COUNTY EXTENSION (Phase 2) — The continuation of the Dulles Corridor Metrorail Project beyond Wiehle Ave. (Phase 1) that will extend the Metrorail to Reston, Herndon, Dulles International, and into eastern Loudoun County.

MAIN TERMINAL — At Reagan National, refers to the historic Terminal A. At Dulles International, refers to the terminal building designed by the late Eero Saarinen, with subsequent additions, served by an upper level roadway for departing passengers and a lower level roadway for arriving passengers.

MAINTENANCE ON-LINE MONITORING SYSTEM (MOMS) — An automated system designed to monitor and report equipment failures and record maintenance activity.

MAJOR AIRLINE — An airline with gross operating revenues during any calendar year of more than \$1 billion. See also “Commuter Airline,” “National Airline,” and “Regional Airline.”

MASTER INDENTURE — With respect to Airport facilities, the Master Indenture of Trust dated February 1, 1990 as amended and restated by the Amended and Restated Master Indenture of Trust dated September 1, 2001, securing the Airports Authority’s Airport System Revenue Bonds with respect to the Dulles Toll Road.

MASTER PLAN — For Reagan National, refers to the plan that became effective on April 15, 1988, after adoption by the Board of Directors and submission to its Board of Review, and for Dulles International, refers to the plan for which the Airports Authority assumed responsibility under the federal lease, including any amendments to either plan.

MASTER TRANSFER AGREEMENT — The agreement between the Airports Authority and the Department relating to the transfer of the Dulles Toll Road and the Dulles Corridor Metrorail Project dated December 29, 2006.

METROPOLITAN WASHINGTON AIRLINES COMMITTEE (MWAC) — MWAC provides technical representative from the airline community to the Airports Authority to coordinate on the CCP.

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY — The Airports Authority operates Reagan National and Dulles International under an 80-year lease agreement with the U.S. Department of Transportation. Congress authorized the lease of the Airports, formerly operated by the Federal Aviation Administration, in October 1986. The lease of the Airports to the Airports Authority by the federal government was signed on March 2, 1987, and operating responsibility for the Airports was transferred to the Airports Authority on June 7, 1987.

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MIDFIELD CONCOURSES — Midfield Concourses B and C/D, were built at Dulles International by the Airlines, one at each end of the jet ramp, to accommodate growth in activity until replaced by permanent facilities. A permanent midfield concourse, Midfield Concourse B, built by the Airports Authority and opened in February 1998, was funded from PFCs and Airports Authority net remaining revenue. A Regional Airline Midfield Concourse, connected to Concourse B/Concourse A opened in April 1999 to accommodate both turboprop and jet regional/commuter aircraft. Mobile Lounges and Plane-Mates are used to shuttle passengers between the Midfield Concourses and the Main Terminal.

MOBILE LOUNGE — A vehicle for transporting passengers between and among the Dulles International terminals, concourses, and aircraft. Developed specifically for use at Dulles International, these vehicles can carry up to 102 passengers, with 71 seated. One end of the lounge mates with the terminal building, the other is equipped with a passenger bridge to connect with aircraft. A total of 21 Mobile Lounges were built, of which 19 are still operational. This fleet has been supplemented with 31 second-generation passenger conveyance vehicles. See “Plane-Mates.”

NATIONAL AIRLINE — An airline with gross operating revenues of between \$100 million and \$1 billion during any calendar year. See also “Commuter Airline,” “Major Airline,” and “Regional Airline.”

NET INCOME — Operating and nonoperating revenues less nonoperating expenses, debt service and reserve contributions.

NET OPERATING INCOME — Total operating revenues less total operating expenses.

NET REMAINING REVENUE (NRR) — For any fiscal year, the total of revenues and transfers less (a) operation and maintenance expenses, including the federal lease payment; (b) debt service; (c) the amount of rental credits given to certain scheduled air carriers as set forth in the surviving agreements; and (d) required deposits to maintain the operation and maintenance reserve and the COMIP reserve. Under the Airline Agreement, NRR is further adjusted by deducting depreciation and airline subordinated debt service coverage. The resulting balance is then divided by a formula between the Airports Authority and the Signatory Airlines.

