



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY



Washington Dulles International Airport --
Late 1970s

2012 BUDGET



Washington Dulles International Airport

50th Anniversary



2012 BUDGET



Washington Dulles International Airport

50th Anniversary



The opening of Dulles International 50 years ago promised to lift us into the jet age. On November 17, 1962, a modernist Airport, designed by Architect Saarinen, would take flight, known today as Washington Dulles International Airport (Dulles International). Dulles International was named for John Foster Dulles, former President Eisenhower's Secretary of State. Dulles International was going to transform Washington into an international gateway. In 1987, former President Ronald Reagan signed a bill transferring administration of Dulles International to the Metropolitan Washington Airports Authority.

The Washington Magazine, December 2011 Issue

RESOLUTION NO. 11-36

Adopting the 2012 Budget

WHEREAS, The Finance Committee held a September 20 session, at which it provided direction to the staff regarding major challenges that the 2012 Budget would need to address;

WHEREAS, The Finance Committee considered an initial draft, prepared by the staff, of the proposed 2012 Budget at its October 19 meeting;

WHEREAS, The Finance Committee considered a draft, prepared by the staff, of the proposed 2012 Budget at its November 16 meeting and recommended its approval to the Board;

WHEREAS, To benefit the airlines serving Dulles International by reducing the level of debt service included in the 2012 airline rates and charges, the 2012 Aviation Enterprise Fund Budget incorporates the prior restructuring of the Passenger Facility Charges Program to pay \$40.0 million of debt service attributable to the AeroTrain; and

WHEREAS, The 2012 Budget presents a reasonable level of expenditures, to be made or accrued in 2012, (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 2012 and other funds to cover these expenditures; now, therefore, be it

RESOLVED, That the 2012 Budget, as presented at this meeting, is hereby adopted;

2. That the following sums, totaling \$992,781,000, are hereby authorized to be expended from the Aviation Enterprise Fund in 2012 for the operation, mainten-

ance, care, improvement and protection of Ronald Reagan Washington National and Washington Dulles International Airports:

- (a) \$653,659,000 for the Aviation Operation and Maintenance Program, including \$321,317,000 of this total for debt service;
- (b) \$64,410,000 for the Aviation Capital, Operating and Maintenance Investment Program; and
- (c) \$274,712,000 for the Aviation Capital Construction Program;

3. That the following sums, totaling \$972,523,000, are hereby authorized to be expended from the Dulles Corridor Enterprise Fund in 2012 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) \$79,077,000 for the Dulles Corridor Operation and Maintenance Program, including \$50,079,000 of this total for debt service;
- (b) \$10,390,000 for the Dulles Corridor Renewal and Replacement Program;
- (c) \$859,238,000 for the Dulles Corridor Capital Improvement Program, consisting of \$45,738,000 for Corridor Improvements and \$813,500,000 for the Dulles Rail Project; and
- (d) \$23,818,000 to be transferred to reserve accounts within the Dulles Corridor Enterprise Fund, as identified in the 2012 Budget;

4. That any revenue received or accrued by the Dulles Corridor Enterprise in 2012 that at the conclusion of 2012 has not been expended, obligated or transferred to a reserve account pursuant to this Resolution, or to a reserve fund or account under the Master Indenture of Trust Securing Dulles Toll Road Revenue Bonds dated as of August 1, 2009, shall be transferred to the Dulles Corridor Capital Improvement Reserve;

5. That the President and Chief Executive Officer is hereby authorized to modify or adjust expenditures within each of the six Programs identified in this Resolution, so long as the total expenditures within any such Program in 2012 do not exceed the level authorized herein ; that any such 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:

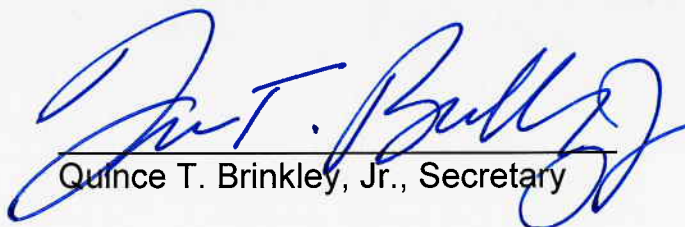
- (a) Aviation Operation and Maintenance (\$250,000);
- (b) Aviation Capital, Operating and Maintenance Investment Program (\$500,000 or any new project, regardless of dollar amount);
- (c) Aviation Capital Construction Program (\$500,000 or any new project, regardless of dollar amount);
- (d) Dulles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

6. That the new and expanded projects identified in the 2012 Budget in the amount of (i) \$42,580,500 within the Aviation Capital Operating and Maintenance Investment Program, (ii) \$78,274,000 within the Aviation Capital Construction Program, (iii) \$6,190,000 within the Dulles Corridor Renewal and Replacement Program, and (iv) \$4,875,000 within the Dulles Corridor Capital Improvement Program pertaining to the Dulles Toll Road, are hereby approved, and hereafter shall be considered a part of their respective approved programs.

RECORDED VOTE:

Members Present	<u>12</u>
Members in Favor	<u>12</u>
Members Against	<u>0</u>
Members Abstaining	<u>0</u>

Adopted December 7, 2011


Quince T. Brinkley, Jr., Secretary



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

2012 BUDGET

JANUARY 1 - DECEMBER 31, 2012

BOARD OF DIRECTORS

as of December 1, 2011

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GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
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**Metropolitan Washington Airports Authority
District of Columbia**

For the Fiscal Year Beginning

January 1, 2011

Linda C. Danison Jeffrey R. Egan

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, 2011.

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.

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December 1, 2011

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

Dear Mr. Snelling:

The recommended 2012 Budget for the Metropolitan Washington Airports Authority (Airports Authority) for the period January 1 through December 31, 2012, is herewith presented to the Board of Directors (Board). The 2012 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 (Project) and the operations, maintenance, and improvements of the Dulles Toll Road (Toll Road) and the Dulles Corridor.

The 2012 Budget for the Aviation Enterprise Fund represents the Airports Authority's program for operating Ronald Reagan Washington National Airport (Reagan National) and Washington Dulles International Airport (Dulles International) in a safe and secure manner, to maintain and improve our airport infrastructure, and to maintain our customer service standards while still minimizing the increase to airline rates and charges.

The 2012 Budget for the Aviation Enterprise Fund includes the operations of the Airports, Consolidated Functions, and Public Safety. The 2012 Budget was prepared after review of airline activity levels, concession revenue forecasts, the impact of increases in operating expenses on landing fees and rental rates, airline cost per enplanement, the airport consultant report assumptions, current program functions requirements and the impact of new programs, safety and security protocols, the annual Business Plan, and the economic outlook of the region and the airline industry.

The 2012 Budget for the Dulles Corridor Enterprise Fund includes the Dulles Toll Road operations, 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 Tysons Corner to Wiehle Avenue on the eastern edge of Reston. All five of the Phase 1 stations are under construction; four in Tysons Corner and the Wiehle Avenue Station. Phase 1 of the Dulles Corridor Metrorail Project is expected to be substantially completed in 2013 for the Washington Metropolitan Area Transit Authority (WMATA) to begin acceptance testing.

Preliminary engineering continues on Phase 2 which includes six stations from Wiehle Avenue to Dulles International and continuing to Ashburn. When that work is done, the Airports Authority will solicit design/build proposals for Phase 2. The Metropolitan Washington Airports Authority Board has approved a resolution ratifying a Memorandum of Agreement that will ensure the continuation of the Dulles Rail extension to Loudoun County. The Memorandum of Agreement is a multi-party agreement that outlines federal, Commonwealth of Virginia, and Loudoun and Fairfax Counties' fiscal responsibilities. The current budget recommendation for Phase 2 of the Metrorail Project, including contingency, is \$3.2 billion. Approximately \$400 million is included for project elements that may be developed by Loudoun and Fairfax Counties. Future budget adjustment may be necessary to further align the budget to reflect the impact of actual final bids as well as a final determination of project elements to be developed by Loudoun and Fairfax Counties. The previously approved budget authorization for Phase 2 of the Metrorail Project was \$3.831 billion.

The Dulles Toll Road and Dulles Corridor Metrorail Project is fully integrated into the Airports Authority's operations, and our stakeholders include not only airport customers, but also customers of the Dulles Toll Road and our Metrorail funding partners.

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 2012 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 2012 Budget operating expenses, excluding debt service are projected at \$332.3 million, 2.0 percent over the 2011 Budget. *This is net of a reduction of \$8.2 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 2012 new program authorization for the COMIP is projected at \$42.6 million.

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 2012 new program authorization for the CCP is projected at \$78.3 million.

2012 Aviation Planning Assumptions

Airline Activity

The 2012 U.S. economic outlook shows only modest growth which is largely reflective of continued high unemployment, a global debt crisis, 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. Although their earnings are down from 2010, overall the U.S. airlines industry continues to stay profitable in 2011, despite major fuel increases.

Enplanements and Landed Weights

Table 1-1	Actual 2010	Budget 2011	Projection* 2012	Percent Change 2012 Projection vs. 2011 Budget
<i>Reagan National</i>				
Enplanements	9,042,000	9,147,000	9,655,000	5.6%
Landed Weights	12,095,000	12,490,000	12,906,000	3.3%
<i>Dulles International</i>				
Total Enplanements	11,886,000	12,054,000	11,815,000	-2.0%
Domestic	8,977,000	8,880,000	8,385,000	-5.6%
International	2,909,000	3,174,000	3,430,000	8.1%
Landed Weights	18,906,000	19,711,000	19,791,000	0.4%

* Enplanement and Landed Weights' projections are from the 2011 Report of the Airport Consultant (ROAC). Landed Weights include Signatory, Non-Signatory and General Aviation.

Enplanements are projected to increase 5.6 percent at Reagan National over 2011 budgeted enplanements. Actual 2011 enplanements at Reagan National are expected to be at a historical high. Dulles International's domestic enplanements are projected to decrease 5.6 percent in 2012 below the 2011 Budget, while international enplanements are projected to increase 8.1 percent over the 2011 Budget. The combined domestic and international enplanement projections at Dulles International are a 2.0 percent decrease below 2011 budgeted enplanements.

The U.S. Department of Transportation (DOT) has approved a "slot swap" between US Airways and Delta Airlines that will result in Delta transferring 42 pairs of its slots to US Airways at Reagan National. DOT conditioned the transfer on the carriers

divesting eight slot pairs at Reagan National to carriers currently holding less than 5 percent of Reagan National slots through a blind auction. Following the auction, additional Low Cost Carrier (LCC) service could arrive at Reagan National which would lead to greater passenger enplanements beginning sometime in early 2012.

A strategic initiative is to provide competitive rates and charges. The 2012 Budget was developed to minimize, where possible, increases in 2012 Airline Rates and Charges over those of 2011.

2012 Aviation Enterprise Fund Program Budget Highlights

Operating Revenues

Comparison Revenues

Table 1-2	Budget 2011	Budget 2012	Dollar Change	Percent Change
Reagan National	\$233,776,000	\$227,150,000	\$ (6,626,000)	-2.8%
Dulles International	459,847,000	500,606,000	40,759,000	8.9%
Total	\$693,623,000	\$727,756,000	\$ 34,133,000	4.9%

Airline terminal rentals, landing fees, and passenger fees are generated on a cost recovery basis. Total operating revenue, including transfers for 2012, is forecasted at \$727.8 million. Based on current estimates, airline revenues are expected to increase approximately 4.9 percent over the 2011 Budget. Concession revenue is projected to decrease 3.4 percent below the 2011 Budget primarily due to the revised rental car contracts at Reagan National.

Airline Cost and Net Remaining Revenue

Total Net Remaining Revenue (NRR) is estimated at \$117.4 million in 2011 and budgeted at \$92.8 million in 2012. 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 2012 operating revenue is estimated at \$75.5 million and the Airports Authority's share is \$41.9 million. A portion of the Airports Authority's 2012 share of NRR will be used to fund the 2013 COMIP.

Funding of Debt Service AeroTrain Costs

The 2012 debt service for the AeroTrain is estimated at \$100 million, and the 2012 Budget assumes \$40 million of this debt is funded with PFC revenue.

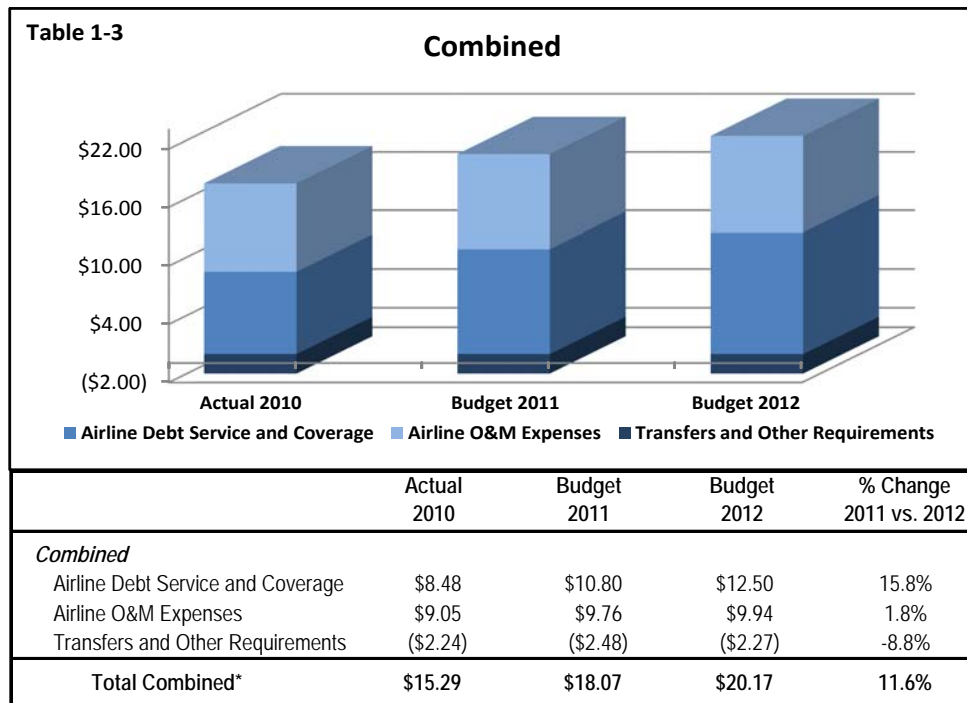
The restructured PFCs program permits a portion of 2012 debt service for the AeroTrain to be paid with PFCs. The details of the restructuring were in the approved November 2008 paper, *PFC Restructuring, Recommendation to Approve Amending the Passenger Facility Charge Applications for the AeroTrain and the International Arrivals Building*. The 2010 Budget used \$82 million of PFCs for debt service. The 2011 Budget

used \$60 million for debt service. The Report of the Airport Consultant for the Series 2011C&D Bonds assumed the allocation of \$40 million of PFCs for the AeroTrain debt. Likewise, the 2012 Budget proposes to use \$40 million of available PFCs for debt service for the AeroTrain.

Cost Per Enplanement Comparison by Year

The airline cost per enplanement based on the current airline rates and charges calculation is \$12.17 at Reagan National and \$26.74 at Dulles International in 2012. At Reagan National the lower cost per enplanement is reflective of the increase in enplanements. In 2012, at Dulles International, domestic traffic is projected to be slightly down and international traffic is projected to be slightly higher. The use of PFCs to offset debt service has mitigated increases in cost per enplanement at Dulles International. This chart compares combined signatory airline cost per enplanement for debt service and debt service coverage; airline O&M expenses; and airline transfers and other requirements. The 2012 Budget assumes an 11.6 percent increase in the signatory combined airline cost per enplanement.

Signatory Combined Airport Airline Cost Per Enplanement Comparison



* Totals may not add due to rounding.

Aviation Operation and Maintenance Program

Cost Allocation

The 2012 Aviation Budget includes a reduction of \$8.2 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 \$8.2 million, \$5.1 million is budgeted to be allocated to the Dulles Toll Road. The remaining \$3.1 million is budgeted to be allocated as administrative overhead to the Dulles Rail Project.

Cost Allocation

Table 1-4	Budget 2012
Aviation Prior to Cost Allocation	\$ 340,534,000
Cost Allocation - Road	(5,117,000)
Cost Allocation - Rail (Phases 1 and 2)	(3,076,000)
Total Aviation	\$ 332,341,000

The total operating expenses including debt service are projected at \$653.7 million, which is a 6.0 percent increase over 2011. The 2012 operating expenses, excluding debt service, are projected at \$332.3 million; this is a 2.0 percent increase over the 2011 Budget. Total gross debt service is \$361.3 million. Of this debt service amount, \$100 million is for the AeroTrain, and \$40 million will be funded through PFCs. Accordingly, net debt service is \$321.3 million.

Comparison Expenses with Cost Allocation Applied

Table 1-5	Budget 2011	Budget 2012	Dollar Change	Percent Change
Consolidated Functions	\$ 91,532,000	\$90,968,000	\$ (564,000)	-0.6%
Reagan National	75,151,000	77,644,000	2,493,000	3.3%
Dulles International	159,023,000	163,729,000	4,706,000	3.0%
Total Operating Expenses	\$325,706,000	\$ 332,341,000	\$ 6,635,000	2.0%
Debt Service	\$351,035,000	\$ 361,317,000	\$ 10,282,000	2.9%
Less: PFC Commitment	60,000,000	40,000,000	(20,000,000)	-33.3%
Total Annual Debt Service	\$291,035,000	\$ 321,317,000	\$ 30,282,000	10.4%
Total	\$616,741,000	\$ 653,658,000	\$ 36,917,000	6.0%

Personnel Expenses

The 2012 Budget includes a total of \$2.5 million for incumbent staff compensation increases through the Performance Management Partnership (PMP) program for the performance period January 1 through December 31, 2011, reflecting an average increase of 2.5 percent to the overall personnel compensation. This recommendation is based on survey results from local public sector government and national private industry employers. Salary increases for employees in 2012 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. In 2012, staff will be reviewing parameters of the PMP program and make improvements to the employee performance plan. Budgeted personnel expenses reflect actual staffing projections.

The Airports Authority's 2012 cost for health insurance reflects annualization of costs associated with additional employees with no significant changes to plan coverage. Employee premium levels for health insurance coverage for 2012 remains unchanged. Funding of the Government Accounting Standards Board (GASB) Statements No. 43 and No. 45 in 2012 for post retirement health and life insurance liabilities decreased by \$487.1 thousand based on the current actuarial estimate.

Staffing is proposed to increase by 6 positions. Detailed position descriptions are included in the Airports Authority staffing tab of the 2012 Budget.

New Positions

Table 1-6	Total Positions 2012
<u>Consolidated Functions</u>	
Office of Finance	
Financial Accountants	2
Office of Audit	
Audit Manager	1
Audit Technician	1
Office of Business Administration	
Assistant Manager Procurement	1
Total Consolidated Functions	5
<u>Dulles International Airport</u>	
Heavy Equipment Mechanic	1
Total Dulles International Airport	1
Total Aviation Enterprise	6

Other Costs

Enterprise Resource Program (ERP)

The Oracle ERP system went live in summer 2011. 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 and in 2010, increased authorized expenditures by \$11.5 million to \$50.7 million. An additional \$4 million in expenditures is being requested to address system architecture and post-implementation operation

support issues. Additionally, the O&M includes the cost for annual Oracle software licenses.

Financial Policies and Procedures

The implementation of the new Oracle ERP System necessitates an update to financial policies and procedures. A comprehensive update of the financial policies and procedures of the Accounting, Budget, and Treasury Departments has not occurred for a number of years pending ERP implementation. The O&M program includes \$250 thousand for this effort.

Claims Reserve Account

The Airports Authority's risk management program includes a portion for self insurance, including a claims account. An additional \$750 thousand is included in the COMIP program as a reserve fund for extraordinary claims.

Sister Airport Program

In 2011, the Airports Authority entered into a sister-airport agreement with Vienna Airport Corporation. The Sister Airport Program is managed by existing personnel including one full-time permanent employee and a part-time administrative assistant. Excluding personnel costs, the 2012 Budget includes \$20 thousand for activities related to the Sister Airport Program.

Student Programs

The 2011 Budget included \$1.5 million for the student employment program. The 2012 Budget includes \$1.0 million reflecting a decrease of \$500 thousand.

Community Program

The 2011 Budget included \$163 thousand for community related events including local chambers, charities, and schools. The 2012 Budget reduces this level by \$30 thousand to \$133 thousand.

Dulles East Building

Effective November 1, 2011, the Airports Authority gained ownership and control of the Dulles East Office Building at Dulles International. This building site was leased to a developer under a 40-year, long-term land lease agreement executed prior to the Airports Authority's transfer from the Federal government. The building is currently 82.8 percent leased and is expected to show a net profit of \$998 thousand.

All Other Highlights

Maintenance of facilities, including the airport 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 2012 Budget.

Electricity costs are based on continued participation in an electric cooperative. A total of \$4.2 million has been added in the services categories. Of this, \$1.4 million is for additional custodial costs for Dulles International. Other items include: information technology, financial policies and maintenance contractors. Operating insurance and risk management costs are estimated to remain at the 2011 levels.

The 2012 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.

Airports Authority's Metrorail Contribution for Non-PFC Eligible Costs

The Airports Authority has agreed to contribute 4.1 percent of costs of the Metrorail Project – Phase 1 and 2. PFCs have been targeted as the source of the Airports Authority's contribution to the Metrorail Project. However, should PFC eligibility requirements prohibit PFCs from being used to cover the full amount; \$5 million is programmed in the COMIP budget as an initial installment for any non-PFC eligible cost. Additional installments will be recommended in future budgets as deemed necessary to meet the Airports Authority's commitment.

Net changes to the 2012 O&M Budget have been minimized. We will continue to identify opportunities for increasing operating efficiencies.

2012 Capital, Operating and Maintenance and Investment Program Budget Highlights

The 2012 Budget includes \$42.6 million for new authorization of COMIP. New COMIP authorization for projects at Consolidated Functions is \$6.7 million, at Reagan National is \$11.9 million, and at Dulles International is \$23.9 million. Of the \$42.6 million, \$29.3 million will be funded from the Airports Authority's 2011 share of NRR and \$13 million will be funded through reprogramming available COMIP funds no longer needed for previously authorized projects. These reprogrammings include \$5.4 million originally budgeted to fund initial planning activity related to the Dulles Toll Road transfer and assumption of the construction of rail to Dulles and \$7.6 million for initial costs for the AeroTrain.

The COMIP program includes replacement of twelve passenger parking shuttle buses among both Airports. The COMIP funds \$1.5 million in snow removal reserve for both Airports in the event of extraordinary snow events. Snow events on the Toll Road are eligible for Federal Emergency Management Agency (FEMA) reimbursement; however, aviation snow expenses are not.

2012 COMIP New Authorization – CF and Reagan National

Table 1-7(a)	New Authorization
<u>Consolidated Functions</u>	
Equipment (4 Copiers)	\$ 95,000
Document Management Support	200,000
Pitney Bowes Mail Machine	35,000
Consultant Support for Use and Lease Agreement	250,000
Claim Reserve Account	750,000
Public Safety Fire Vehicles (3)	135,000
Public Safety Police Vehicles (6)	200,000
Public Safety Police Vehicles K9	30,000
Authority's MetroRail Contribution for Non-PFC Eligible Costs	5,000,000
Total Consolidated Functions	\$ 6,695,000
<u>Ronald Reagan Washington National Airport</u>	
Storm Drain Replacement (South Area)	\$ 700,000
Airfield Pavement	500,000
Public Safety Communication Center (PSCC) Supplemental HVAC	150,000
Dedicated Fire System/Domestic Water - Williams Hydrant	40,000
Security Camera Digital Video Recorder Replacement	200,000
Electrical Coordination Study	100,000
Cooling for Terminal B/C Electrical Substations	450,000
Replace Old Street Light Poles	150,000
Garage C Elevator Rehabilitation	300,000
Garage A Elevator Rehabilitation	350,000
Terminal A Restroom Renovations	900,000
Outbound Baggage Handling System Refurbishment	200,000
Hangar 4 Roof Replacement	600,000
South Hangar Line Exterior Painting	500,000
Terminal B/C Corrosion Prevention	100,000
Environmental and Building Code Compliance	417,000
Safety Management Systems (SMS)	150,000
Replace Servers	250,000
Garage Seal Coat	125,000
Exterior Electric Shop HVAC	100,000
Planning & Programming Studies	500,000
Flight Kitchen Fire Alarm Panel Replacement	150,000
Upgrade Local Area Network (LAN) Backbone	175,000
Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA	35,000
Radio Local Area Network (RLAN) Switch Replacement Program	125,000
Recycling Containers	100,000
Compliance with New FCC Mandatory Narrowband Radio Requirements	100,000
Telecommunications Battery Back Up Replacement	115,000
Radio System UPS Replacement Program	60,000
Supplemental Radiation System (SRS) Major Component Replacement Program	65,000
Snow Removal Program	500,000
2012 DCA Equipment	1,320,000
Mobile Command Post Vehicle (split between DCA and IAD)	400,000
Public Safety Police Vehicles (2)	60,000
Passenger Shuttle Buses (4)	1,600,000
Talking Bus Equipment Replacement	80,000
Truck, One-ton pickup, 4-wheel drive, (Diesel)	57,500
Minivan	35,000
Truck, 3/4-ton pickup, 4-wheel drive, (Diesel) (2)	80,000
Curbside Signage for Taxi Dispatch Operation - Taxi Operations	100,000
Total Ronald Reagan Washington National Airport	\$ 11,939,500

2012 COMIP New Authorization – Dulles International

Table 1-7(b)	New Authorization
<u>Washington Dulles International Airport</u>	
Airfield, Pavement Maintenance and Joint Sealing	\$ 2,500,000
Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase V	800,000
Dedicated Fire System/Domestic Water - Williams Hydrant	75,000
Elevators, Escalators and Moving Walks Rehabilitation	190,000
Landside Roadway Rehabilitation	600,000
Expansion Joint & Terrazzo Replacement on Main Terminal, Ticketing Level	860,000
Plane-Mate Lift Controller System Upgrade Phase II	265,000
New Facility Startup and Fitout	500,000
Dulles East Building Rehabilitation Ph. I	350,000
Guardrail Maintenance and Rehabilitation, Dulles Airport Access Highway (DAAH)	450,000
Terrazzo Replacement - Landside Walkback Tunnel	730,000
Replace Servers	250,000
Reroof Buildings	250,000
Carpet Replacement	310,000
Airline Space Relocation	400,000
JP Morgan Chase Building (HVAC System Connection to Energy Mgmt. Control System (EMCS)	350,000
HVAC Improvements (Shop 1 and Vehicle Body Shop)	750,000
Safety Management Systems (SMS) Plan	150,000
Environmental and Building Compliance Program	1,015,000
AeroTrain Safety and Security Oversight	100,000
Glycol Runoff Enhancements	975,000
Planning & Programming Studies	500,000
Arts Program	175,000
Roof Top Unit (RTU) Replacement Program	250,000
Security Improvements Access Control (Istar and Biometrics)	350,000
Live Fire Training Facility Enhancements- Pavillion	10,000
Zone Signs - Greenway Ramp E	675,000
Culvert Replacement on Vortac Lane	450,000
Radio Local Area Network (RLAN) Switch Replacement Program	125,000
Upgrade Local Area Network (LAN) Backbone	175,000
Improvements to the Supplemental Radiating Systems (SRS)	75,000
Fire Station 302 Floor Covering Replacement	50,000
Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA	35,000
Compliance with New FCC Mandatory Narrowband Radio Requirements	100,000
Telecommunications Battery Back Up Replacement	115,000
Concourse C/D HVAC Building Automation System (BAS) Network	300,000
Radio System UPS Replacement Program	60,000
Supplemental Radiation System (SRS) Major Component Replacement Program	65,000
Public Parking Operations Enhancements	410,000
Passenger Shuttle Buses (8)	3,195,000
Parking Hourly Lot Exit Business Trailer Replacement	300,000
Snow Removal Program	1,000,000
2012 IAD Equipment and Projects	2,000,000
Mobile Command Post Vehicle (split between DCA and IAD)	400,000
Medic Unit 303	260,000
Public Safety ARFF Foam Unit	900,000
Public Safety Police Vehicle (1)	30,000
Flooring - Fire Station 302	71,000
Total Washington Dulles International Airport	\$ 23,946,000
Total Metropolitan Washington Airports Authority	\$ 42,580,500

Capital Construction Program

The 2012 Budget includes authorization of \$78.3 million for new projects and additional funding for existing projects in the CCP. CCP expenditures for 2012 for both new program authorization and prior year projects are estimated at \$274.7 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 \$35.8 million. The CCP new program authorization at Dulles International is \$42.5 million. Of particular note are immediate improvements to Reagan National Terminal B/C apron level holdrooms and the Terminal A rehabilitation including a new loading bridge, upgrades to the outbound and inbound baggage facilities and other miscellaneous property expenses incurred to implement any approved slot reallocations. Significant improvements to the Airport's Runway 15-33 and runway safety areas are also planned. At Dulles International, the 2012 Budget includes \$11.6 million for the replacement of the generator for the hot water distribution, \$8.9 million for taxiway improvement to support the United maintenance hangar facility, \$4.7 million for preservation of the historic air traffic control tower and \$8.7 million for a maintenance equipment storage facility and \$1.5 million to initiate environment reviews for the western area lands.

2012 CCP New Authorization

Table 1-8	New Authorization
<i>Ronald Reagan Washington National Airport</i>	
Terminal B/C Improvements	\$ 8,090,000
River Rescue Facility - North Boat House	1,800,000
Terminal A Building Rehabilitation	16,071,000
Runway 15-33 and 4-22 RSA Improvements	4,500,000
Power Distribution Upgrades - Phase 2	3,350,000
Other Planning and Programming	2,000,000
Total Ronald Reagan Washington National Airport	\$ 35,811,000
<i>Washington Dulles International Airport</i>	
Proposed Taxiways Improvements (Hangar Facility)	\$ 8,900,000
Environmental Assessment for Western Airport Support Zone and General Aviation	1,500,000
Airfield Pavement Panel Replacement	1,890,000
Domestic Water Distribution System Integration	750,000
Public Parking Revenue Control System (PRCS) Replacement	1,000,000
Historical AT CT Exterior Preservation Phase 1B	4,650,000
Maintenance Equipment Storage Building	8,650,000
High Temperature Hot Water Generator Replacement	11,625,000
Special Systems	1,498,000
Other Planning and Programming	2,000,000
Total Washington Dulles International Airport	\$ 42,463,000
Total Metropolitan Washington Airports Authority	\$ 78,274,000

DULLES CORRIDOR ENTERPRISE FUND

The 2012 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. The total 2012 operating revenue is \$107.8 million. This is an increase of 10.2 percent over 2011. The 2012 operating expenses estimate, excluding debt service requirements and other reserve contributions, is \$28.7 million. This is an increase of 3.2 percent over 2011.

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 2012 new program authorization is \$6.2 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 2012 new program authorization is \$4.9 million.

Operation and Maintenance Program

The DCE Fund estimated operating revenues are \$107.8 million and estimated operating expenses of the O&M Program are \$28.7 million. The 2012 electronic toll collection and cash toll revenue estimate is based on the 2009 Comprehensive Traffic and Revenue Study for the Dulles Toll Road which was updated in April 2010. A new traffic and revenue study has been initiated and will not be completed until after the 2012 Budget is scheduled to be approved by the Board. The 2012 revenue estimate assumes a toll increase of \$0.25 at the mainline plaza, effective January 1, 2012, which was approved by the Board in 2009. The non-operating expenses category includes \$6.2 million additional authorization for Renewal and Replacement Program expenses. Debt Service is budgeted at \$50.1 million. There is \$23.8 million budgeted in contributions to the Dulles Corridor Capital Improvements Reserve.

2012 Dulles Corridor Operating Revenues and Interest Income

Table 1-9	BUDGET 2011	BUDGET 2012	Dollar Change	Percent Change
Electronic Toll Collection	\$ 67,990,000	\$ 74,973,000	\$ 6,983,000	10.3%
Cash Toll Revenue	29,138,000	32,131,000	2,993,000	10.3%
Violations Fee Collection	719,000	719,000	-	0.0%
Total Operating Revenues	\$ 97,847,000	\$107,823,000	\$ 9,976,000	10.2%
Interest Income	\$ 3,655,000	\$ 1,010,000	\$(2,645,000)	-72.4%

2012 Dulles Corridor Operation and Maintenance Program

Table 1-10	BUDGET 2011	BUDGET 2012	Dollar Change	Percent Change
Operating Expenses	\$ 27,843,000	\$ 28,746,000	\$ 903,000	3.2%
Debt Service	51,142,000	50,079,000	(1,063,000)	-2.1%
Total O&M Program	\$ 78,985,000	\$ 78,825,000	\$ (160,000)	-0.2%

Dulles Toll Road Renewal and Replacement Program

The 2012 Renewal and Replacement Program expenditures include \$10.6 million for various projects including a study of toll plaza modifications, security systems, bridge maintenance, signage upgrade study, and sound wall repairs. The 2012 estimate for new program authorization is \$6.2 million.

Renewal and Replacement Program

Table 1-11	New Authorization
<i>Renewal and Replacement Program</i>	
Bridges, Structures and Canopy Repairs	\$ 500,000
Erosion Repairs	200,000
Joint Replacement and Repair	100,000
Federal Highways Bridge Inspection	100,000
Repair of Sound Walls	200,000
Dulles Toll Road Mainlane Pavement Repairs	500,000
Roadway Sign Replacement and Rehabilitation	200,000
Street/Plaza Lighting Rehabilitation	170,000
Sign Lighting	115,000
Bridge/Structural Management System Program	130,000
Other Planning and Programming	75,000
Electrical	500,000
Code Compliance - Electrical Room	300,000
HVAC	300,000
Utility Survey and Rehabilitation	250,000
Replacement Cameras	50,000
Claim Reserve	1,300,000
Emergency Snow	1,200,000
Total Dulles Corridor Renewal and Replacement Program	\$ 6,190,000

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 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 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.

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 is the procurement of an additional 64 rail cars.

The Metropolitan Washington Airports Authority Board has approved a resolution ratifying a Memorandum of Agreement that will ensure the continuation of the Dulles Rail extension to Loudoun County. The Memorandum of Agreement is a multi-party agreement that outlines federal, Commonwealth of Virginia, and Loudoun and Fairfax Counties' fiscal responsibilities. The current budget recommendation for Phase 2 of the Metrorail Project, including contingency, is \$3.2 billion. Approximately \$400 million is included for project elements that may be developed by Loudoun and Fairfax Counties. Future budget adjustment may be necessary to further align the budget to reflect the impact of actual final bids as well as a final determination of project elements to be developed by Loudoun and Fairfax Counties. The previously approved budget authorization for Phase 2 of the Metrorail Project was \$3.831 billion.

Capital Improvement Program

Table 1-12 New
Authorization

Dulles Corridor Enterprise - Capital Improvement Program

Dulles Corridor Improvements (other than Rail)

Main Plaza Revenue Collection Tunnel Rehabilitation	\$ 4,625,000
DTR Admin Bldg. Fire System	250,000
Total Dulles Toll Road	\$ 4,875,000
Total Dulles Corridor Enterprise	\$ 4,875,000

Other Dulles Corridor Capital Improvements

The new authorization for capital improvements related to the Dulles Corridor Toll Road is \$4.9 million.

SUMMARY

The choices the Airports Authority has made over the last several years, including prudent management of our operating expenses, have made it possible to weather the past years’ economic downturn and maintain our financial strength. 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. Management continues to believe in the strategic importance of air service to the Washington region and is cautiously optimistic about the aviation industry in 2012.

The Airports Authority’s commitment to building rail to Dulles International and into Loudoun County will assure greater public access and enhance the future competitiveness of Dulles International.

This proposed budget presents a realistic approach to funding the operating and capital requirements necessary to support the activity and the needs of the Airports Authority. Management is focusing efforts on developing opportunities to maximize our non-airline revenue including advertising, cargo, and in-fill site development for the western land areas at Dulles International. 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.

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.

Mr. Charles D. Snelling

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

Sincerely,

John E. Potter
President and Chief Executive Officer





BUDGET FOR AVIATION AND DULLES CORRIDOR ENTERPRISE FUNDS

Budget Programs

Table 2-1	New Authorization
Aviation Operation and Maintenance Program, including Debt Service	\$653,659,000
Aviation Capital, Operating and Maintenance Investment Program	42,580,500
Aviation Capital Construction Program	78,274,000
Total Aviation Enterprise Fund	\$ 774,513,500
Dulles Corridor Operation and Maintenance Program, including Reserves and Debt Service	\$ 102,643,000
Dulles Corridor Renewal and Replacement Program	6,190,000
Dulles Corridor Capital Improvement Program	4,875,000
Total Dulles Corridor Enterprise Fund	\$ 113,708,000
Total New Program Authority	\$ 888,221,500

FUNDING SOURCES	
Operating Accounts	\$ 653,659,000
Net Remaining Revenue and Previously Authorized Projects	42,580,500
Bonds/Grants/PFCs	78,274,000
Total Aviation Enterprise Fund	\$ 774,513,500
Toll Road Revenue	\$ 107,823,000
Bonds/Grants	5,885,000
Total Dulles Corridor Enterprise Fund	\$ 113,708,000
Total Funding Sources	\$ 888,221,500

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

Cost Allocation

The 2012 Aviation Budget includes a reduction of \$8.2 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 \$8.2 million, \$5.1 million will be allocated to the Dulles Toll Road. The remaining \$3.1 million will be allocated as administrative overhead to the Dulles Rail Project.

Table 2-2	Budget 2012
Aviation Prior to Cost Allocation	\$ 340,534,000
Cost Allocation - Road	(5,117,000)
Cost Allocation - Rail (Phases 1 and 2)	(3,076,000)
Total Aviation	\$ 332,341,000

- **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.

2012 BUDGET

Metropolitan Washington Airports Authority



- **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.
- **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

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

2012 BUDGET

Metropolitan Washington Airports Authority



Objectives

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

Business Plan

The Business Plan identifies for the Board a set of specific objectives for the Airports Authority to accomplish annually. Those objectives are then turned into work plans for the individual Airports Authority offices to complete. 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.





BUDGET PREPARATION, REPORTING & AMENDMENT PROCESS

Budget Overview

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

2012 BUDGET

Metropolitan Washington Airports Authority



- Each Vice President prepares quarterly budget plans which are submitted to the Finance Office for review.
- COMIP, CCP, R&R and CIP
- 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.

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 2012

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

January

2012 Fiscal Year Begins
2011 Budget Year-End Close
2012 Financial Plan sent to Offices

February/March

Evaluation of 2011 Budget Performance

April/May

Request to Offices for 2012-2016 O&M Program Planning Process
2011 Airline Rates and Charges Settlement
2012 First Quarter Review prepared by Offices
2012 Budget Policy Guidelines prepared

June

2012-2016 O&M Program Planning Process responses prepared by Offices
Preliminary 2012 Activity Level Forecast developed
2013 Budget Preparation Handbook distributed to Offices

July/August

2012 Second Quarter Review prepared by Offices
Responses received from 2013 Budget Estimates

September

Board of Directors 2013 Budget work session
Analysis of Preliminary 2013 budgets prepared
President confers with Offices on 2013 Budget Submissions
Airline Committee 2013 Budget Briefing
2013 Activity Level Forecasts finalized
President's 2013 Budget recommendations to Office of Finance

October

2012 Third Quarter Review prepared by Offices
2013 Draft Budget submitted to Finance Committee for review
Office of Finance prepares the President's recommended 2013 Budget

November

Preliminary 2013 Airline Rates and Charges developed
2013 Proposed Budget presented to Finance Committee for action
2013 Proposed Budget submitted to Board for action

December

2013 Budget adopted by Board
2013 Rates and Charges sent to Airlines





ORGANIZATIONAL STRUCTURE

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 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 3-year toll structure in November 2009, effective January 1, 2010 through December 31, 2012.



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.

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 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, accounting operations, including the issuance of financial reports, and revenue and disbursement management.

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.

2012 BUDGET

Metropolitan Washington Airports Authority



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.

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 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 Airports Authority owned buildings 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.

Office of Information and Telecommunications

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 in-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.