NET TOLL REVENUES — The total amount of toll revenue collected minus expenditures for operations, administration, and maintenance and uncollectible tolls.

NONOPERATING EXPENSES — The collective term for expenses associated with the Renewal and Replacement Program, Corridor Capital Improvements, Metrorail Capital Project and Latent Defects, and Eligible Transit Operating Costs.

NONOPERATING REVENUE — The collective term for monies generated by interest income, other capital contributed, and investment income on capital contributed.

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OPERATING EXPENSES — The Airports Authority’s financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles (GAAP). For budget purposes, however, operating expenses have been modified to conform to the provisions of the Airline Agreement. Under the terms of the Airline Agreement, beginning on October 1, 1989, capital equipment and capital facility projects funded from the O&M Program are treated as operating expenses. Previously acquired capital equipment and capital facility projects continue to be recovered through depreciation. The bond-financed portion of the CCP and the bond-financed pension liability are recovered through debt service. The COMIP is recovered through depreciation and funded from the Airports Authority’s share of net remaining revenue. Any maintenance-type projects funded from bonds are recovered through debt service.

OPERATING INCOME — Operating revenues less operating expenses equal operating income. Although the Airports Authority’s financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles (GAAP), for budget purposes, operating revenues and operating expenses are defined under the terms of the Airline Agreement. See the definitions of “Operating Revenues” and “Operating Expenses” for clarification.

OPERATING REVENUES — The Airports Authority’s financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles (GAAP). For budget purposes, however, operating revenues have been modified to conform to the provisions of the Airline Agreement. Under the terms of this Airline Agreement, transfers are applied as credits in the calculation of signatory airline rates for rentals, fees, and charges for the next year. Transfers are the signatory airlines’ share of net remaining revenue for each year.

OPERATING REVENUES FOR THE DULLES CORRIDOR — Revenues for the Dulles Corridor Enterprise Fund are generated by ETC, cash tolls, violations fee collections, concessions, and other income associated with this project.

OPERATION AND MAINTENANCE (O&M) PROGRAM — The O&M Program provides for the day-to-day operation and maintenance of the Airports, including those functions performed by the Consolidated Functions staff for both Airports. The O&M Program includes operating expenses and debt service.

OPERATION AND MAINTENANCE (O&M) AVIATION RESERVE — The two-month cash reserve for operation and maintenance expenses required by the Master Indenture.

OPERATING EXPENSES — The collective term for expenses associated with personnel compensation and benefits, other personnel expenses, travel, internal audit, lease and rental payments, utilities, telecommunications, services, supplies, materials, fuels, insurance and risk management, noncapital equipment, noncapital facility projects, and capital facility projects.

ORIGINATION AND DESTINATION (O&D) PASSENGER — A passenger who is beginning or ending air travel at a particular airport, as compared to a connecting passenger who is transferring from one flight to another en route to a final destination.

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OTHER POST EMPLOYMENT BENEFITS (OPEB) — The GASB Statements No. 43 and 45 address the identification and disclosure of the liability and funding status of post-retirement benefits, other than pensions. The OPEB's are earned during working years and should be part of the current cost of providing public services. The OPEB liability will be actuarially determined and funded similar to pensions.

PARKING GARAGE A — A three and one-half level public parking facility at Reagan National with approximately 2,000 parking spaces, Parking Garage A is the principal parking facility for Terminal A. It is also used by the rental car operators. A pedestrian tunnel was constructed between Parking Garage A and Terminal A to provide passengers with safe and convenient access between the two facilities. This facility is currently undergoing an expansion.

PARKING GARAGE B/C — A four and one-half level public parking facility at Reagan National with approximately 4,400 spaces, Parking Garage B and C is the principal parking facility for Terminal B and C. Pedestrian bridges connect Parking Garage B and C to both Terminal B and C and the Metro Station. This facility is currently undergoing an expansion.

PASSENGER CONVEYANCES — The Dulles International Mobile Lounges/Plane-Mates or other ground transportation devices, including any underground people mover system provided by the Airports Authority, for the movement of passengers between and among terminals, concourses, and aircraft at Dulles International.