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

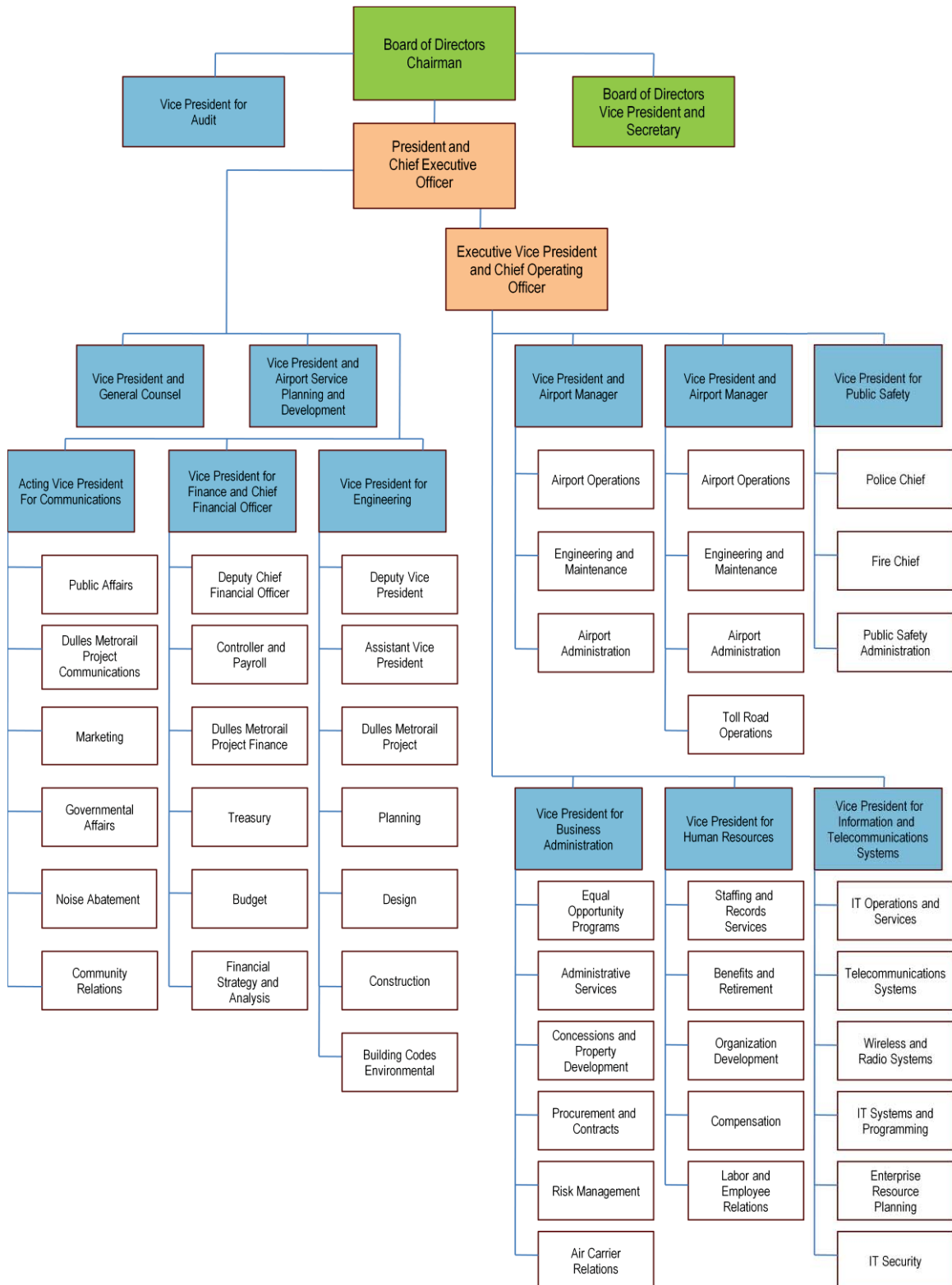
The Fire Department is responsible for the overall fire protection, prevention, and suppression programs for the Airports; directing activities associated with the operation of fire, crash, search and rescue, and related emergency equipment; and directing programs to provide emergency first-aid treatment 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 CHART





BUDGET SUMMARY FOR AVIATION

2012 Aviation Operating Revenues and Interest Income

Table 3-1		Budget
Operating Revenues*		2012
<u>Metropolitan Washington Airports Authority</u>		
Rents**		\$339,271,000
Landing Fees**		141,325,000
Tenant Equipment Charges**		3,951,000
Concessions		187,440,000
TSA Security Fees		1,261,000
International Arrivals Building Fees**		23,004,000
Passenger Conveyance Fees**		16,077,000
Utilities		8,264,000
Other Revenues		7,162,000
Total Operating Revenues		\$727,755,000

	Budget	Budget	Dollar	Percent
	2011	2012	Change	Change
Transfers**	\$ 64,063,000	\$ 75,537,000	\$ 11,474,000	17.9%

* 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	\$19,894,000
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- Operating revenue received from the Airlines is on a cost recovery basis.

Airline Activity:

- Enplanements are projected to increase 5.6 percent at Reagan National over 2011 budgeted enplanements. Actual 2011 enplanements at Reagan National are expected to be at a historical high.
- Dulles International's domestic enplanements are projected to decrease 5.6 percent in 2012 over the 2011 Budget, while international enplanements are projected to increase 8.1 percent below the 2011 Budget. The combined domestic and international enplanement projections at Dulles International are a 2.0 percent decrease below 2011 budgeted enplanements



Concession Revenue:

- Concession revenue is projected to decrease 3.4 percent over the 2011 Budget primarily due to the revised rental car contract at Reagan National.

2012 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 3-2	
Operating Expenses	\$ 332,341,000
Debt Service	321,317,000
Total O&M Program	\$ 653,658,000

Cost Allocation

The 2012 Aviation Budget includes a reduction of \$8.2 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 \$8.2 million, \$5.1 million will be allocated to the Dulles Toll Road. The remaining \$3.1 million will be allocated as administrative overhead to the Dulles Rail Project.

The Airports Authority's NRR is projected to increase by 0.3 percent over the 2011 Budget. Operating revenues are projected to increase by 4.9 percent and total operating expenses are projected to increase by 6.0 percent in 2012. The overall increase in total operating expenses is a result of operating expenses increasing by 2.0 percent and debt service increasing by 10.4 percent.

Highlights of the 2012 operating expenses to support continuing operations and maintain facilities include the following:

- The 2012 Budget includes a total of \$2.5 million for incumbent staff compensation increases through the Performance Management Partnership (PMP) program for the performance period January 1 through December 31, 2012, reflecting an average increase of 2.5 percent to the overall personnel compensation.
- The Airports Authority's 2012 cost for health insurance reflects annualization of costs associated with additional employees and no changes to plan coverage. There is no change to the employee contribution to health insurance for 2012. Funding of the Government Accounting Standards Board (GASB) Statements

2012 BUDGET

Metropolitan Washington Airports Authority



No. 43 and No. 45 in 2012 for post retirement health and life insurance liabilities decreased by \$487.1 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 2012 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 increased by \$410 thousand to reflect current expense alignment.
- The new authorization in the COMIP includes \$4.9 million for twelve parking operations shuttle buses, and \$2.4 million, for public safety vehicles.
- An increase of \$316.8 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 \$180.9 thousand for noncapital equipment purchases and replacements of noncapital equipment.
- Based on leasing in 2012, the net loss projected for the 45025 Aviation Drive Building at Dulles International is \$913.3 thousand.
- Effective November 1, 2011, the Airports Authority gained ownership and control of the Dulles East Office Building at Dulles International. This building site was leased to a developer under a 40-year, long-term land lease executed prior to the Airports Authority's transfer from the Federal government. The building is currently 82.8 percent leased and is expected to show a net profit of \$997.6 thousand.
- A total of \$4.2 million has been added in the services categories. Of this, \$1.4 million is for additional custodial costs for Dulles International. Other items include: information technology, financial policies and maintenance contractors.



2012 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. Of the \$42.6 million, \$29.3 million will be funded from the Airports Authority's 2011 share of NRR and \$13.0 million will be funded through reprogramming available COMIP funds no longer needed for previously authorized projects.

Funding Source: Net Remaining Revenue (NRR) \$42,580,000
and reprogrammings

New program authority for the COMIP in 2012:

Table 3-3(a)	New Authorization
<u>Consolidated Functions</u>	
Equipment (4 Copiers)	\$ 95,000
Document Management Support	200,000
Pitney Bowes Mail Machine	35,000
Consultant Support for Use and Lease Agreement	250,000
Claim Reserve Account	750,000
Public Safety Fire Vehicles (3)	135,000
Public Safety Police Vehicles (6)	200,000
Public Safety Police Vehicles K9	30,000
Authority's MetroRail Contribution for Non-PFC Eligible Costs	5,000,000
Total Consolidated Functions	\$ 6,695,000
<u>Ronald Reagan Washington National Airport</u>	
Storm Drain Replacement (South Area)	\$ 700,000
Airfield Pavement	500,000
Public Safety Communication Center (PSCC) Supplemental HVAC	150,000
Dedicated Fire System/Domestic Water - Williams Hydrant	40,000
Security Camera Digital Video Recorder Replacement	200,000
Electrical Coordination Study	100,000
Cooling for Terminal B/C Electrical Substations	450,000
Replace Old Street Light Poles	150,000
Garage C Elevator Rehabilitation	300,000
Garage A Elevator Rehabilitation	350,000
Terminal A Restroom Renovations	900,000
Outbound Baggage Handling System Refurbishment	200,000
Hangar 4 Roof Replacement	600,000
South Hangar Line Exterior Painting	500,000
Terminal B/C Corrosion Prevention	100,000
Environmental and Building Code Compliance	417,000
Safety Management Systems (SMS)	150,000
Replace Servers	250,000
Garage Seal Coat	125,000
Exterior Electric Shop HVAC	100,000
Planning & Programming Studies	500,000

2012 BUDGET

Metropolitan Washington Airports Authority



Flight Kitchen Fire Alarm Panel Replacement	150,000
Upgrade Local Area Network (LAN) Backbone	175,000
Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA	35,000
Radio Local Area Network (RLAN) Switch Replacement Program	125,000
Recycling Containers	100,000
Compliance with New FCC Mandatory Narrowband Radio Requirements	100,000
Telecommunications Battery Back Up Replacement	115,000
Radio System UPS Replacement Program	60,000
Supplemental Radiation System (SRS) Major Component Replacement Program	65,000
Snow Removal Program	500,000
2012 DCA Equipment	1,320,000
Mobile Command Post Vehicle (split between DCA and IAD)	400,000
Public Safety Police Vehicles (2)	60,000
Passenger Shuttle Buses (4)	1,600,000
Talking Bus Equipment Replacement	80,000
Truck, One-ton pickup, 4-wheel drive, (Diesel)	57,500
Minivan	35,000
Truck, 3/4-ton pickup, 4-wheel drive, (Diesel) (2)	80,000
Curbside Signage for Taxi Dispatch Operation - Taxi Operations	100,000
Total Ronald Reagan Washington National Airport	\$ 11,939,500

Table 3-3(b)

**New
Authorization**

Washington Dulles International Airport

Airfield, Pavement Maintenance and Joint Sealing	\$ 2,500,000
Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase V	800,000
Dedicated Fire System/Domestic Water - Williams Hydrant	75,000
Elevators, Escalators and Moving Walks Rehabilitation	190,000
Landside Roadway Rehabilitation	600,000
Expansion Joint & Terrazzo Replacement on Main Terminal, Ticketing Level	860,000
Plane-Mate Lift Controller System Upgrade Phase II	265,000
New Facility Startup and Fitout	500,000
Dulles East Building Rehabilitation Ph. I	350,000
Guardrail Maintenance and Rehabilitation, Dulles Airport Access Highway (DAAH)	450,000
Terrazzo Replacement - Landside Walkback Tunnel	730,000
Replace Servers	250,000
Reroof Buildings	250,000
Carpet Replacement	310,000
Airline Space Relocation	400,000
JP Morgan Chase Building (HVAC System Connection to Energy Mgmt. Control System (EMCS)	350,000
HVAC Improvements (Shop 1 and Vehicle Body Shop)	750,000
Safety Management Systems (SMS) Plan	150,000
Environmental and Building Compliance Program	1,015,000
AeroTrain Safety and Security Oversight	100,000
Glycol Runoff Enhancements	975,000
Planning & Programming Studies	500,000
Arts Program	175,000
Roof Top Unit (RTU) Replacement Program	250,000
Security Improvements Access Control (Istar and Biometrics)	350,000



2012 BUDGET
Metropolitan Washington Airports Authority

Live Fire Training Facility Enhancements- Pavilion	10,000
Zone Signs - Greenway Ramp E	675,000
Culvert Replacement on Vortac Lane	450,000
Radio Local Area Network (RLAN) Switch Replacement Program	125,000
Upgrade Local Area Network (LAN) Backbone	175,000
Improvements to the Supplemental Radiating Systems (SRS)	75,000
Fire Station 302 Floor Covering Replacement	50,000
Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA	35,000
Compliance with New FCC Mandatory Narrowband Radio Requirements	100,000
Telecommunications Battery Back Up Replacement	115,000
Concourse C/D HVAC Building Automation System (BAS) Network	300,000
Radio System UPS Replacement Program	60,000
Supplemental Radiation System (SRS) Major Component Replacement Program	65,000
Public Parking Operations Enhancements	410,000
Passenger Shuttle Buses (8)	3,195,000
Parking Hourly Lot Exit Business Trailer Replacement	300,000
Snow Removal Program	1,000,000
2012 IAD Equipment and Projects	2,000,000
Mobile Command Post Vehicle (split between DCA and IAD)	400,000
Medic Unit 303	260,000
Public Safety ARFF Foam Unit	900,000
Public Safety Police Vehicle (1)	30,000
Flooring - Fire Station 302	71,000
<hr/>	
Total Washington Dulles International Airport	\$ 23,946,000
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Total Metropolitan Washington Airports Authority	\$ 42,580,500
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2012 BUDGET

Metropolitan Washington Airports Authority



2012 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 2012 CCP authorization totals \$78.3 million.

Funding Source: Bonds/Grants/PFCs **\$78,274,000**

New program authority for the CCP in 2012:

Reagan National, \$35.8 million new program authority and \$42.5 million at Dulles International provides for:

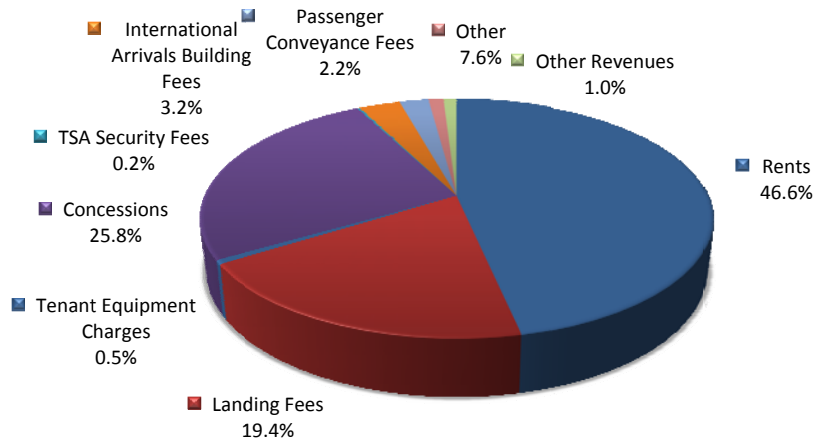
Table 3-4		New Authorization
<u>Ronald Reagan Washington National Airport</u>		
Terminal B/C Improvements	\$	8,090,000
River Rescue Facility - North Boat House		1,800,000
Terminal A Building Rehabilitation		16,071,000
Runway 15-33 and 4-22 RSA Improvements		4,500,000
Power Distribution Upgrades - Phase 2		3,350,000
Other Planning and Programming		2,000,000
Total Ronald Reagan Washington National Airport	\$	35,811,000
<u>Washington Dulles International Airport</u>		
Proposed Taxiways Improvements (Hangar Facility)	\$	8,900,000
Environmental Assessment for Western Airport Support Zone and General Aviation		1,500,000
Airfield Pavement Panel Replacement		1,890,000
Domestic Water Distribution System Integration		750,000
Public Parking Revenue Control System (PRCS) Replacement		1,000,000
Historical ATCT Exterior Preservation Phase 1B		4,650,000
Maintenance Equipment Storage Building		8,650,000
High Temperature Hot Water Generator Replacement		11,625,000
Special Systems		1,498,000
Other Planning and Programming		2,000,000
Total Washington Dulles International Airport	\$	42,463,000
Total Metropolitan Washington Airports Authority	\$	78,274,000



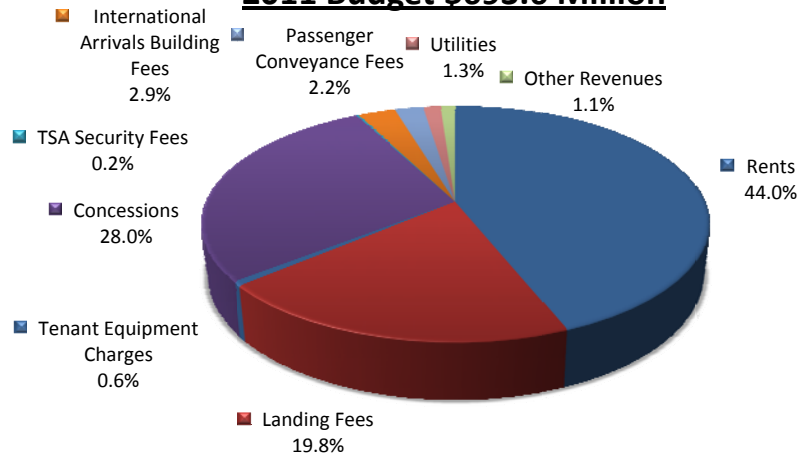
OPERATING REVENUES

Table 3-5

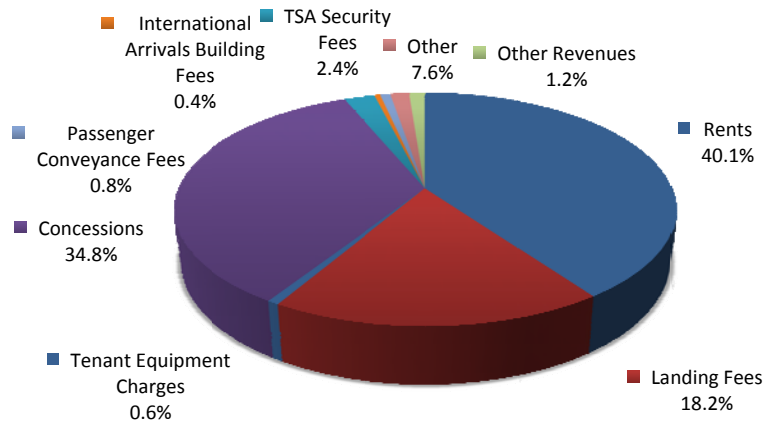
2012 Budget \$727.8 Million



2011 Budget \$693.6 Million



2010 Actual \$558 Million

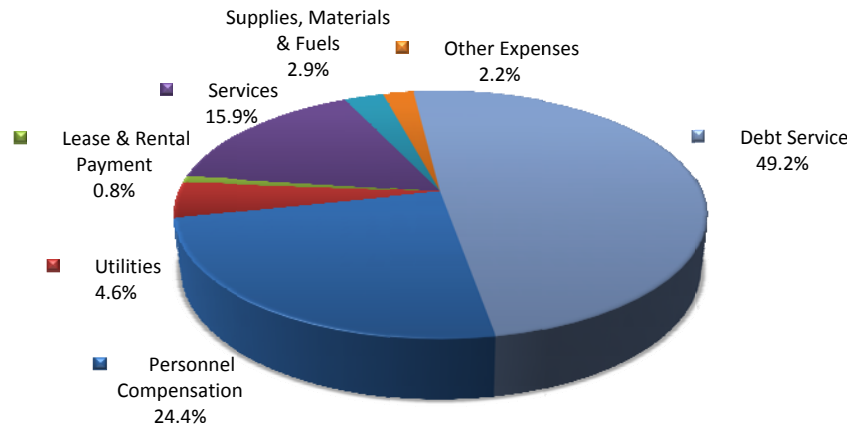




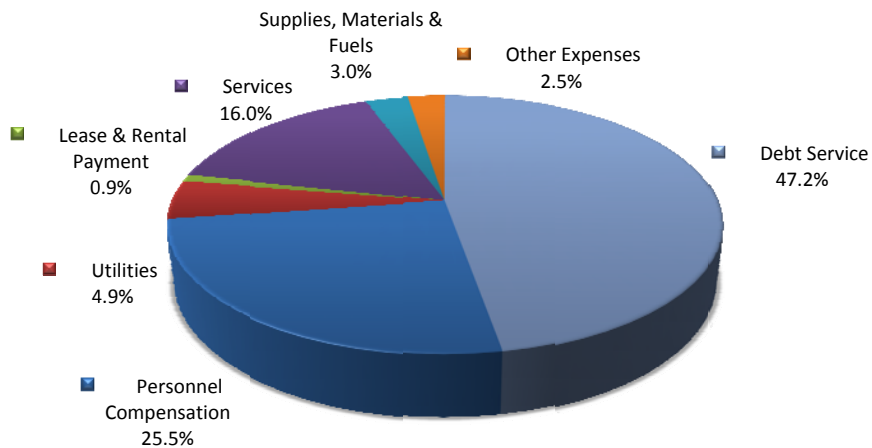
OPERATING EXPENSES

Table 3-6

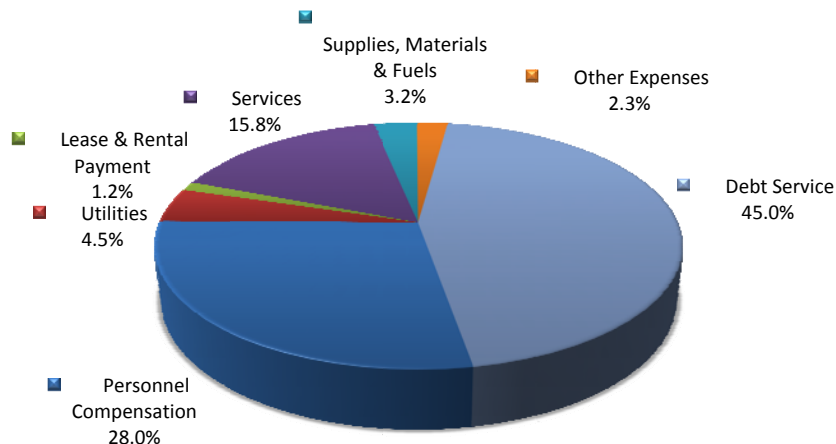
2012 Budget - \$653.7 Million



2011 Budget - \$616.7 Million



2010 Actual - \$526.4 Million





FINANCIAL OVERVIEW

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 2011, 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.

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.

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.

The Signatory Airline cost per enplanement for 2010 through 2012:

Table 3-7	Actual	Budget	Budget	% Change
<i>Signatory Airline Cost per Enplanement</i>	2010	2011	2012	2011 vs. 2012
Reagan National	\$12.84	\$14.38	\$12.17	-15.3%
Dulles International	\$17.16	\$20.89	\$26.74	28.0%
Combined	\$15.29	\$18.07	\$20.17	11.6%



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 1998, the Airports Authority has received approximately \$25.5 million in state grants. The Airports Authority expects to receive an additional \$12.0 million between 2012 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 \$3.00 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.

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, 2011, the Airports Authority had collected \$488.0 million under the first four of these (including interest earned) at Reagan National and \$567.0 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.

2012 BUDGET

Metropolitan Washington Airports Authority



In 2011, 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 2012, the Airports Authority expects to collect a total of \$56.2 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

2012 Revenues

Airline terminal rentals, landing fees, and passenger fees are generated on a cost recovery basis. Total operating revenue, including transfers for 2012, is forecasted at \$727.8 million. Based on current estimates, airline revenues are expected to increase approximately 4.9 percent over the 2011 Budget.

Methodology

Revenue estimates for 2012 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. The operational costs of AeroTrain are included as part of terminal rental rates at Dulles International.

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 3-8	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Reagan National	\$101,520,000	\$ 94,615,000	\$ (6,905,000)	-6.8%
Dulles International	203,371,000	208,493,000	5,122,000	2.5%
Total	\$304,891,000	\$303,108,000	\$ (1,783,000)	-0.6%



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 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 3-9	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Reagan National	\$ 46,404,000	\$ 46,569,000	\$ 165,000	0.4%
Dulles International	90,854,000	94,757,000	3,903,000	4.3%
Total	\$137,258,000	\$141,326,000	\$ 4,068,000	3.0%

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.

Table 3-10	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Reagan National	\$ 2,545,000	\$ 2,924,000	\$ 379,000	14.9%
Dulles International	1,547,000	1,028,000	(519,000)	-33.5%
Total	\$ 4,092,000	\$ 3,952,000	\$ (140,000)	-3.4%



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. Concession revenue is projected to decrease 3.4 percent over the 2011 Budget primarily due to the revised rental car contract at Reagan National.

Table 3-11	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Reagan National	\$ 77,970,000	\$ 69,062,000	\$ (8,908,000)	-11.4%
Dulles International	116,101,000	118,378,000	2,277,000	2.0%
Total	\$ 194,071,000	\$ 187,440,000	\$ (6,631,000)	-3.4%

Table 3-12	Actual 2010	Budget 2011	Budget 2012
Concession Revenue Per Enplanement			
Reagan National Airport			
Landside	\$6.26	\$5.62	\$4.54
Terminal	\$1.53	\$1.59	\$1.56
Other	\$1.31	\$1.15	\$1.15
Total National	\$9.10	\$8.36	\$7.25
Washington Dulles Airport			
Landside	\$5.44	\$5.54	\$5.46
Terminal	\$1.30	\$1.43	\$1.41
Other	\$2.95	\$3.18	\$3.34
Total Dulles	\$9.69	\$10.15	\$10.21
COMBINED	\$9.43	\$9.30	\$8.87



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 3-13	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Reagan National	\$ 844,000	\$ 859,000	\$ 15,000	1.8%
Dulles International	394,000	402,000	8,000	2.0%
Total	\$ 1,238,000	\$ 1,261,000	\$ 23,000	1.9%

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.

Table 3-14	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Dulles International	\$ 19,995,000	\$ 23,004,000	\$ 3,009,000	15.0%

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.

Table 3-15	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Dulles International	\$ 15,090,000	\$ 16,077,000	\$ 987,000	6.5%



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 3-16	Budget 2011	Budget 2012	Increase/ Decrease	Percent Change
Reagan National	\$ 2,391,000	\$ 2,323,000	\$ (68,000)	-2.8%
Dulles International	6,921,000	5,941,000	(980,000)	-14.2%
Total	\$ 9,312,000	\$ 8,264,000	\$(1,048,000)	-11.3%

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 2011 AND 2012 OPERATING REVENUES

Table 3-17 <i>(dollars in thousands)</i>	Budget 2011	Budget 2012	Dollar Change	Percent Change
Ronald Reagan Washington National Airport				
Rents	\$ 90,579	\$ 86,369	\$ (4,209)	-4.6%
Rent Transfers	10,941	17,120	6,179	56.5%
Landing Fees	42,633	40,549	(2,084)	-4.9%
Landing Fee Transfers	3,771	6,020	2,250	59.7%
Tenant Equipment Charges	2,036	2,413	377	18.5%
Tenant Equipment Transfers	509	511	2	0.4%
Concessions	77,970	69,062	(8,908)	-11.4%
TSA Security Fees	844	859	16	1.8%
Utilities	2,391	2,323	(68)	-2.8%
Other Revenues	2,103	1,924	(179)	-8.5%
Total National Operating Revenue	\$ 233,776	\$ 227,150	\$ (6,626)	-2.8%
Washington Dulles International Airport				
Rents	\$ 177,584	\$ 207,870	\$ 30,286	17.1%
Rent Transfers	25,787	27,912	2,124	8.2%
Landing Fees	76,626	82,648	6,022	7.9%
Landing Fee Transfers	14,228	12,108	(2,119)	-14.9%
Tenant Equipment Charges	1,267	810	(457)	-36.1%
Tenant Equipment Transfers	279	217	(62)	-22.1%
Concessions	116,101	118,378	2,278	2.0%
TSA Security Fees	394	402	9	2.2%
International Arrivals Building Fees	17,145	20,498	3,353	19.6%
International Arrivals Building Fees Transfers	2,850	2,506	(344)	-12.1%
Passenger Conveyance Fees	9,392	6,934	(2,458)	-26.2%
Passenger Conveyance Transfers	5,698	9,142	3,444	60.4%
Utilities	6,921	5,941	(980)	-14.2%
Other Revenues	5,576	5,238	(338)	-6.1%
Total Dulles Operating Revenues	\$ 459,847	\$ 500,606	\$ 40,759	8.9%
Metropolitan Washington Airports Authority				
Rents	\$ 268,162	\$ 294,239	\$ 26,077	9.7%
Rent Transfers	36,729	45,032	8,303	22.6%
Landing Fees	119,259	123,197	3,938	3.3%
Landing Fee Transfers	17,998	18,128	130	0.7%
Tenant Equipment Charges	3,303	3,223	(80)	-2.4%
Tenant Equipment Transfers	788	728	(60)	-7.6%
Concessions	194,071	187,440	(6,630)	-3.4%
TSA Security Fees	1,237	1,261	24	1.9%
International Arrivals Building Fees	17,145	20,498	3,353	19.6%
International Arrivals Building Fees Transfers	2,850	2,506	(344)	-12.1%
Passenger Conveyance Fees	9,392	6,934	(2,458)	-26.2%
Passenger Conveyance Transfers	5,698	9,142	3,444	60.4%
Utilities	9,312	8,264	(1,048)	-11.3%
Other Revenues	7,679	7,162	(517)	-6.7%
Total Operating Revenues	\$ 693,623	\$ 727,756	\$ 34,133	4.9%



CONCESSION REVENUES -- 2011 AND 2012

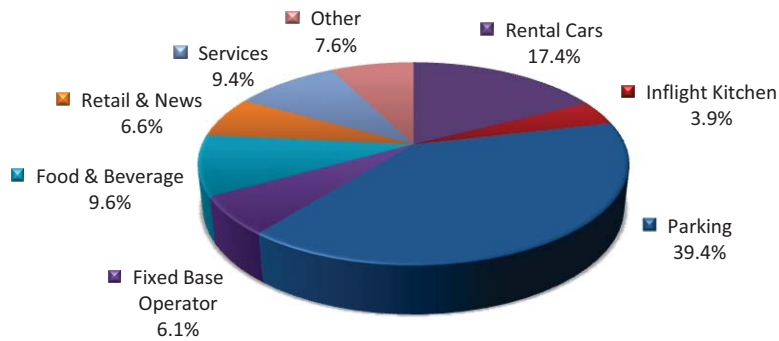
Table 3-18 <i>(dollars in thousands)</i>	Budget 2011	Budget 2012	Dollar Change	Percent Change
Ronald Reagan Washington National Airport				
Rental Cars	\$ 23,872	\$ 14,800	\$ (9,072)	-38.0%
Inflight Kitchen	750	781	31	4.1%
Parking	28,555	28,431	(124)	-0.4%
Fixed Base Operator	657	968	311	47.3%
Food & Beverage	13,105	8,384	(4,721)	-36.0%
Retail & News	5,511	5,556	45	0.8%
Services	4,645	5,899	1,254	27.0%
Other	875	4,243	3,368	384.8%
Total National Concession Revenues	\$ 77,970	\$ 69,062	\$ (8,908)	-11.4%
Washington Dulles International Airport				
Rental Cars	\$ 16,800	\$ 17,880	\$ 1,080	6.4%
Inflight Kitchen	6,160	6,578	418	6.8%
Parking	46,506	45,408	(1,098)	-2.4%
Fixed Base Operator	11,986	10,545	(1,441)	-12.0%
Food & Beverage	9,343	9,682	339	3.6%
Retail & News	7,041	6,728	(313)	-4.5%
Services	8,888	11,761	2,873	32.3%
Other	9,376	9,796	420	4.5%
Total Dulles Concession Revenues	\$ 116,101	\$ 118,378	\$ 2,277	2.0%
Metropolitan Washington Airports Authority				
Rental Cars	\$ 40,672	\$ 32,680	\$ (7,992)	-19.6%
Inflight Kitchen	6,910	7,359	449	6.5%
Parking	75,061	73,839	(1,222)	-1.6%
Fixed Base Operator	12,643	11,513	(1,130)	-8.9%
Food & Beverage	22,448	18,066	(4,382)	-19.5%
Retail & News	12,552	12,284	(268)	-2.1%
Services	13,533	17,660	4,127	30.5%
Other	10,251	14,039	3,788	37.0%
Total Concession Revenues	\$ 194,071	\$ 187,440	\$ (6,630)	-3.4%



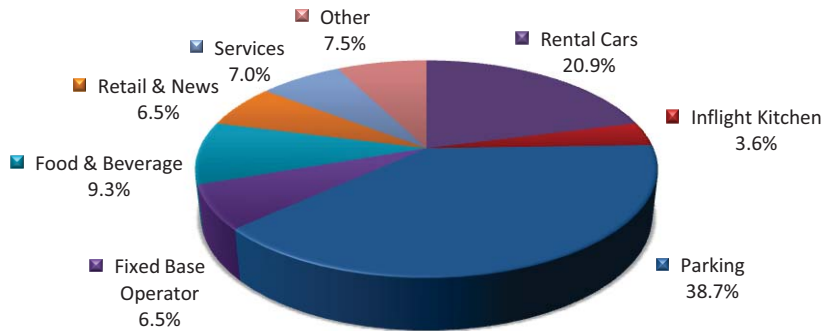
CONCESSION REVENUES 2010 ACTUALS TO 2011 & 2012

Table 3-19

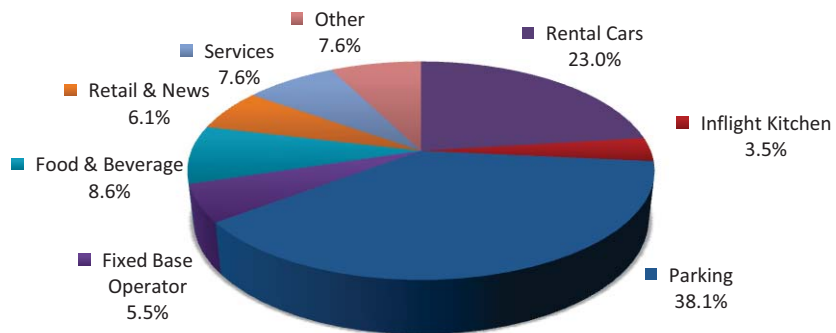
2012 Budget \$187.4 Million



2011 Budget \$194.1 Million



2010 Actual \$192.5 Million

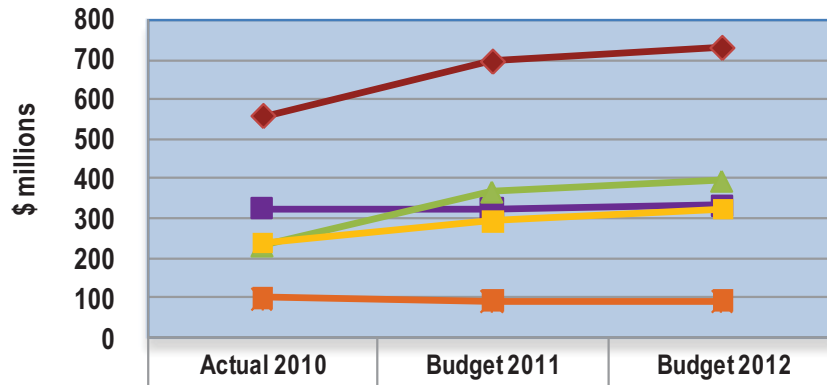




FINANCIAL TRENDS CHART

Table 3-20

Financial Trends



	Actual 2010	Budget 2011	Budget 2012
—◆— Total Revenues	558.0	693.6	727.8
—■— Operating Expenses	327.1	325.7	332.3
—▲— Net Revenues	230.9	367.9	395.5
—■— Debt Service	237.1	291.0	321.3
—■— Net Remaining Revenue	100.3	92.5	92.8



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 \$693.6 million in 2011 to \$727.8 million in 2012, an increase of \$34.1 million or 4.9 percent. Several important revenue impacts are reflected in this increase.

Operating Expenses

Operating expenses by Airport include Consolidated Functions expenses allocated between the Airports, except for air service development and the Dulles International 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 2012, Reagan National is expected to have net revenues of \$94.3 million and Dulles International of \$301.1 million, for combined net revenues of \$395.4 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 \$86.3 million, from \$107.4 million in 2011 to \$193.6 million in 2012. ***This does not include the \$40 million which is recommended to be funded through the PFCs program.***



Interest Expense. Interest expense will decrease by \$56.0 million from \$183.6 million in 2011 to \$127.7 million in 2012. Included in this amount are the Commercial Paper (CP) Program interest expenses, the fees associated with the liquidity facilities and the swap transaction 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.

Table 3-21		
2012 Bond Debt Service	Statement of Operations	Bond Debt Service
Principal	\$ 127,675,000	\$ 140,349,000
Interest	193,642,000	242,203,000
Total Debt Service	\$ 321,317,000	\$ 382,552,000

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 from airline rates and charges.

Non-Operating Revenue

Interest Income. An estimated \$19.9 million in interest will be earned during 2012. Interest income will decrease by \$3.1 million in 2012, from \$16.8 million in 2011 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, 2011, 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 \$92.5 million for 2011 and \$92.8 million for 2012. 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 2012 operating revenues as transfers, is \$75.5 million.



COMPARISON OF 2010 ACTUAL TO 2011 AND 2012 BUDGET

Table 3-22

<i>(dollars in thousands)</i>	Actual 2010	Budget 2011	Budget 2012
Operating Revenues			
Rents	\$ 224,040	\$ 268,162	\$ 294,239
Rent Transfers	35,970	36,729	45,032
Landing Fees	101,638	119,259	123,197
Landing Fee Transfers	21,868	17,998	18,128
Tenant Equipment Charges	3,566	3,303	3,223
Tenant Equipment Transfers	795	788	728
Concessions	193,992	194,071	187,440
TSA Security Fees	1,248	1,237	1,261
International Arrivals Building Fees	12,289	17,145	20,498
International Arrivals Building Fees Transfers	2,510	2,850	2,506
Passenger Conveyance Fees	6,653	9,392	6,934
Passenger Conveyance Transfers	4,327	5,698	9,142
Utilities	8,105	9,312	8,264
Other Revenues	6,693	7,679	7,162
Total Operating Revenues	\$ 623,694	\$ 693,623	\$ 727,756
Operating Expenses			
Personnel Compensation	\$ 108,963	\$ 113,941	\$ 115,119
Employee Benefits	38,560	43,078	44,080
Travel	832	1,257	1,186
Lease and Rental Payments	6,212	5,393	5,477
Utilities	25,727	29,941	30,352
Telecommunications	1,539	1,415	1,200
42025 Aviation Drive	597	1,350	913
Dulles East Building	-	-	(998)
Services	106,215	98,968	103,937
Supplies, Materials and Fuels	13,950	18,365	18,682
Insurance and Risk Management	7,309	8,785	8,785
Noncapital Equipment	1,655	1,812	1,992
Noncapital Facility Projects	1,549	1,296	1,510
Capital Equipment	123	105	105
Capital Facility Projects	-	-	-
Total Operating Expenses	\$ 313,231	\$ 325,706	\$ 332,341
Net Revenues	\$ 310,463	\$ 367,918	\$ 395,414
Debt Service			
Bond Principal Payments	(87,883)	(107,389)	(193,642)
Interest Expense	(149,185)	(183,646)	(127,675)
Reserve Requirements	(5,794)	(1,236)	(1,222)
Nonoperating Revenue			
Interest Income	15,943	16,829	19,894
Net Remaining Revenue	\$ 83,543	\$ 92,476	\$ 92,769



2011 STATEMENT OF OPERATIONS BY AIRPORT

Table 3-23

<i>(dollars in thousands)</i>	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	3,770	14,227	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
45025 Aviation Drive	675	675	1,350
Dulles East Building	-	-	-
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 Authority's 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.



2012 STATEMENT OF OPERATIONS BY AIRPORT

Table 3-24

<i>(dollars in thousands)</i>	Reagan National	Dulles International	Total
Operating Revenues			
Rents	\$ 86,369	\$ 207,870	\$ 294,238
Rent Transfers	17,120	27,912	45,033
Landing Fees	40,549	82,648	123,197
Landing Fee Transfers	6,020	12,108	18,128
Tenant Equipment Charges	2,413	810	3,223
Tenant Equipment Transfers	511	217	728
Concessions	69,062	118,378	187,440
TSA Security Fees	859	402	1,261
International Arrivals Building Fees	-	20,498	20,498
International Arrivals Building Fees Transfers	-	2,506	2,506
Passenger Conveyance Fees	-	6,934	6,934
Passenger Conveyance Transfers	-	9,142	9,142
Utilities	2,323	5,941	8,264
Other Revenues	1,924	5,238	7,162
Total Operating Revenues	\$ 227,150	\$ 500,606	\$ 727,756
Operating Expenses			
Personnel Compensation	\$ 50,660	\$ 64,459	\$ 115,119
Employee Benefits	19,313	24,767	44,080
Travel	651	535	1,186
Lease and Rental Payments	3,235	2,242	5,477
Utilities	9,789	20,563	30,352
Telecommunications	720	480	1,200
45025 Aviation Drive	548	365	913
Dulles East Building	-	(998)	(998)
Services	34,234	69,703	103,937
Supplies, Materials and Fuels	6,034	12,648	18,682
Insurance and Risk Management	5,271	3,514	8,785
Noncapital Equipment	1,072	921	1,992
Noncapital Facility Projects	1,235	276	1,510
Capital Equipment	63	42	105
Capital Facility Projects	-	-	-
Total Operating Expenses	\$ 132,823	\$ 199,517	\$ 332,341
Net Revenues	\$ 94,327	\$ 301,089	\$ 395,414
Debt Service			
Bond Principal Payments	\$ (30,012)	\$ (97,663)	\$ (127,675)
Interest Expense	(45,519)	(148,123)	(193,642)
Reserve Requirements	(491)	(747)	(1,238)
Nonoperating Revenue*			
Interest Income	3,213	16,681	19,894
Net Remaining Revenue	\$ 21,517	\$ 71,237	\$ 92,753

* 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 Authority's 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.