PASSENGER FACILITY CHARGES (PFCs) — The Aviation Safety and Capacity Expansion Act of 1990, enacted November 5, 1990, and amended in February 2001, enables airports to impose a PFC of \$1, \$2, \$3, \$4 or \$4.50 on enplaning passengers. PFCs can be used for any projects determined by the FAA to be eligible, primarily those projects that are eligible for Airport Improvement Program grants. The Airports Authority began collecting PFCs in November 1993 at Reagan National and January 1994 at Dulles International. In February 2001, the Airports Authority received FAA approval to increase PFC collection authority from \$3.00 to \$4.50 on each qualified enplaning passenger. PFCs collected by the Airports Authority replace federal entitlement grants received in an amount equal to 75 percent of the total federal entitlement grant to which each Airport is entitled.

PENSION LIABILITY — Under the provisions of the transfer legislation, the Airports Authority was required to pay to the U.S. Civil Service Retirement and Disability Fund (1) the actual added costs incurred by the Fund due to discontinued service retirements and (2) the estimated future unfunded liability of employees who transferred to the Airports Authority and remained under the U.S. Civil Service Retirement System. Series 1988C and Series 1988D Bonds issued for \$24,505,000 were used to pay the pension liability. For cost recovery purposes, this amount was recovered through debt service. These bonds were retired October 1, 1998.

PERFORMANCE MANAGEMENT PARTNERSHIP (PMP) PROGRAM — The Airports Authority's method of managing employee performance. PMP promotes group and individual goals, communication between supervisors and employees.

PERIMETER RULE — U.S. DOT regulation which generally limits non-stop flights at Reagan National to a radius of 1,250 statute miles.

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PERMIT AND OPERATING AGREEMENT — The Dulles Toll Road Permit and Operating Agreement in its entirety between the Airports Authority and the Department as of December 29, 2006.

PLANE-MATE — A second generation passenger conveyance vehicle used to supplement the Mobile Lounge fleet at Dulles International. Plane-Mates are also used at several other airports throughout the world and have a passenger capacity of 150, with 94 seated. Designed for the newer wide-bodied jets, the body of the Plane-Mate elevates on electrically driven ball screw jacks to connect with terminals, concourses, and aircraft. A total of 31 Plane-Mates operate at Dulles International.

PREMISES — Areas of the Airports leased by airlines pursuant to the Airline Agreement.

PRIOR YEAR ENCUMBRANCES — See “Encumbrances.”

REGIONAL AIRLINE — An airline with gross operating revenues during any calendar year of less than \$100 million that operates aircraft with a capacity of more than [60] seats. See also “Commuter Airline,” “Major Airline,” and “National Airline.”

RENEWAL AND REPLACEMENT FUND – Moneys that the Airports Authority shall annually budget and, at a minimum but no less than annually, that shall be available exclusively for funding the Renewal and Replacement Program for the Toll Road and which shall budgeted in consideration of, among other factors, the amounts necessary to be expended to meet the performance standards set forth in the Dulles Toll Road Permit and Operating Agreement, dated December 29, 2006, as between the Virginia Department of Transportation and the Airports Authority.

RENEWAL AND REPLACEMENT PROGRAM (R&R) — A program to be developed by and funded with Toll Road Revenues to address major maintenance needs and expenditures, including, but not limited to, overlays, bridge deck replacements, erosion and drainage control, and similar projects not normally encompassed in routine maintenance activities.

REVENUES — See “Operating Revenues.”

SECURITY FEES — Fees paid by the Transportation Security Administration to the Airports Authority for its costs associated with FAA-required police coverage for passenger screening at departure gates.

SENIOR BONDS — Any bonds or other financing instrument or obligation issued pursuant to the Master Indenture.

SIGNATORY AIRLINE — A scheduled air carrier that has executed the Airline Agreement effective during the period from January 1, 1990, through September 30, 2014.