OPERATING EXPENSES

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 2012 O&M Program level is \$653.7 million, which includes \$332.3 million for operating expenses and \$321.3 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 2012 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.

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 2011 & 2012 OPERATING EXPENSES Metropolitan Washington Airports Authority

Table 3-25

Operating Expenses (dollars in thousands)	2011	2012	Dollar Change	Percent Change
PERSONNEL EXPENSES				
Full-time Permanent	\$ 102,565	\$ 104,943	\$ 2,378	2.3%
Other than Full-time Permanent	1,545	1,619	74	4.8%
Overtime	8,974	9,210	236	2.6%
Other - Personnel Compensation	857	(653)	(1,510)	-176.1%
Personnel Compensation	113,941	115,119	1,178	1.0%
Health Insurance	16,509	16,803	293	1.8%
Life Insurance	338	357	18	5.5%
Retirement	20,044	21,179	1,135	5.7%
Other - Employee Benefits	6,186	5,742	(444)	-7.2%
Employee Benefits	43,078	44,080	1,002	2.3%
Total Personnel Expenses	157,019	159,199	2,180	1.4%
TRAVEL	1,257	1,186	(71)	-5.7%
LEASE AND RENTAL PAYMENTS				
Airport Lease Payments	5,122	5,197	75	1.5%
Other - Lease and Rental Payments	271	280	9	3.3%
Total Lease and Rental Payments	5,393	5,477	84	1.6%
UTILITIES				
Electricity	21,404	21,543	140	0.7%
Natural Gas	5,336	5,303	(33)	-0.6%
Water	1,315	1,411	96	7.3%
Sewerage	1,886	2,094	208	11.0%
Total Utilities	29,941	30,352	411	1.4%
TELECOMMUNICATIONS	1,415	1,200	(215)	-15.2%
45025 AVATION DRIVE	1,350	913	(436)	-32.3%
DULLES EAST BUILDING	-	(998)	(998)	0.0%
SERVICES				
Custodial Services	18,022	19,475	1,453	8.1%
Contractual Services	80,946	84,461	3,515	4.3%
Total Services	98,968	103,937	4,969	5.0%
SUPPLIES, MATERIALS AND FUELS				
Fuels	3,821	4,035	213	5.6%
Supplies and Materials	14,543	14,647	103	0.7%
Total Supplies, Materials and Fuels	18,365	18,682	317	1.7%
INSURANCE AND RISK MANAGEMENT	8,785	8,785	-	0.0%
NONCAPITAL EQUIPMENT	1,812	1,992	181	10.0%
NONCAPITAL FACILITY PROJECTS	1,296	1,510	215	16.6%
CAPITAL EQUIPMENT	105	105	-	0.0%
CAPITAL FACILITY PROJECTS	-	-	-	0.0%
Total Operating Expenses	\$ 325,706	\$ 332,341	\$ 6,636	2.0%



COMPARISON OF 2011 & 2012 OPERATING EXPENSES Consolidated Functions

Table 3-26

Operating Expenses (dollars in thousands)	2011	2012	Dollar Change	Percent Change
PERSONNEL EXPENSES				
Full-time Permanent	\$ 32,684	\$ 33,106	\$ 422	1.3%
Other than Full-time Permanent	218	671	453	208.3%
Overtime	1,282	1,313	31	2.4%
Other - Personnel Compensation	(1,063)	(2,014)	(951)	89.5%
Personnel Compensation	33,121	33,076	(45)	-0.1%
Health Insurance	4,021	4,222	201	5.0%
Life Insurance	83	90	7	8.4%
Retirement	5,761	5,998	237	4.1%
Other - Employee Benefits	1,249	1,045	(204)	-16.3%
Employee Benefits	11,114	11,354	241	2.2%
Total Personnel Expenses	44,235	44,430	195	0.4%
TRAVEL	950	922	(28)	-2.9%
LEASE AND RENTAL PAYMENTS				
Airport Lease Payments	5,122	5,197	75	1.5%
Other - Lease and Rental Payments	124	132	8	6.5%
Total Lease and Rental Payments	5,246	5,329	83	1.6%
UTILITIES				
Electricity	2	2	-	0.0%
Natural Gas	-	-	-	0.0%
Water	-	-	-	0.0%
Sewerage	(0)	-	0	-100.0%
Total Utilities	1	2	0	7.1%
TELECOMMUNICATIONS				
45025 AVIATION DRIVE	1,415	1,200	(215)	-15.2%
DULLES EAST BUILDING	1,350	913	(436)	-32.3%
SERVICES	-	(998)	(998)	0.0%
Custodial Services	-	-	-	0.0%
Contractual Services	-	-	-	0.0%
Total Services	25,624	26,411	787	3.1%
SUPPLIES, MATERIALS AND FUELS				
Fuels	-	-	-	0.0%
Supplies and Materials	-	-	-	0.0%
Total Supplies, Materials and Fuels	2,496	2,469	(27)	-1.1%
INSURANCE AND RISK MANAGEMENT				
NONCAPITAL EQUIPMENT	8,785	8,785	-	0.0%
NONCAPITAL FACILITY PROJECTS	1,326	1,400	74	5.6%
CAPITAL EQUIPMENT	-	-	-	0.0%
CAPITAL FACILITY PROJECTS	105	105	-	0.0%
Total Operating Expenses	\$ 91,532	\$ 90,968	\$ (564)	-0.6%



COMPARISON OF 2011 & 2012 OPERATING EXPENSES Ronald Reagan Washington National Airport

Table 3-27

Operating Expenses (dollars in thousands)	2011	2012	Dollar Change	Percent Change
PERSONNEL EXPENSES				
Full-time Permanent	\$ 25,663	\$ 26,676	\$ 1,013	3.9%
Other than Full-time Permanent	366	516	150	41.0%
Overtime	2,295	2,501	206	9.0%
Other - Personnel Compensation	1,156	1,122	(33)	-2.9%
Personnel Compensation	29,480	30,814	1,335	4.5%
Health Insurance	4,484	4,705	221	4.9%
Life Insurance	92	100	8	8.2%
Retirement	5,294	5,642	348	6.6%
Other - Employee Benefits	2,121	2,053	(68)	-3.2%
Employee Benefits	11,991	12,500	509	4.2%
Total Personnel Expenses	41,471	43,315	1,844	4.4%
TRAVEL	134	97	(36)	-27.1%
LEASE AND RENTAL PAYMENTS				
Airport Lease Payments	-	-	-	0.0%
Other - Lease and Rental Payments	36	37	1	2.8%
Total Lease and Rental Payments	36	37	1	2.8%
UTILITIES				
Electricity	6,200	6,100	(100)	-1.6%
Natural Gas	2,253	1,870	(383)	-17.0%
Water	752	797	45	6.0%
Sewerage	1,057	1,021	(36)	-3.4%
Total Utilities	10,262	9,788	(474)	-4.6%
TELECOMMUNICATIONS				
45025 AVIATION DRIVE	-	-	-	0.0%
DULLES EAST BUILDING	-	-	-	0.0%
SERVICES				
Custodial Services	5,450	5,460	10	0.2%
Contractual Services	12,028	12,928	900	7.5%
Total Services	17,478	18,387	910	5.2%
SUPPLIES, MATERIALS AND FUELS				
Fuels	753	751	(2)	-0.3%
Supplies and Materials	3,779	3,802	22	0.6%
Total Supplies, Materials and Fuels	4,532	4,553	20	0.5%
INSURANCE AND RISK MANAGEMENT				
NONCAPITAL EQUIPMENT	200	232	31	15.5%
NONCAPITAL FACILITY PROJECTS	1,038	1,235	197	19.0%
CAPITAL EQUIPMENT	-	-	-	0.0%
CAPITAL FACILITY PROJECTS	-	-	-	0.0%
Total Operating Expenses	\$ 75,151	\$ 77,644	\$ 2,493	3.3%



COMPARISON OF 2011 & 2012 OPERATING EXPENSES Washington Dulles International Airport

Table 3-28

Operating Expenses (<i>dollars in thousands</i>)	2011	2012	Dollar Change	Percent Change
PERSONNEL EXPENSES				
Full-time Permanent	\$ 44,218	\$ 45,161	\$ 943	2.1%
Other than Full-time Permanent	961	432	(529)	-55.0%
Overtime	5,397	5,397	(0)	0.0%
Other - Personnel Compensation	764	239	(526)	-68.8%
Personnel Compensation	51,341	51,229	(112)	-0.2%
Health Insurance	8,004	7,876	(128)	-1.6%
Life Insurance	164	168	4	2.4%
Retirement	8,989	9,539	550	6.1%
Other - Employee Benefits	2,816	2,643	(173)	-6.1%
Employee Benefits	19,973	20,226	253	1.3%
Total Personnel Expenses	71,314	71,455	141	0.2%
TRAVEL	174	167	(7)	-4.1%
LEASE AND RENTAL PAYMENTS				
Airport Lease Payments	-	-	-	0.0%
Other - Lease and Rental Payments	111	111	-	0.0%
Total Lease and Rental Payments	111	111	-	0.0%
UTILITIES				
Electricity	15,202	15,442	240	1.6%
Natural Gas	3,083	3,433	350	11.4%
Water	563	614	51	9.1%
Sewerage	829	1,073	244	29.4%
Total Utilities	19,678	20,563	885	4.5%
TELECOMMUNICATIONS				
45025 AVIATION DRIVE	-	-	-	0.0%
DULLES EAST BUILDING	-	-	-	0.0%
SERVICES				
Custodial Services	12,572	14,015	1,443	11.5%
Contractual Services	43,295	45,123	1,828	4.2%
Total Services	55,867	59,139	3,272	5.9%
SUPPLIES, MATERIALS AND FUELS				
Fuels	3,068	3,284	215	7.0%
Supplies and Materials	8,269	8,376	108	1.3%
Total Supplies, Materials and Fuels	11,337	11,660	323	2.8%
INSURANCE AND RISK MANAGEMENT				
NONCAPITAL EQUIPMENT	285	361	76	26.6%
NONCAPITAL FACILITY PROJECTS	258	276	18	0.0%
CAPITAL EQUIPMENT	-	-	-	0.0%
CAPITAL FACILITY PROJECTS	-	-	-	0.0%
Total Operating Expenses	\$ 159,023	\$ 163,730	\$ 4,707	3.0%



2011 OPERATION AND MAINTENANCE PROGRAM BY ORGANIZATION

Table 3-29

<i>(dollars in thousands)</i>	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
45025 Aviation Drive	1,350	-	-	1,350
Dulles East Building	-	-	-	-
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



2012 OPERATION AND MAINTENANCE PROGRAM BY ORGANIZATION

Table 3-30

<i>(dollars in thousands)</i>	Consolidated Functions	Reagan National	Dulles International	Total
Operating Expenses				
Personnel Compensation	\$ 33,076	\$ 30,814	\$ 51,229	\$ 115,119
Employee Benefits	11,354	12,500	20,226	44,080
Travel	922	97	167	1,186
Lease and Rental Payments	5,329	37	111	5,477
Utilities	2	9,788	20,563	30,352
Telecommunications	1,200	-	-	1,200
45025 Aviation Drive	913	-	-	913
Dulles East Building	-	-	(998)	(998)
Services	26,411	18,387	59,139	103,937
Supplies, Materials and Fuels	2,469	4,553	11,660	18,682
Insurance and Risk Management	8,785	-	-	8,785
Noncapital Equipment	1,400	232	361	1,992
Noncapital Facility Projects	-	1,235	276	1,510
Capital Equipment	105	-	-	105
Capital Facility Projects	-	-	-	-
Total Operating Expenses	\$ 91,966	\$ 77,644	\$ 162,732	\$ 332,341
Debt Service				
Bond Principal Payments	\$ -	\$ 30,012	\$ 97,663	\$ 127,675
Interest Expense	-	45,519	148,123	193,642
Total Debt Service	\$ -	\$ 75,532	\$ 245,785	\$ 321,317
Total Operation and Maintenance Program	\$ 91,966	\$ 153,175	\$ 408,518	\$ 653,659



OPERATION AND MAINTENANCE PROGRAM ACTUAL TO BUDGET

Table 3-31

<i>(dollars in thousands)</i>	Actual 2010	Budget 2011	Budget 2012	Budget 2011 vs. Budget 2012	
				Dollar Change	Percent Change
Operating Expenses					
Personnel Compensation	\$ 106,320	\$ 113,941	\$ 115,119	\$ 1,178	1.0%
Employee Benefits	41,203	43,078	44,080	1,002	2.3%
Travel	832	1,257	1,186	(71)	-5.7%
Lease and Rental Payments	6,212	5,393	5,477	84	1.6%
Utilities	23,473	29,941	30,352	411	1.4%
Telecommunications	(38)	1,415	1,200	(215)	-15.2%
45025 Aviation Drive	420	1,350	913	(436)	-32.3%
Dulles East Building	-	-	(998)	(998)	0.0%
Services	83,414	98,968	103,937	4,969	5.0%
Supplies, Materials and Fuels	16,797	18,365	18,682	317	1.7%
Insurance and Risk Management	7,309	8,785	8,785	-	0.0%
Noncapital Equipment	1,675	1,812	1,992	181	10.0%
Noncapital Facility Projects	1,549	1,296	1,510	215	16.6%
Capital Equipment	123	105	105	-	0.0%
Capital Facility Projects	-	-	-	-	0.0%
Total Operating Expenses	\$ 289,289	\$ 325,706	\$ 332,341	\$ 6,636	2.0%
Debt Service					
Bond Principal Payments	\$ 149,185	\$ 107,389	\$ 127,675	\$ 20,286	18.9%
Interest Expense	87,883	183,646	193,642	9,996	5.4%
Total Debt Service	\$ 237,068	\$ 291,035	\$ 321,317	\$ 30,282	10.4%
Total Operation and Maintenance Program	\$ 526,358	\$ 616,741	\$ 653,659	\$ 36,918	6.0%



CONSOLIDATED FUNCTIONS

Operating Expenses

Table 3-32	2011	2012	Difference
Personnel Compensation and Benefits	\$ 44,235,000	\$ 44,430,000	\$ 195,000
Other Operating Expenses	47,297,000	46,538,000	(759,000)
Total Consolidated Functions Operating Expenses	\$ 91,532,000	\$ 90,968,000	\$ (564,000)

The funding requirements for Consolidated Functions' operating expenses will decrease by \$564.0 thousand in 2012.

Personnel Compensation and Benefits Expenses \$195,000

- A decrease of \$45.0 thousand for personnel compensation is a net of an increase in special achievements awards, a 2.5percent increase for Performance Management Partnership, a decrease in Student Program, and an increase in budgeted allocation to the Dulles Corridor Enterprise Fund.
- An increase of \$240.5 thousand in employee benefits reflects an increase in retirement (FICA) and health insurance offset by an increase in allocation to the Dulles Corridor Enterprise Fund.

Other Operating Expenses\$(759,000)

- An increase of \$75.0 thousand for other lease and rental payments relates to an increase in Airport Lease payment to the Federal government.
- An increase of \$787.0 thousand pertains to various contractual services that include ERP related costs, audit and consulting services, and cost allocation.
- The net cost for the 45025 Aviation Drive is projected to decrease by \$436.5 thousand due to an increased vacancy rate resulting in decreased rent revenue.
- The decrease of \$215.0 thousand in telecommunications is due to a reduction in management fees.
- Dulles East Building is projected to bring \$997.6 thousand of revenue in 2012.
- An increase of \$74.0 in non-capital equipment is a result of Public Safety furniture and equipment.
- A decrease of \$26.1 thousand in general travel.



RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Operating Expenses

Table 3-33	2011	2012	Difference
Personnel Compensation and Benefits	\$ 41,471,000	\$ 43,315,000	\$ 1,844,000
Other Operating Expenses	33,680,000	34,329,000	649,000
Total Reagan National Operating Expenses	\$ 75,151,000	\$ 77,644,000	\$ 2,493,000

The funding requirement for Reagan National's operating expenses will increase by \$2.5 million in 2012.

Personnel Compensation and Benefits Expenses \$1,844,000

- An increase of \$1,012.7 thousand for personnel compensation reflects the filling of vacant positions for the Public Safety Communications Center and overtime for Reagan National engineering based on actual prior years experience.
- Employee benefits increased \$568.7 thousand due to vacancies and new positions and an increase in retirement benefits.

Other Operating Expenses..... \$649,000

- A decrease of \$36.2 thousand for general travel.
- A decrease of \$474.2 thousand for utilities, except for water, is based on decreased demand and rates for gas, water, electricity, and sewage.
- An increase of \$909.9 thousand for contractual services related to contract base escalation, fuel cost and disposal fees, new contract, and engineering services.
- A slight decrease of \$20.4 thousand for supplies and materials is based on actual usual.
- An increase of \$31.2 thousand for non-capital equipment.
- An increase of \$197.1 thousand for various noncapital facility projects.



RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Debt Service

Table 3-34	2011	2012	Difference
Bond Principal Payments	\$ 37,040,000	\$ 30,012,000	\$ (7,028,000)
Interest Expense	63,342,000	45,519,000	(17,823,000)
Total Reagan National Debt Service	\$ 100,382,000	\$ 75,531,000	\$ (24,851,000)

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.



WASHINGTON DULLES INTERNATIONAL AIRPORT

Operating Expenses

Table 3-35	2011	2012	Difference
Personnel Compensation and Benefits	\$ 71,314,000	\$ 71,455,000	\$ 141,000
Other Operating Expenses	87,709,000	92,275,000	4,566,000
Total Dulles International Operating Expenses	\$ 159,023,000	\$ 163,730,000	\$ 4,707,000

The funding requirement for Dulles International' operating expenses will increase by \$4.7 million in 2012.

Personnel Compensation and Benefits Expenses \$141,000

- An increase of \$943.5 for personnel compensation is the filling of vacant positions, and a PMP adjustment.
- An increase to employee benefits of \$252.6 thousand reflects a net of increase in retirement benefits and allocation to the Dulles Corridor Enterprise Fund.
- **Other Operating Expenses..... \$4,566,000**
- An additional \$1.4 million and \$1.8 million are included for custodial services and contractual services, respectively.
- An increase of \$884.9 thousand for utilities is due to consumption and rate increases.
- An increase of \$323.1 thousand for fuels, supplies and materials.
- A majority of a \$75.7 thousand increase in non-capital equipment is Public Safety equipment.



WASHINGTON DULLES INTERNATIONAL AIRPORT

Debt Service

Table 3-36	2011	2012	Difference
Bond Principal Payments	\$ 70,349,000	\$ 97,663,000	\$ 27,314,000
Interest Expense	120,304,000	148,123,000	27,819,000
Total Dulles International Debt Service	\$ 190,653,000	\$245,786,000	\$ 55,133,000

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.



2012 OPERATING EXPENSES BY ORGANIZATION

Table 3-37

<i>(dollars in thousands)</i>	Consolidated Functions	Reagan National	Dulles International	Total
PERSONNEL EXPENSES				
Full-time Permanent	\$ 33,106	\$ 26,676	\$ 45,161	\$104,943
Other than Full-time Permanent	671	516	432	1,619
Overtime	1,313	2,501	5,397	9,210
Other - Personnel Compensation	(2,014)	1,122	239	(653)
Personnel Compensation	33,076	30,814	51,229	115,119
Health Insurance	4,222	4,705	7,876	16,803
Life Insurance	90	100	168	357
Retirement	5,998	5,642	9,539	21,179
Other - Employee Benefits	1,045	2,053	2,643	5,742
Employee Benefits	11,354	12,500	20,226	44,080
Total Personnel Expenses	44,430	43,315	71,455	159,199
TRAVEL	922	97	167	1,186
LEASE AND RENTAL PAYMENTS				
Airport Lease Payments	5,197	-	-	5,197
Other - Lease and Rental Payments	132	37	111	280
Total Lease and Rental Payments	5,329	37	111	5,477
UTILITIES				
Electricity	2	6,100	15,442	21,543
Natural Gas	-	1,870	3,433	5,303
Water	-	797	614	1,411
Sewerage	-	1,021	1,073	2,094
Total Utilities	2	9,788	20,563	30,352
TELECOMMUNICATIONS				
45025 AVATION DRIVE	1,200	-	-	1,200
DULLES EAST BUILDING	913	-	-	913
DULLES EAST BUILDING	(998)	-	-	(998)
SERVICES				
Custodial Services	-	5,460	14,015	19,475
Contractual Services	26,411	12,928	45,123	84,461
Total Services	26,411	18,387	59,139	103,937
SUPPLIES, MATERIALS AND FUELS				
Fuels	-	751	3,284	4,035
Supplies and Materials	2,469	3,802	8,376	14,647
Total Supplies, Materials and Fuels	2,469	4,553	11,660	18,682
INSURANCE AND RISK MANAGEMENT				
NONCAPITAL EQUIPMENT	8,785	-	-	8,785
NONCAPITAL FACILITY PROJECTS	1,400	232	361	1,992
NONCAPITAL FACILITY PROJECTS	-	1,235	276	1,510
CAPITAL EQUIPMENT	105	-	-	105
CAPITAL FACILITY PROJECTS	-	-	-	-
Total Operating Expenses	\$ 90,968	\$ 77,644	\$ 163,730	\$332,341



2012 OPERATING EXPENSES FOR CONSOLIDATED FUNCTIONS

Table 3-38(a)

<i>(dollars in thousands)</i>	Board of Directors Executive Offices	Legal	Audit	Air Svc Planning & Development	Communications	Finance
PERSONNEL EXPENSES						
Full-time Permanent	\$ 1,903	\$ 1,013	\$ 1,002	\$ 641	\$ 1,498	\$ 3,994
Other than Full-time Permanent	33	-	-	-	58	-
Overtime	2	2	2	2	3	118
Other - Personnel Compensation	(494)	(188)	(101)	15	(121)	(433)
Personnel Compensation	1,443	827	904	658	1,438	3,679
Health Insurance	143	81	74	57	161	450
Life Insurance	3	2	2	1	3	10
Retirement	307	163	134	113	237	594
Other - Employee Benefits	(57)	(12)	8	33	29	25
Employee Benefits	395	234	217	203	430	1,080
Total Personnel Expenses	1,839	1,061	1,121	861	1,868	4,759
TRAVEL	337	15	28	260	16	73
LEASE AND RENTAL PAYMENTS						
Airport Lease Payments	-	-	-	-	-	5,197
Other - Lease and Rental Payments	-	-	-	-	8	-
Total Lease and Rental Payments	-	-	-	-	8	5,197
UTILITIES						
Electricity	-	-	-	-	2	-
Natural Gas	-	-	-	-	-	-
Water	-	-	-	-	-	-
Sewerage	-	-	-	-	-	-
Total Utilities	-	-	-	-	2	-
TELECOMMUNICATIONS						
45025 AVIATION DRIVE	-	-	-	-	-	-
DULLES EAST BUILDING	-	-	-	-	-	-
SERVICES						
Custodial Services	-	-	-	-	-	-
Contractual Services	704	982	1,521	2,479	1,764	1,855
Total Services	704	982	1,521	2,479	1,764	1,855
SUPPLIES, MATERIALS AND FUELS						
Fuels	-	-	-	-	-	-
Supplies and Materials	10	13	11	15	55	28
Total Supplies, Materials and Fuels	10	13	11	15	55	28
INSURANCE AND RISK MANAGEMENT						
NONCAPITAL EQUIPMENT	24	2	3	4	-	23
NONCAPITAL FACILITY PROJECTS	-	-	-	-	-	-
CAPITAL EQUIPMENT	-	-	-	-	-	105
CAPITAL FACILITY PROJECTS	-	-	-	-	-	-
Total Operating Expenses	\$ 2,914	\$ 2,072	\$ 2,685	\$ 3,619	\$ 3,712	\$ 12,041



2012 OPERATING EXPENSES FOR CONSOLIDATED FUNCTIONS (continued)

Table 3-38(b)

<i>(dollars in thousands)</i>	Engineering	Business Administration	Human Resources	Information & Telecom.	Public Safety	Total
PERSONNEL EXPENSES						
Full-time Permanent	\$ 3,875	\$ 4,181	\$ 2,642	\$ 2,476	\$ 9,881	\$ 33,106
Other than Full-time Permanent	-	-	574	-	(0)	665
Overtime	6	8	15	17	1,138	1,313
Other - Personnel Compensation	(508)	(210)	(75)	3	104	(2,008)
Personnel Compensation	3,372	3,978	3,156	2,496	11,124	33,076
Health Insurance	336	555	363	222	1,779	4,222
Life Insurance	7	12	8	5	38	90
Retirement	611	678	486	357	2,320	5,998
Other - Employee Benefits	(5)	161	113	108	643	1,045
Employee Benefits	950	1,405	969	692	4,779	11,354
Total Personnel Expenses	4,322	5,383	4,125	3,187	15,904	44,430
TRAVEL	59	39	40	25	31	922
LEASE AND RENTAL PAYMENTS						
Airport Lease Payments	-	-	-	-	-	5,197
Other - Lease and Rental Payments	-	49	42	-	33	132
Total Lease and Rental Payments	-	49	42	-	33	5,329
UTILITIES						
Electricity	-	-	-	-	-	2
Natural Gas	-	-	-	-	-	-
Water	-	-	-	-	-	-
Sewerage	-	-	-	-	-	-
Total Utilities	-	-	-	-	-	2
TELECOMMUNICATIONS	-	-	-	1,200	-	1,200
45025 AVIATION DRIVE	-	913	-	-	-	913
DULLES EAST BUILDING	-	(998)	-	-	-	(998)
SERVICES						
Custodial Services	-	-	-	-	-	-
Contractual Services	343	1,701	1,488	13,251	324	26,411
Total Services	343	1,701	1,488	13,251	324	26,411
SUPPLIES, MATERIALS AND FUELS						
Fuels	-	-	-	-	-	-
Supplies and Materials	313	95	130	1,395	404	2,469
Total Supplies, Materials and Fuels	313	95	130	1,395	404	2,469
INSURANCE AND RISK MANAGEMENT	-	8,785	-	-	-	8,785
NONCAPITAL EQUIPMENT	47	20	13	1,163	101	1,400
NONCAPITAL FACILITY PROJECTS	-	-	-	-	-	-
CAPITAL EQUIPMENT	-	-	-	-	-	105
CAPITAL FACILITY PROJECTS	-	-	-	-	-	-
Total Operating Expenses	\$ 5,084	\$ 15,987	\$ 5,838	\$ 20,220	\$ 16,796	\$ 90,968



2012 OPERATING EXPENSES FOR RONALD REAGAN WASHINGTON NATIONAL AIRPORT

Table 3-39

<i>(dollars in thousands)</i>	Airport Manager	Operations	Engineering & Maintenance	Airport Administration	Total
PERSONNEL EXPENSES					
Full-time Permanent	\$ 432	\$ 1,686	\$ 13,405	\$ 2,192	\$ 17,715
Other than Full-time Permanent	234	-	-	11	245
Overtime	-	29	657	19	705
Other - Personnel Compensation	3	103	297	47	449
Personnel Compensation	668	1,818	14,359	2,269	19,114
Health Insurance	100	223	2,348	385	3,056
Life Insurance	2	5	50	8	65
Retirement	93	320	2,585	330	3,327
Other - Employee Benefits	49	92	980	252	1,373
Employee Benefits	244	641	5,962	974	7,821
Total Personnel Expenses	913	2,459	20,321	3,243	26,935
TRAVEL	-	12	35	19	66
LEASE AND RENTAL PAYMENTS					
Airport Lease Payments	-	-	-	-	-
Other - Lease and Rental Payments	4	-	23	2	29
Total Lease and Rental Payments	4	-	23	2	29
UTILITIES					
Electricity	-	-	6,100	-	6,100
Natural Gas	-	-	1,870	-	1,870
Water	-	-	797	-	797
Sewerage	-	-	1,021	-	1,021
Total Utilities	-	-	9,788	-	9,788
TELECOMMUNICATIONS					
45025 AVIATION DRIVE	-	-	-	-	-
DULLES EAST BUILDING	-	-	-	-	-
SERVICES					
Custodial Services	-	-	5,460	-	5,460
Contractual Services	418	3,721	8,215	355	12,710
Total Services	418	3,721	13,675	355	18,170
SUPPLIES, MATERIALS AND FUELS					
Fuels	-	-	709	3	712
Supplies and Materials	49	55	3,348	47	3,498
Total Supplies, Materials and Fuels	49	55	4,057	50	4,210
INSURANCE AND RISK MANAGEMENT					
NONCAPITAL EQUIPMENT	1	26	110	13	149
NONCAPITAL FACILITY PROJECTS	0	-	1,235	-	1,235
CAPITAL EQUIPMENT	-	-	-	-	-
CAPITAL FACILITY PROJECTS	-	-	-	-	-
Total Operating Expenses	\$ 1,385	\$ 6,272	\$ 49,244	\$ 3,681	\$ 60,582



2012 OPERATING EXPENSES FOR WASHINGTON DULLES INTERNATIONAL AIRPORT

Table 3-40

<i>(dollars in thousands)</i>	Airport Manager	Operations	Mobile Lounge Ramp Control	Engineering & Maintenance	Airport Administration	Total
PERSONNEL EXPENSES						
Full-time Permanent	\$ 652	\$ 3,039	\$ 5,469	\$ 20,622	\$ 2,568	\$ 32,350
Other than Full-time Permanent	232	-	(0)	-	-	231
Overtime	3	223	319	2,662	173	3,380
Other - Personnel Compensation	86	128	367	315	15	910
Personnel Compensation	972	3,390	6,155	23,599	2,756	36,872
Health Insurance	108	438	1,037	3,553	423	5,559
Life Insurance	2	9	22	75	9	118
Retirement	239	544	1,111	3,786	433	6,114
Other - Employee Benefits	45	189	597	1,359	181	2,371
Employee Benefits	395	1,180	2,768	8,773	1,046	14,163
Total Personnel Expenses	1,367	4,571	8,923	32,372	3,802	51,035
TRAVEL	20	35	-	26	47	129
LEASE AND RENTAL PAYMENTS						
Airport Lease Payments	-	-	-	-	-	-
Other - Lease and Rental Payments	-	5	-	94	-	99
Total Lease and Rental Payments	-	5	-	94	-	99
UTILITIES						
Electricity	-	-	-	15,442	-	15,442
Natural Gas	-	-	-	3,433	-	3,433
Water	-	-	-	614	-	614
Sewerage	-	-	-	1,073	-	1,073
Total Utilities	-	-	-	20,563	-	20,563
TELECOMMUNICATIONS						
45025 AVIATION DRIVE	-	-	-	-	-	-
DULLES EAST BUILDING	-	-	-	-	-	-
SERVICES						
Custodial Services	-	-	-	14,015	-	14,015
Contractual Services	706	10,520	8	28,822	4,865	44,921
Total Services	706	10,520	8	42,837	4,865	58,937
SUPPLIES, MATERIALS AND FUELS						
Fuels	-	-	-	2,762	372	3,134
Supplies and Materials	59	146	49	7,620	173	8,046
Total Supplies, Materials and Fuels	59	146	49	10,382	545	11,180
INSURANCE AND RISK MANAGEMENT						
NONCAPITAL EQUIPMENT	1	135	-	104	25	265
NONCAPITAL FACILITY PROJECTS	-	1	-	275	-	276
CAPITAL EQUIPMENT	-	-	-	-	-	-
CAPITAL FACILITY PROJECTS	-	-	-	-	-	-
Total Operating Expenses	\$ 2,152	\$ 15,413	\$ 8,980	\$ 106,653	\$ 9,285	\$ 142,483



2012 OPERATING EXPENSES FOR PUBLIC SAFETY

Table 3-41

<i>(dollars in thousands)</i>	Public Safety			
	Consolidated Functions	National	Dulles International	Total
PERSONNEL EXPENSES				
Full-time Permanent	\$ 9,881	\$ 8,960	\$ 12,811	\$ 31,653
Other than Full-time Permanent	-	271	201	472
Overtime	1,138	1,796	2,017	4,951
Other - Personnel Compensation	104	673	(672)	106
Personnel Compensation	11,124	11,700	14,357	37,181
Health Insurance	1,779	1,649	2,317	5,745
Life Insurance	38	35	49	122
Retirement	2,320	2,315	3,425	8,060
Other - Employee Benefits	643	680	272	1,595
Employee Benefits	4,779	4,679	6,063	15,521
Total Personnel Expenses	15,904	16,379	20,420	52,703
TRAVEL	31	31	38	100
LEASE AND RENTAL PAYMENTS	-	-	-	-
Airport Lease Payments	-	-	-	-
Other - Lease and Rental Payments	33	9	12	54
Total Lease and Rental Payments	33	9	12	54
UTILITIES	-	-	-	-
Electricity	-	-	-	-
Natural Gas	-	-	-	-
Water	-	-	-	-
Sewerage	-	-	-	-
Total Utilities	-	-	-	-
TELECOMMUNICATIONS	-	-	-	-
45025 AVIATION DRIVE	-	-	-	-
DULLES EAST BUILDING	-	-	-	-
SERVICES	-	-	-	-
Custodial Services	-	-	-	-
Contractual Services	324	217	202	743
Total Services	324	217	202	743
SUPPLIES, MATERIALS AND FUELS	-	-	-	-
Fuels	-	39	150	189
Supplies and Materials	404	303	330	1,037
Total Supplies, Materials and Fuels	404	342	480	1,226
INSURANCE AND RISK MANAGEMENT	-	-	-	-
NONCAPITAL EQUIPMENT	101	83	95	279
NONCAPITAL FACILITY PROJECTS	-	-	-	-
CAPITAL EQUIPMENT	-	-	-	-
CAPITAL FACILITY PROJECTS	-	-	-	-
Total Operating Expenses	\$ 16,796	\$ 17,061	\$ 21,247	\$ 55,104





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.



2012 BUDGET
Metropolitan Washington Airports Authority

Ronald Reagan Washington National Airport Airfield	Budget 2011	Budget 2012
Signatory Landing Fee (Net Stlmnt)	\$42,426,139	\$40,340,805
Nonsignatory Landing Fees	168,444	169,042
General Aviation	38,597	38,734
Transfers	3,770,648	6,020,007
Other Rents	189,000	131,000
Concessions	1,000	0
Utilities	89,000	42,000
Other Revenues	20,000	0
Total Revenues Plus Transfer	\$46,702,828	\$46,741,588
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	4,532,265	4,199,891
Other Services	3,293,552	3,454,091
Supplies & Materials	325,473	1,261,279
Miscellaneous	233,687	438,568
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	2,726,492	2,852,365
Public Safety	8,659,896	7,778,944
Administration	9,829,617	12,265,659
Systems & Services	99,186	446,806
Tenant Equipment	N/A	N/A
Total O&M Expenses	29,700,169	32,697,603
NET REVENUES	\$17,002,659	\$14,043,985
O&M Reserve Requirement Increment	115,250	124,613
Debt Service	11,923,270	9,407,216
Federal Lease Payment	650,344	791,381
NET CASH FLOW	\$4,313,794	\$3,720,775
Coverage (All Debt)	1.43	1.49

2012 BUDGET

Metropolitan Washington Airports Authority



Ronald Reagan Washington National Airport Terminal A	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmt)	\$6,361,681	\$6,889,803
Transfers	1,133,370	1,731,917
Security Reimb (Net Settlement)	0	0
Other Rents	614,000	614,000
Concessions	2,403,000	1,809,000
Utilities	11,000	11,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$10,523,051	\$11,055,720
<i><u>O&M Expenses (Direct):</u></i>		
Payroll & Employee Benefits	827,111	1,178,383
Other Services	1,690,527	1,169,388
Supplies & Materials	151,669	203,763
Miscellaneous	338,630	1,095,843
Capital Expenditures	0	0
<i><u>O&M Expenses (Indirect):</u></i>		
Maintenance	978,073	1,112,234
Public Safety	1,069,451	1,035,061
Administration	2,655,041	3,700,813
Systems & Services	311,699	370,084
Tenant Equipment	N/A	N/A
Total O&M Expenses	8,022,201	9,865,570
NET REVENUES	\$2,500,850	\$1,190,150
O&M Reserve Requirement Increment	31,130	37,598
Debt Service	3,847,906	3,347,696
Federal Lease Payment	175,662	238,777
NET CASH FLOW	(\$1,553,848)	(\$2,433,922)
Coverage (All Debt)	0.65	0.36



2012 BUDGET
Metropolitan Washington Airports Authority

Ronald Reagan Washington National Airport Terminal B&C	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmnt)	\$74,342,906	\$70,605,304
Transfers	9,808,094	15,388,285
Security Reimb (Net Settlement)	0	0
Other Rents	449,000	285,000
Concessions	16,878,810	18,493,000
TSA Security Fees	843,542	859,000
Utilities	1,377,000	1,497,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$103,699,352	\$107,127,589
<u>O&M Expenses (Direct):</u>		
Payroll & Employee Benefits	2,781,430	2,661,884
Other Services	6,965,258	6,411,957
Supplies & Materials	428,032	636,162
Miscellaneous	2,498,162	2,847,680
Capital Expenditures	0	0
<u>O&M Expenses (Indirect):</u>		
Maintenance	4,120,763	3,829,351
Public Safety	6,929,267	7,026,966
Administration	15,360,724	19,691,896
Systems & Services	8,172,302	10,247,456
Tenant Equipment	N/A	N/A
Total O&M Expenses	47,255,939	53,353,351
NET REVENUES	\$56,443,413	\$53,774,238
O&M Reserve Requirement Increment	180,102	200,060
Debt Service	44,525,241	41,228,468
Federal Lease Payment	1,016,292	1,270,521
NET CASH FLOW	\$10,721,778	\$11,075,189
Coverage (All Debt)	1.27	1.30

2012 BUDGET

Metropolitan Washington Airports Authority



Ronald Reagan Washington National Airport Ground Transportation	Budget 2011	Budget 2012
Other Rents	\$184,000	\$102,000
Concessions	57,268,000	47,003,000
Utilities	229,000	200,000
Other Revenues	1,660,000	1,784,000
DSRF Investment Earnings	4,219,525	2,787,856
P&I Investment Earnings	22,606	8,253
O&M Fund Investment Earnings	389,016	417,076
Total Revenues	\$63,972,147	\$52,302,184
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	1,391,516	938,166
Other Services	4,012,005	4,795,016
Supplies & Materials	188,057	482,708
Miscellaneous	1,998,418	2,674,624
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	2,467,992	2,711,081
Public Safety	3,912,626	2,681,454
Administration	8,670,731	9,118,242
Systems & Services	3,557,253	905,977
Tenant Equipment	N/A	N/A
Total O&M Expenses	26,198,598	24,307,267
NET REVENUES	\$37,773,549	\$27,994,917
O&M Reserve Requirement Increment	101,663	92,637
Debt Service	22,872,329	14,393,531
Federal Lease Payment	573,670	588,309
NET CASH FLOW	\$14,225,887	\$12,920,440
Coverage (All Debt)	1.65	1.94



2012 BUDGET
Metropolitan Washington Airports Authority

Ronald Reagan Washington National Airport Aviation	Budget 2011	Budget 2012
Other Rents	\$8,438,000	\$7,742,000
Concessions	1,419,000	1,757,000
Utilities	685,000	573,000
Other Revenues	0	0
Total Revenues	\$10,542,000	\$10,072,000
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	778,593	461,638
Other Services	682,910	212,147
Supplies & Materials	22,648	85,957
Miscellaneous	639,095	805,475
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	690,403	477,299
Public Safety	2,366,702	2,281,964
Administration	3,460,123	3,370,962
Systems & Services	1,814,282	1,290,817
Tenant Equipment	N/A	N/A
Total O&M Expenses	10,454,756	8,986,258
NET REVENUES	\$87,244	\$1,085,742
O&M Reserve Requirement Increment	40,569	34,247
Debt Service	7,483,243	4,680,366
Federal Lease Payment	228,928	217,495
NET CASH FLOW	(\$7,665,496)	(\$3,846,366)
Coverage (All Debt)	0.01	0.23