SOUTH DEVELOPMENT AREA — The South Development Area is an 85-acre complex in the southwest corner of Reagan National. Included in the plan for the South Development Area are

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various airline/tenant support buildings, the airmail facility, remote public parking lots, the new fuel farm, various maintenance and equipment storage buildings, and the industrial waste treatment plant.

STATEMENT OF OPERATIONS — The Airports Authority’s financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles (GAAP). For budget purposes, however, the Statement of Operations has been modified to conform to the provisions of the Airline Agreement. Depreciation includes the annual amount charged by the Airports Authority to recover its investment in capital equipment and capital facility projects acquired by the Airports Authority during the period from June 7, 1987, through September 30, 1989, and to recover its investment in COMIP projects funded from revenues. Capital equipment and capital facility projects acquired by the Airports Authority after October 1, 1989, are treated as operating expenses and are recovered in full in the year purchased. The bond financed CCP and the bond-financed pension liability are recovered through debt service.

STRATEGIC INITIATIVES — Airports Authority-developed initiatives to guide offices in setting priorities and allocating resources.

SUBORDINATE BONDS — The Airports Authority’s General Airport Subordinate Revenue Bonds issued pursuant to the subordinated indenture dated March 1, 1988.

TELECOMMUNICATIONS SYSTEM — See “Airport Communications System.”

TERMINAL A — At Reagan National, refers to the historic Main Terminal.

TERMINAL B and C — This terminal at Reagan National was built north of Terminal A and is served by a new dual-level roadway. A number of facilities, including the old North Terminal, were demolished to make way for the new terminal. Terminal B and C have the capacity to handle approximately two-thirds of the Airport’s passengers. The first 25 gates of the Terminal B and C were opened in July 1997 and the remaining 10 gates opened in August 1998.

TERMINAL RADAR APPROACH CONTROL (TRACON) — An FAA air traffic control facility using radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility.

TIERS — Term for concourses at Dulles International prior to construction.

TIFIA LOANS — The Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA), enacted as part of the Transportation Equity Act for the 21st Century (TEA-21), established a new Federal program under which the U.S. Department of Transportation (USDOT) provides credit assistance to major surface transportation projects of national or regional significance. The TIFIA program provides Federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail.

TOLL FACILITIES — The ETTM Facilities, Equipment and System and administration/operations buildings, toll booths, canopies, utility connections, lighting facilities, pedestrian tunnels, etc. related to the manual toll collection system, including all manual toll collection equipment and systems.

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TOLL REVENUE BONDS — The bond, notes or other financial obligations secured by Toll Revenues outstanding from time to time under the Toll Road Financing Documents, including obligation issued in connection with any TIFIA loans.

TOLL REVENUES — All amounts received by or on behalf of the Airports Authority from tolls and other user fees applicable to vehicles for the privilege of traveling on the Toll Road imposed pursuant to the Dulles Toll Road Permit and Operating Agreement, dated December 29, 2006 between the Virginia Department of Transportation (the “Department”) and the Airports Authority or from proceeds of any concession or similar agreement as contemplated by Section 18.01(b) of this Agreement, and with the exception of revenues and proceeds arising out of or relation to Reserved Rights of the Department. Monies collected from customers of the Dulles Toll Road by means of cash collection and ETC accounts.

TOLL ROAD — Collectively, (a) the Omer L. Hirst – Adelard L. Brault Expressway (formerly the Dulles Toll Road), extending from Virginia Route 28 immediately east of Dulles International to the vicinity of Interstate 495; (b) all related operating assets, tangible and intangible, which are used are used in the operation of the Toll Road; (c) any Capital Improvements located thereon; and (d) any associated assets as identified in Exhibit C of the Toll Road Permit and Operating Agreement which is entitled the “Operations and Maintenance Standards and Performance Requirements”.

TOLL ROAD FINANCING DOCUMENTS — The Indentures and any other documents relating to the issuance of Toll Revenue Bonds issued in accordance with the terms of the Permitting and Operating Agreement, together with any and all amendments and supplements thereto.

TOLL ROAD OPERATIONS — The operation, management, maintenance, rehabilitation, and tolling of and all other actions relating to the Toll Road. Toll Operations typically consist of cash and electronic toll collection, customer service center services, violation processing and toll reconciliation.