2012 BUDGET

Metropolitan Washington Airports Authority



Ronald Reagan Washington National Airport Nonaviation	Budget 2011	Budget 2012
Other Rents	\$0	\$0
Concessions	0	0
Utilities	0	0
Other Revenues	423,000	140,000
Total Revenues	\$423,000	\$140,000
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	4,048	4,503
Other Services	3,756	2,899
Supplies & Materials	447	1,569
Miscellaneous	0	119
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	2,683	2,772
Public Safety	279,968	30,270
Administration	280,281	181,617
Systems & Services	275,685	260,402
Tenant Equipment	N/A	N/A
Total O&M Expenses	846,868	484,150
NET REVENUES	(\$423,868)	(\$344,150)
O&M Reserve Requirement Increment	3,286	1,845
Debt Service	273,328	135,587
Federal Lease Payment	18,544	11,718
NET CASH FLOW	(\$719,026)	(\$493,300)
Coverage (All Debt)	(1.55)	(2.54)



2012 BUDGET
Metropolitan Washington Airports Authority

Ronald Reagan Washington National Airport Tenant Equipment	Budget 2011	Budget 2012
Equipment Charges	\$2,035,996	\$2,412,795
Transfers	508,831	510,847
Total Revenues Plus Transfer	\$2,544,827	\$2,923,642
O&M Reserve Requirement Increment	0	0
Debt Service	2,035,862	2,338,914
NET CASH FLOW	\$508,965	\$584,728
Coverage (All Debt)	1.25	1.25

Ronald Reagan Washington National Airport Maintenance	Budget 2011	Budget 2012
<u>O&M Expenses (Direct):</u>		
Payroll & Employee Benefits	\$6,928,144	\$7,703,840
Other Services	1,307,022	1,415,649
Supplies & Materials	2,716,098	1,799,375
Miscellaneous	35,141	66,237
Capital Expenditures	0	0
Total O&M Expenses	\$10,986,405	\$10,985,102
Public Safety		
<u>O&M Expenses (Direct):</u>		
Payroll & Employee Benefits	\$21,759,073	\$22,781,899
Other Services	647,985	476,402
Supplies & Materials	691,056	(2,618,606)
Miscellaneous	119,796	194,963
Capital Expenditures	0	0
Total O&M Expenses	\$23,217,910	\$20,834,658
Administration		
<u>O&M Expenses (Direct):</u>		
Payroll & Employee Benefits	\$25,400,208	\$28,153,839
Other Services	12,532,359	15,876,953
Supplies & Materials	699,551	3,561,762
Miscellaneous	1,571,899	684,134
Capital Expenditures	52,500	52,500
Total O&M Expenses	\$40,256,518	\$48,329,188
Systems & Services		
<u>O&M Expenses (Direct):</u>		
Payroll & Employee Benefits	\$1,830,223	\$1,888,656
Utilities	10,998,580	10,508,700
Other Services	251,601	419,418
Supplies & Materials	643,175	619,970
Miscellaneous	506,827	84,798
Capital Expenditures	0	0
Total O&M Expenses	\$14,230,407	\$13,521,543

2012 BUDGET

Metropolitan Washington Airports Authority



Washington Dulles International Airport Airfield	Budget 2011	Budget 2012
Signatory Landing Fee (Net Stlmnt)	\$67,430,168	\$72,107,830
Signatory Apron Fees	4,531,203	4,722,208
Nonsignatory Landing Fees	955,225	1,302,265
General Aviation	3,708,936	4,515,920
Transfers	14,227,779	12,108,489
Other Rents	0	0
Concessions	338,298	338,298
Utilities	30,482	30,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$91,222,091	\$95,125,011
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	5,437,644	3,821,951
Other Services	8,492,259	6,922,646
Supplies & Materials	2,502,569	2,912,382
Miscellaneous	717,382	728,605
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	4,570,428	4,068,140
Public Safety	8,387,652	9,079,053
Administration	7,719,110	8,141,796
Systems & Services	2,832	2,847
Tenant Equipment	N/A	N/A
Total O&M Expenses	37,829,875	35,677,419
NET REVENUES	\$53,392,216	\$59,447,592
O&M Reserve Requirement Increment	178,650	158,507
Debt Service	38,679,003	43,129,063
Federal Lease Payment	574,897	441,103
NET CASH FLOW	\$13,959,666	\$15,718,919
Coverage (All Debt)	1.38	1.38



2012 BUDGET
Metropolitan Washington Airports Authority

Washington Dulles International Airport Concourse C&D	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmnt)	\$25,599,299	\$27,186,946
Transfers	3,094,715	3,323,996
Other Rents	954,000	1,000,000
Concessions	9,015,116	9,714,000
Utilities	193,000	204,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$38,856,130	\$41,428,942
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	739,411	777,891
Other Services	4,295,249	3,745,686
Supplies & Materials	147,495	151,618
Miscellaneous	175,034	407,624
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	1,427,688	1,437,385
Public Safety	1,576,821	1,424,637
Administration	2,536,902	2,804,554
Systems & Services	1,534,270	1,540,187
Tenant Equipment	N/A	N/A
Total O&M Expenses	12,432,870	12,289,580
NET REVENUES	\$26,423,260	\$29,139,362
O&M Reserve Requirement Increment	58,714	54,600
Debt Service	6,584,509	7,610,160
Federal Lease Payment	188,941	151,944
NET CASH FLOW	\$19,591,096	\$21,322,657
Coverage (All Debt)	4.01	3.83

2012 BUDGET

Metropolitan Washington Airports Authority



Washington Dulles International Airport Concourse B	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmnt)	\$24,651,023	\$33,653,134
Transfers	1,909,759	3,152,749
Other Rents	259,000	187,000
Concessions	8,194,000	9,193,000
Utilities	202,000	242,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$35,215,781	\$46,427,883
<i><u>O&M Expenses (Direct):</u></i>		
Payroll & Employee Benefits	\$1,677,606	\$1,787,474
Other Services	6,699,929	5,774,030
Supplies & Materials	450,485	361,958
Miscellaneous	365,184	358,941
Capital Expenditures	0	0
<i><u>O&M Expenses (Indirect):</u></i>		
Maintenance	2,449,984	2,342,204
Public Safety	2,683,158	1,701,805
Administration	4,243,683	4,406,209
Systems & Services	2,227,446	2,575,423
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$20,797,474	\$19,308,043
NET REVENUES	\$14,418,308	\$27,119,840
O&M Reserve Requirement Increment	98,215	85,781
Debt Service	9,371,148	14,102,800
Direct Senior Bond Debt Service	5,836,897	8,984,705
Indirect Senior Bond Debt Service	3,534,251	5,118,095
Federal Lease Payment	316,057	238,718
NET CASH FLOW	\$4,632,887	\$12,692,541
Coverage (All Debt)	1.54	1.92



2012 BUDGET
Metropolitan Washington Airports Authority

Washington Dulles International Airport Main Terminal	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmnt)	\$90,483,225	\$109,334,229
Transfers	17,831,045	19,105,395
Other Rents	669,000	419,000
Concessions	8,333,000	9,935,000
TSA Security Fees	393,674	402,000
Utilities	10,000	46,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$117,719,945	\$139,241,624
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$2,001,124	\$2,191,596
Other Services	12,046,842	10,028,586
Supplies & Materials	363,683	354,549
Miscellaneous	353,363	642,168
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	3,934,868	3,737,644
Public Safety	2,755,862	6,056,258
Administration	6,722,613	8,713,113
Systems & Services	5,161,552	6,859,020
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$33,339,907	\$38,582,934
NET REVENUES	\$84,380,038	\$100,658,690
O&M Reserve Requirement Increment	155,587	169,629
Debt Service	62,272,749	67,731,352
Federal Lease Payment	500,681	472,056
NET CASH FLOW	\$21,451,021	\$32,285,653
Coverage (All Debt)	1.36	1.49

2012 BUDGET

Metropolitan Washington Airports Authority



Washington Dulles International Airport Airside Operations Building	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmnt)	\$403,254	\$349,048
Transfers	76,820	56,953
Other Rents	69,000	189,000
Concessions	0	0
Utilities	31,000	20,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$580,073	\$615,001
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$3,398	\$650
Other Services	0	0
Supplies & Materials	0	0
Miscellaneous	0	0
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	906	184
Public Safety	252,130	214,250
Administration	71,255	69,794
Systems & Services	21,518	20,961
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$349,207	\$305,840
NET REVENUES	\$230,866	\$309,161
O&M Reserve Requirement Increment	1,649	1,359
Debt Service	132,956	124,692
Direct Senior Bond Debt Service	66,780	60,684
Indirect Senior Bond Debt Service	66,176	64,008
Federal Lease Payment	5,307	3,781
NET CASH FLOW	\$90,954	\$179,329
Coverage (All Debt)	1.74	2.48



2012 BUDGET
Metropolitan Washington Airports Authority

Washington Dulles International Airport International Arrivals Building	Budget 2011	Budget 2012
Signatory IAB Fees	\$17,144,905	\$20,498,334
Transfers	2,850,117	2,505,840
Total Revenues Plus Transfer	\$19,995,022	\$23,004,174
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$199,029	\$276,686
Other Services	1,765,909	1,775,882
Supplies & Materials	20,885	35,115
Miscellaneous	104,938	117,915
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	557,187	623,727
Public Safety	944,875	769,139
Administration	1,465,211	1,602,500
Systems & Services	2,122,682	1,821,206
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$7,180,716	\$7,022,169
NET REVENUES	\$12,814,306	\$15,982,005
O&M Reserve Requirement Increment	33,911	31,198
Debt Service	10,090,284	12,631,114
Direct Senior Bond Debt Service	7,875,087	10,095,897
Indirect Senior Bond Debt Service	2,215,197	2,535,217
Federal Lease Payment	109,125	86,820
NET CASH FLOW	\$2,580,987	\$3,232,873
Coverage (All Debt)	1.27	1.27

2012 BUDGET

Metropolitan Washington Airports Authority



Washington Dulles International Airport Concourse C IAB	Budget 2011	Budget 2012
Signatory IAB Fees	\$6,273,665	\$8,107,326
Transfers	962,309	783,509
Total Revenues Plus Transfer	\$7,235,974	\$8,890,835
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$47,743	\$50,227
Other Services	277,338	241,853
Supplies & Materials	9,524	9,790
Miscellaneous	11,302	26,320
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	92,184	92,810
Public Safety	111,573	109,481
Administration	235,533	172,770
Systems & Services	369,106	53,831
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$1,154,302	\$757,081
NET REVENUES	\$6,081,671	\$8,133,753
O&M Reserve Requirement Increment	5,451	3,364
Debt Service	373,608	783,137
Direct Senior Bond Debt Service	585	618,655
Indirect Senior Bond Debt Service	373,023	164,482
Federal Lease Payment	17,542	9,360
NET CASH FLOW	\$5,685,071	\$7,337,893
Coverage (All Debt)	16.28	10.39



2012 BUDGET
Metropolitan Washington Airports Authority

Washington Dulles International Airport Concourse A	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmnt)	\$7,735,005	\$9,367,778
Transfers	1,567,438	1,183,990
Concessions	1,478,426	1,371,000
Utilities	42,000	71,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$10,822,869	\$11,993,768
<u>O&M Expenses (Direct):</u>		
Payroll & Employee Benefits	\$216,051	\$348,857
Other Services	1,718,251	1,558,286
Supplies & Materials	54,592	79,001
Miscellaneous	61,181	68,971
Capital Expenditures	0	0
<u>O&M Expenses (Indirect):</u>		
Maintenance	546,344	581,172
Public Safety	1,385,489	906,336
Administration	1,071,928	1,174,571
Systems & Services	199,479	429,787
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$5,253,315	\$5,146,981
NET REVENUES	\$5,569,554	\$6,846,787
O&M Reserve Requirement Increment	24,809	22,867
Debt Service	1,178,031	1,551,258
Direct Senior Bond Debt Service	486,316	387,785
Indirect Senior Bond Debt Service	691,715	1,163,472
Federal Lease Payment	79,834	63,635
NET CASH FLOW	\$4,286,881	\$5,209,027
Coverage (All Debt)	4.73	4.41

2012 BUDGET

Metropolitan Washington Airports Authority



Washington Dulles International Airport Z Gates	Budget 2011	Budget 2012
Signatory Terminal Rntls (Net Stlmnt)	\$1,470,148	\$1,879,514
Transfers	345,165	305,049
Concessions	125,000	124,000
Utilities	8,000	6,000
Other Revenues	0	0
Total Revenues Plus Transfer	\$1,948,313	\$2,314,563
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$67,492	\$80,143
Other Services	125,381	107,020
Supplies & Materials	20,718	13,147
Miscellaneous	66,380	71,216
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	74,612	76,786
Public Safety	33,903	0
Administration	99,591	102,990
Systems & Services	0	0
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$488,076	\$451,303
NET REVENUES	\$1,460,237	\$1,863,260
O&M Reserve Requirement Increment	2,305	2,005
Debt Service	936,944	1,071,013
Direct Senior Bond Debt Service	894,942	996,984
Indirect Senior Bond Debt Service	42,002	74,029
Federal Lease Payment	7,417	5,580
NET CASH FLOW	\$513,570	\$784,662
Coverage (All Debt)	1.56	1.74



2012 BUDGET
Metropolitan Washington Airports Authority

Washington Dulles International Airport Ground Transportation	Budget 2011	Budget 2012
Other Rents	\$2,637,000	\$1,905,000
Concessions	66,692,000	65,640,000
Utilities	328,000	313,000
Other Revenues	4,500,000	4,953,000
DSRF Investment Earnings	11,533,533	16,015,144
P&I Investment Earnings	35,407	30,800
O&M Fund Investment Earnings	629,221	634,968
Total Revenues	\$86,355,161	\$89,491,913
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$1,458,596	\$1,487,727
Other Services	5,542,220	10,410,349
Supplies & Materials	1,435,365	914,567
Miscellaneous	2,862,057	739,615
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	3,010,975	3,832,482
Public Safety	3,500,326	2,628,874
Administration	5,042,080	6,539,557
Systems & Services	1,858,648	2,103,220
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$24,710,267	\$28,656,392
NET REVENUES	\$61,644,894	\$60,835,520
O&M Reserve Requirement Increment	116,693	127,314
Debt Service	24,623,794	26,553,629
Direct Senior Bond Debt Service	20,972,599	20,267,535
Indirect Senior Bond Debt Service	3,651,195	6,286,094
Federal Lease Payment	375,520	354,298
NET CASH FLOW	\$36,528,887	\$33,800,280
Coverage (All Debt)	2.50	2.29

2012 BUDGET

Metropolitan Washington Airports Authority



<i>Washington Dulles International Airport</i>	Budget	Budget
Aviation	2011	2012
Other Rents	\$11,230,000	\$9,998,000
Concessions	18,541,000	19,758,000
Utilities	2,973,000	2,386,000
Other Revenues	0	0
Total Revenues	\$32,744,000	\$32,142,000
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$77,275	\$99,204
Other Services	196,167	205,258
Supplies & Materials	7,028	12,297
Miscellaneous	162,429	344,312
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	118,032	186,946
Public Safety	1,448,143	1,816,737
Administration	1,627,568	1,835,551
Systems & Services	4,339,755	3,543,094
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$7,976,397	\$8,043,398
NET REVENUES	\$24,767,603	\$24,098,602
O&M Reserve Requirement Increment	37,668	35,735
Debt Service	16,093,676	17,382,919
Direct Senior Bond Debt Service	12,143,748	13,372,780
Indirect Senior Bond Debt Service	3,949,928	4,010,139
Federal Lease Payment	121,217	99,446
NET CASH FLOW	\$8,515,042	\$6,580,502
Coverage (All Debt)	1.54	1.39



2012 BUDGET
Metropolitan Washington Airports Authority

Washington Dulles International Airport Nonaviation	Budget 2011	Budget 2012
Other Rents	\$750,000	\$610,000
Concessions	2,714,950	1,875,000
Utilities	1,855,000	1,606,000
Other Revenues	1,076,000	285,000
Total Revenues	\$6,395,950	\$4,376,000
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$41,513	\$48,167
Other Services	40,535	5,813
Supplies & Materials	899	762
Miscellaneous	131,554	159,793
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	57,164	60,669
Public Safety	1,880,547	1,716,192
Administration	1,446,227	1,633,547
Systems & Services	3,489,243	3,533,277
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$7,087,682	\$7,158,218
NET REVENUES	(\$691,732)	(\$2,782,218)
O&M Reserve Requirement Increment	33,471	31,802
Debt Service	4,990,228	4,861,747
Direct Senior Bond Debt Service	1,695,791	1,002,354
Indirect Senior Bond Debt Service	3,294,437	3,859,393
Federal Lease Payment	107,711	88,502
NET CASH FLOW	(\$5,823,142)	(\$7,764,268)
Coverage (All Debt)	(0.14)	(0.57)

2012 BUDGET

Metropolitan Washington Airports Authority



<i>Washington Dulles International Airport</i>	Budget	Budget
Cargo	2011	2012
Other Rents	\$4,400,000	\$3,684,000
Concessions	669,000	430,000
Utilities	1,249,000	1,017,000
Other Revenues	0	0
Total Revenues	\$6,318,000	\$5,131,000
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$114,480	\$149,129
Other Services	207,844	179,835
Supplies & Materials	63,315	6,594
Miscellaneous	230,219	336,057
Capital Expenditures	0	0
<i>O&M Expenses (Indirect):</i>		
Maintenance	164,126	189,928
Public Safety	646,238	1,418,761
Administration	729,231	1,173,127
Systems & Services	1,418,366	1,687,221
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$3,573,819	\$5,140,653
NET REVENUES	\$2,744,181	(\$9,653)
O&M Reserve Requirement Increment	16,877	22,839
Debt Service	2,615,312	3,554,546
Direct Senior Bond Debt Service	1,232,579	1,434,696
Indirect Senior Bond Debt Service	1,382,733	2,119,850
Federal Lease Payment	54,311	63,557
NET CASH FLOW	\$57,681	(\$3,650,595)
Coverage (All Debt)	1.05	(0.00)



2012 BUDGET
Metropolitan Washington Airports Authority

Washington Dulles International Airport Passenger Conveyance	Budget 2011	Budget 2012
Signatory Revenue (Net Settlement)	\$9,391,743	\$6,934,446
Passenger Conveyance Transfers	5,697,587	9,142,211
Mobile Lounge Fees	0	0
Total Revenues Plus Transfer	\$15,089,329	\$16,076,657
<i><u>O&M Expenses (Direct):</u></i>		
Payroll & Employee Benefits	\$13,617,552	\$11,390,214
Other Services	19,313,278	15,185,578
Supplies & Materials	2,551,277	1,812,079
Miscellaneous	449,023	522,218
Capital Expenditures	0	0
<i><u>O&M Expenses (Indirect):</u></i>		
Maintenance	0	0
Public Safety	0	0
Administration	0	0
Systems & Services	0	0
Tenant Equipment	N/A	N/A
Total O&M Expenses	\$35,931,131	\$28,910,089
NET REVENUES	(\$20,841,801)	(\$12,833,432)
O&M Reserve Requirement Increment	0	0
Debt Service	18,894,626	43,875,855
Direct Senior Bond Debt Service	18,894,626	43,875,855
Indirect Senior Bond Debt Service	0	0
NET CASH FLOW	(\$39,736,427)	(\$56,709,287)
Coverage (All Debt)	(1.10)	(0.29)

2012 BUDGET

Metropolitan Washington Airports Authority



Washington Dulles International Airport Tenant Equipment	Budget 2011	Budget 2012
Equipment Charges	\$1,267,360	\$810,239
Transfers	279,262	217,417
Total Revenues Plus Transfer	\$1,546,621	\$1,027,655
NET REVENUES	\$1,546,621	\$1,027,655
O&M Reserve Requirement Increment	0	0
Debt Service	1,237,297	822,124
Direct Senior Bond Debt Service	1,237,297	822,124
NET CASH FLOW	\$309,324	\$205,531
Coverage (All Debt)	1.25	1.25

Washington Dulles International Airport Maintenance	Budget 2011	Budget 2012
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$13,416,247	\$13,700,862
Other Services	1,255,462	1,033,790
Supplies & Materials	2,250,459	2,290,444
Miscellaneous	82,331	204,979
Capital Expenditures	0	0
Total O&M Expenses	\$17,004,498	\$17,230,075
Public Safety		
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$23,592,730	\$23,773,667
Other Services	625,672	751,059
Supplies & Materials	1,284,556	3,140,273
Miscellaneous	103,758	176,523
Capital Expenditures	0	0
Total O&M Expenses	\$25,606,716	\$27,841,522
Administration		
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$26,735,374	\$27,796,355
Other Services	4,330,082	10,646,517
Supplies & Materials	875,489	60,924
Miscellaneous	1,017,487	(186,217)
Capital Expenditures	52,500	52,500
Total O&M Expenses	\$33,010,932	\$38,370,079
Systems & Services		
<i>O&M Expenses (Direct):</i>		
Payroll & Employee Benefits	\$1,343,523	\$1,445,899
Utilities	20,357,720	21,043,400
Other Services	649,007	1,130,593
Supplies & Materials	460,222	492,259
Miscellaneous	(65,574)	57,923
Capital Expenditures	0	0
Total O&M Expenses	\$22,744,898	\$24,170,074





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.