TOLL ROAD PURPOSES — Purpose is limited to developing, permitting, design financing, acquisition, construction, installation, equipping, maintenance, repair, preservation, modification, operation, management and administration of the Toll Road or any related Capital Improvements.

TOTAL PASSENGERS — The total of all enplaning passengers and all deplaning passengers. A connecting passenger is counted as both a deplaning passenger and an enplaning passenger.

TRANSFERS — The Signatory Airlines’ share of net remaining revenue for each year. Transfers are applied as credits in the calculation of Signatory Airline rates for rentals, fees, and charges in the next year.

TRANSPORTATION SECURITY ADMINISTRATION (TSA) — As part of the Aviation Security Act passed in November 2001, TSA handles passenger security screening at all U.S. Airports.

U.S. DEPARTMENT OF TRANSPORTATION (U.S. DOT) — The U.S. DOT was established by an act of Congress on October 15, 1966 and consists of multiple agencies, including the FAA, and is charged with the overall responsibility of ensuring a fast, safe, and efficient transportation system.

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U.S. IMPLICIT PRICE DEFLATOR INDEX — Refers to the most recently issued year-to-year U.S. Gross National Product (GNP) Implicit Price Deflator Index, issued by the United States Department of Commerce.

J. P. MORGAN CHASE OFFICE BUILDING — Building purchased by the Airports Authority in 2000 to accommodate the construction of the public parking garage at Dulles International. This building was formally referred to as the Vastera Office Building.

VIOLATION ENFORCEMENT SYSTEM (VES) — The collective equipment and procedures that record the occurrence of a violation transaction and vehicle information, and generate the violation notice or citation process.

VIOLATION FEE COLLECTIONS — A fee collected from the motorist or registered owner of the vehicle resulting from a motorist's failure to pay the proper toll for use of the Toll Road.

VIOLATION PROCESSING — The composite set of procedures, equipment and operations used to determine the occurrence of a toll violation resulting from a motorist's failure to pay the proper toll for the vehicle classification, and notifying and collecting the sums due from the motorist or registered owner of the vehicle of the violation.

VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) — A department of the Commonwealth of Virginia.

WASHINGTON FLYER MAGAZINE — The Airports Authority publishes bimonthly the Washington Flyer Magazine, which is distributed without charge at the Airports. The purpose of the magazine is to provide helpful information to the users of the Airports and to promote and market the use of the Airports to the frequent traveler in and out of the Washington Metropolitan Area. The Washington Flyer Magazine has become one of the Airports Authority's primary marketing, communications, and public relations tools, reaching more than 180,000 readers each issue.

WRAP-UP INSURANCE — Traditionally, contractors purchase insurance coverage which is included in their bids. The wrap-up insurance approach removes the obligation for purchasing insurance from the individual contractors. The Airports Authority, using the wrap-up insurance approach, is purchasing the insurance for the CCP in one package.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) — An authority created in 1967 by an Interstate Compact to plan, develop, build, finance and operate a balanced regional transportation system in the National Capital area. Construction of the Metrorail system began in 1969. Four area bus systems were acquired in 1973. The first phase of Metrorail began operation in 1976. The final leg of the original 103-mile rail network was completed in early 2001. Today, there are 86 Metro stations in service within a 106.3 mile network.

WIEHLE AVENUE EXTENSION (Phase 1) — The Dulles Metrorail Corridor Project that will extend the MetroRail from the vicinity of West Falls Church Station on the Orange Line to a terminus at

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the Dulles Toll Road / Wiehle Avenue intersection. This will be a temporary terminus until Phase 2 extends the project to its ultimate limits.

WMATA AGREEMENT — An agreement made in 2007 between the Airports Authority and the WMATA for WMATA's oversight services during the term of the Design Build Contract, the provision of rail cars for the Dulles Corridor Metrorail Project, the transfer of the Dulles Corridor Metrorail Project and for other services.

WMATA LATENT DEFECTS RESERVE — As defined and in accordance with the WMATA Agreement, those costs associated with the Metrorail Capital Project and Latent Defects.

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