2012 Funding Requirements

The new 2012 program authority for COMIP totals \$42.6 million. The COMIP authorization for 2012 is \$6.7 million for Consolidated Functions, \$11.9 million at Reagan National and \$23.9 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

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY BY FUNDING SOURCE

DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		
					2011	2012	2013 & 2014
CONSOLIDATED FUNCTIONS							
Capital Fund	60	\$18,511,000	\$6,695,000	\$25,206,000	\$8,330,000	\$5,310,000	\$11,566,000
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		\$18,511,000	\$6,695,000	\$25,206,000	\$8,330,000	\$5,310,000	\$11,566,000
RONALD REAGAN WASHINGTON NATIONAL AIRPORT							
Capital Fund	60	\$22,982,000	\$11,940,000	\$34,922,000	\$5,559,000	\$18,850,000	\$10,513,000
Federal Grant	FG	839,000	0	839,000	26,000	568,000	245,000
Airline	AR	73,000	0	73,000	5,000	48,000	20,000
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		\$23,893,000	\$11,940,000	\$35,833,000	\$5,590,000	\$19,465,000	\$10,778,000
WASHINGTON DULLES INTERNATIONAL AIRPORT							
Capital Fund	60	\$55,409,000	\$23,946,000	\$79,355,000	\$15,699,000	\$39,635,000	\$24,021,000
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 Washington Dulles International Airport		\$55,409,000	\$23,946,000	\$79,355,000	\$15,699,000	\$39,635,000	\$24,021,000
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY							
Capital Fund	60	\$96,902,000	\$42,581,000	\$139,483,000	\$29,588,000	\$63,795,000	\$46,100,000
Federal Grant	FG	839,000	0	839,000	26,000	568,000	245,000
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 Metropolitan Washington Airports Authority		\$97,813,000	\$42,581,000	\$140,394,000	\$29,619,000	\$64,410,000	\$46,365,000

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

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

CONSOLIDATED FUNCTIONS

PROJ NUM	DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		
						2011	2012	2013 & 2014
	<u>OTHER</u>							
0605	Compensation Studies	60	1,279,000	0	1,279,000	200,000	254,000	825,000
0608	Revenue Collection Systems - Finance	60	70,000	0	70,000	0	0	70,000
0614	Organization Planning and Programming	60	620,000	0	620,000	405,000	215,000	0
0618	Board Room Renovations at DCA	60	95,000	0	95,000	0	95,000	0
0619	Consultant (Use & Lease Agreement, Legal, FA)	60	500,000	250,000	750,000	342,000	408,000	0
0620	ERP Operational Support	60	1,801,000	0	1,801,000	1,801,000	0	0
0621	Public Safety - Vehicles (6)	60	13,000	0	13,000	0	13,000	0
0622	COB Office Rehabilitation	60	3,563,000	0	3,563,000	74,000	3,489,000	0
0623	Equipment – Multi-functional copiers – Office of HR and Finan	60	38,000	0	38,000	6,000	32,000	0
10008	Fire Pumper Truck	60	149,000	0	149,000	40,000	109,000	0
	Multi-Functional Copiers (4)	60	0	95,000	95,000	0	95,000	0
	Document Management Support	60	0	200,000	200,000	0	200,000	0
	Pitney Bowes Mail Machine (pending confirmation)	60	0	35,000	35,000	0	35,000	0
	Claim Account Reserve	60	0	750,000	750,000	0	0	750,000
	Public Safety Fire Vehicles (3)	60	0	135,000	135,000	0	135,000	0
	Public Safety Police Vehicles (6)	60	0	200,000	200,000	0	200,000	0
	Public Safety Police Vehicles K9	60	0	30,000	30,000	0	30,000	0
	Authority's MetroRail Contribution for Non-PFC Eligible Costs	60	0	5,000,000	5,000,000	0	0	5,000,000
	Subtotal Other		8,128,000	6,695,000	14,823,000	2,868,000	5,310,000	6,645,000
3130	Dulles Toll Road/Rail Program	60	10,365,000	0	10,365,000	5,444,000	0	4,921,000
	<u>ALL OTHER</u>	60	18,000	0	18,000	18,000	0	0
	Summary of Funding Source							
	Capital Fund	60	18,511,000	6,695,000	25,206,000	8,330,000	5,310,000	11,566,000
	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		\$18,511,000	\$6,695,000	\$25,206,000	\$8,330,000	\$5,310,000	\$11,566,000

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

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
RONALD REAGAN WASHINGTON NATIONAL AIRPORT

PROJ NUM	DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		
						2011	2012	2013 & 2014
ROADS								
3186	Expansion Joint Replacement	60	445,000	0	445,000	288,000	147,000	0
3198	Bridge Pan deck Repair	60	500,000	0	500,000	0	500,000	0
3199	Replace Old Street Light Poles	60	250,000	150,000	400,000	136,000	164,000	100,000
3203	Economy Lot Rehab/Satellite Lot Demo	60	150,000	0	150,000	100,000	50,000	0
	Subtotal Roads		1,345,000	150,000	1,495,000	535,000	860,000	100,000
BUILDINGS								
3080	Terminal B/C Structural Paint	60	325,000	100,000	425,000	250,000	175,000	0
3091	West Building Mechanical & Electrical MODs	60	343,000	0	343,000	0	243,000	100,000
3135	Fixed Camera - Blue Doors Access to AOA	60	165,000	0	165,000	50,000	115,000	0
3137	Moving Walkway	60	17,000	0	17,000	17,000	0	0
3158	Operations Computer Room Rehabilitation	60	204,000	0	204,000	21,000	183,000	0
3160	Rehabilitation of Sanitary Force Main	60	854,000	0	854,000	84,000	570,000	200,000
3162	Facility Start-up-ConsCommCenter	60	208,000	0	208,000	0	208,000	0
3171	Hangar 7 Elevator & Stairs Repair	60	216,000	0	216,000	80,000	136,000	0
3174	Terminal B/C Communications Room Ceiling Replacement	60	172,000	0	172,000	50,000	50,000	72,000
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	60,000	60,000	60,000
3190	Inbound Baggage Handling System Refurbishment	60	200,000	0	200,000	75,000	100,000	25,000
3191	Terminal A Freight Elevator	60	250,000	0	250,000	75,000	100,000	75,000
4464	Replace Roofing	60	351,000	0	351,000	0	331,000	20,000
3204	Terminal B/C Freight Elevators and Elevator Doors	60	500,000	0	500,000	75,000	200,000	225,000
3205	COB and Hangar 12 Office Renovations	60	311,000	0	311,000	150,000	161,000	0
10027	South Pier - 7th Lane	60	250,000	0	250,000	250,000	0	0
	Security Camera Digital Video Recorder Replacement	60	0	200,000	200,000	0	100,000	100,000
	Terminal A Restroom Renovations	60	0	900,000	900,000	0	600,000	300,000
	Outbound Baggage Handling System Refurbishment	60	0	200,000	200,000	0	75,000	125,000
	Hangar 4 Roof Replacement	60	0	600,000	600,000	0	400,000	200,000
	South Hangar Line Exterior Painting	60	0	500,000	500,000	0	300,000	200,000
	Subtotal Buildings		4,746,000	2,500,000	7,246,000	1,237,000	4,207,000	1,802,000

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY RONALD REAGAN WASHINGTON NATIONAL AIRPORT

PROJ NUM	DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		
						2011	2012	2013 & 2014
AIRFIELD FACILITIES								
3092	Runway Safety Area (RSA) Evaluation Analysis	60	78,000	0	78,000	26,000	52,000	0
3113	Pavement Marking & Signage	60	30,000	0	30,000	30,000	0	0
3149	Pavement Management System - Airside	60	168,000	0	168,000	50,000	118,000	0
3176	Airfield Pavement	60	2,247,000	500,000	2,747,000	250,000	1,497,000	1,000,000
	Storm Drain Replacement (South Area)	60	0	700,000	700,000	0	500,000	200,000
	Subtotal Airfield Facilities		2,922,000	1,200,000	3,722,000	355,000	2,167,000	1,200,000
PARKING FACILITIES								
3169	Runway 04 - Parking Lot	60	103,000	0	103,000	50,000	33,000	20,000
3192	Facility Startup - Garages	60	150,000	0	150,000	50,000	75,000	25,000
	Garage C Elevator Rehabilitation	60	0	300,000	300,000	0	200,000	100,000
	Garage A Elevator Rehabilitation	60	0	350,000	350,000	0	100,000	250,000
	Garage Seal Coat	60	0	125,000	125,000	0	80,000	45,000
	Subtotal Parking Facilities	60	253,000	775,000	1,028,000	100,000	488,000	440,000
UTILITY SYSTEMS								
3082	Electronic Information Modification	60	245,000	0	245,000	31,000	150,000	64,000
3115	Radio Communication Fiber Link	60	122,000	0	122,000	35,000	36,000	51,000
3117	Utility Meter Automation	60	24,000	0	24,000	24,000	0	0
3118	Cable TV Head-End Replacement	60	50,000	0	50,000	0	25,000	25,000
3119	800 MHz Licensing Support	60	98,000	0	98,000	0	25,000	73,000
3142	Public Safety Command Vehicle Radio Upgrade	60	13,000	0	13,000	0	5,000	8,000
3144	Radio Projects & Misc Upgrades	60	106,000	0	106,000	50,000	26,000	30,000
3177	Public Safety Replacement Radios	60	75,000	0	75,000	75,000	0	0
3183	Tyson Corner Site Radio Capacity Expansion	60	75,000	0	75,000	0	75,000	0
3194	Replace Non-Public Safety Radios	60	150,000	0	150,000	0	150,000	0
3195	New Authority Radio Requirements	60	28,000	0	28,000	28,000	0	0
4447	Communications F&E System Integration	60	791,000	0	791,000	150,000	596,000	45,000
3206	South Sewer Pump House Rehabilitation	60	250,000	0	250,000	80,000	100,000	70,000
3207	Data Network Intrusion Detection System	60	214,000	0	214,000	100,000	43,000	71,000
3208	Replace End-of-Life Storage Area Networks (SANs)	60	410,000	0	410,000	327,000	60,000	23,000
3210	Radio System UPS Replacement Program	60	60,000	0	60,000	30,000	30,000	0
3211	Supplemental Radiation System (SRS) Upgrade	60	65,000	0	65,000	40,000	25,000	0
3212	Replace End-of-Life Uninterruptible Power Supply for IT Servers	60	45,000	0	45,000	0	45,000	0
3213	Replace Cisco IT Line Modules	60	90,000	0	90,000	90,000	0	0
	Electrical Coordination Study	60	0	100,000	100,000	0	65,000	35,000
	Cooling for Terminal B/C Electrical Substations	60	0	450,000	450,000	0	300,000	150,000
	Replace Servers	60	0	250,000	250,000	0	165,000	85,000
	Exterior Electric Shop HVAC	60	0	100,000	100,000	0	65,000	35,000
	Flight Kitchen Fire Alarm Panel Replacement	60	0	150,000	150,000	0	100,000	50,000
	Upgrade Local Area Network (LAN) Backbone	60	0	175,000	175,000	0	120,000	55,000
	Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA	60	0	35,000	35,000	0	25,000	10,000
	Radio Local Area Network (RLAN) Switch Replacement Program	60	0	125,000	125,000	0	80,000	45,000
	Compliance with New FCC Mandatory Narrowband Radio Requirements	60	0	100,000	100,000	0	65,000	35,000
	Telecommunications Battery Back Up Replacement	60	0	115,000	115,000	0	75,000	40,000
	Radio System UPS Replacement Program	60	0	60,000	60,000	0	40,000	20,000
	Supplemental Radiation System (SRS) Major Component Replacement Program	60	0	65,000	65,000	0	40,000	25,000
	Subtotal Utility Systems		2,911,000	1,725,000	4,636,000	1,060,000	2,531,000	1,045,000

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY RONALD REAGAN WASHINGTON NATIONAL AIRPORT

PROJ NUM	DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		
						2011	2012	2013 & 2014
	OTHER							
3009	Automated Vehicle ID-Taxicabs	60	296,000	0	296,000	201,000	95,000	0
3014	Commercial Program Investment	60	1,637,000	0	1,637,000	24,000	613,000	1,000,000
3036	Noise Abatement	FG	26,000	0	26,000	26,000	0	0
3061	Security Study and Infrastructure Improvements	FG	813,000	0	813,000	0	568,000	245,000
3060	Capital Equipment & Facility Repair Projects	60	553,000	0	553,000	200,000	353,000	0
3073	Snow Removal Program	60	1,480,000	500,000	1,980,000	0	0	1,980,000
3084	Public Safety Capital Equipment	60	185,000	0	185,000	85,000	100,000	0
3102	Environmental Compliance Program	60	299,000	417,000	716,000	140,000	576,000	0
3128	Planning/Programming Studies	60	202,000	500,000	702,000	150,000	552,000	0
3129	Business Process Reengineering	60	247,000	0	247,000	0	247,000	0
3145	Payment Card Industry (PCI) Compliance	60	61,000	0	61,000	61,000	0	0
3146	Security Study & Infrastructure Improvements (Landside Enhancement)	60	257,000	0	257,000	120,000	137,000	0
3150	Information Technology Systems Enhancements	60	37,000	0	37,000	37,000	0	0
3151	CrashNet System Replacement	60	76,000	0	76,000	43,000	33,000	0
3154	Arts Program	60	103,000	0	103,000	0	103,000	0
3156	2009 Public Safety Equipment - Reagan National	60	34,000	0	34,000	0	34,000	0
3179	2010 Reagan National Capital Equipment & Facility Projects	60	78,000	0	78,000	70,000	8,000	0
6001	Airport Rescue and Fire Fighting (ARFF) Vehicle	60	765,000	0	765,000	0	365,000	400,000
3184	Equal Opportunity Program Business Diversity Program	60	96,000	0	96,000	0	96,000	0
3185	Replace Last Remaining Lead Sheath at Reagan National	60	200,000	0	200,000	200,000	0	0
3214	Energy Audit Buy-out	60	300,000	0	300,000	200,000	100,000	0
3215	Capital Equipment and Facility Projects	60	1,170,000	0	1,170,000	447,000	423,000	300,000
3216	Parking Operations Shuttle Buses (4)	60	1,600,000	0	1,600,000	0	1,100,000	500,000
3217	Public Safety - Mobile Command Post Vehicle	60	800,000	400,000	1,200,000	0	800,000	400,000
3227	Maintenance Services Agreement for PSCC	60	180,000	0	180,000	0	180,000	0
10009	Fire Utility Vehicle	60	20,000	0	20,000	20,000	0	0
10010	Baggage System & PLB Equip Terminal A (Delta)	60	166,000	0	166,000	112,000	29,000	25,000
	Public Safety Communication Center (PSCC) Supplemental HVAC	AR	73,000	0	73,000	5,000	48,000	20,000
	Dedicated Fire System/Domestic Water - Williams Hydrant	60	0	40,000	40,000	0	27,000	13,000
	Safety Management Systems (SMS)	60	0	150,000	150,000	0	100,000	50,000
	2012 DCA Equipment	60	0	1,320,000	1,320,000	0	880,000	440,000
	Public Safety Police Vehicles (2)	60	0	60,000	60,000	0	40,000	20,000
	Passenger Shuttle Bus (4)	60	0	80,000	80,000	0	55,000	25,000
	Talking Bus Equipment Replacement	60	0	58,000	58,000	0	40,000	18,000
	Truck, One-ton pickup, 4-wheel drive, (Diesel)	60	0	35,000	35,000	0	25,000	10,000
	Truck, 3/4-ton pickup, 4-wheel drive, (Diesel) (2)	60	0	80,000	80,000	0	55,000	25,000
	Curbside Signage for Taxi Dispatch Operation - Taxi Operations	60	0	100,000	100,000	0	65,000	35,000
	Subtotal Other		11,754,000	5,590,000	17,344,000	1,941,000	9,212,000	6,191,000
	ALL OTHER	60	362,000	0	362,000	362,000	0	0
	SUMMARY OF FUNDING SOURCE							
	Capital Fund	60	\$22,982,000	11,940,000	34,922,000	5,559,000	18,850,000	10,513,000
	Federal Grant	FG	839,000	0	839,000	26,000	568,000	245,000
	Airline	AR	73,000	0	73,000	5,000	48,000	20,000
	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		\$23,893,000	\$11,940,000	\$35,833,000	\$5,590,000	\$19,465,000	\$10,778,000

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

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

PROJ NUM	DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		2013 & 2014
						2011	2012	
ROADS								
3590	Rehabilitate Access Highway Bridges	60	137,000	0	137,000	0	137,000	0
3730	Landside Roadway Rehabilitation	60	412,000	0	412,000	0	212,000	200,000
3852	Horsepen Lake/Marriott Lake Dam Rehabilitation	60	204,000	0	204,000	0	204,000	0
3853	Landside Roadway Rehabilitation	60	508,000	600,000	1,108,000	250,000	658,000	200,000
3854	Rehabilitation/Repair Access Highway Bridges	60	473,000	0	473,000	280,000	193,000	0
3870	Guardrail Maintenance and Rehabilitation; Dulles Airport Access Highway	60	192,000	450,000	642,000	0	642,000	0
	Zone Signs - Greenway Ramp E	60	0	675,000	675,000	0	675,000	0
	Culvert Replacement on Vortic Lane	60	0	450,000	450,000	0	450,000	0
	Subtotal Roads		1,926,000	2,175,000	4,101,000	530,000	3,171,000	400,000
BUILDINGS								
3597	Rehabilitate Cargo Buildings	60	172,000	0	172,000	1,000	171,000	0
3707	Baggage Belt Rehabilitation	60	203,000	0	203,000	0	103,000	100,000
3708	Paint Spray Building Fire Suppression	60	15,000	0	15,000	0	15,000	0
3731	Reroof Buildings	60	407,000	250,000	657,000	59,000	448,000	150,000
3743	Authority-Owned Jet Bridge Modifications	60	1,150,000	0	1,150,000	100,000	595,000	455,000
3757	Sprinkler System Modification Concourse B	60	232,000	0	232,000	48,000	104,000	80,000
3759	Airline Space Relocation	60	324,000	400,000	724,000	0	524,000	200,000
3760	Baggage Belt Replacement (Claims 3&4)	60	129,000	0	129,000	0	129,000	0
3761	Engineering & Maintenance Relocation	60	205,000	0	205,000	3,000	202,000	0
3763	ATC Space Conversion - Authority Use & Pass & ID	60	83,000	0	83,000	83,000	0	0
3780	New Facility Start-Up	60	1,357,000	500,000	1,857,000	280,000	1,577,000	0
3783	Transportation Security Agency (TSA) Offices	60	136,000	0	136,000	0	0	136,000
3799	Fueling Station Improvements - Shop 2	60	1,171,000	0	1,171,000	7,000	364,000	800,000
3800	Buy-out of Authority Airline Permitted Space (Conc B/Z)	60	205,000	0	205,000	0	205,000	0
3814	Buy-out & Enhance of Taxicab Lounge & Ops Bldg	60	22,000	0	22,000	0	22,000	0
3835	Improvements to the Supplemental Radiating Systems (SRS)	60	129,000	0	129,000	0	129,000	0
3855	ARFF Station 303 Access Improvements	60	105,000	0	105,000	0	105,000	0
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	0	100,000	0
3866	New Facility Start-Up and Fitout	60	3,375,000	0	3,375,000	1,200,000	1,425,000	750,000
3867	Elevators, Escalators and Moving Walks Rehabilitation	60	197,000	190,000	387,000	0	387,000	0
3868	Capital Equipment and Facility Projects	60	1,551,000	0	1,551,000	582,000	569,000	400,000
3869	Shop 3 Equipment Maintenance Building Expansion	60	610,000	0	610,000	29,000	581,000	0
3881	Cooling Tower Basins Rehabilitation, Utility Bldg.	60	400,000	0	400,000	378,000	22,000	0
3882	Vehicle Storage Building Conversion to Maintenance Building Shop	60	695,000	0	695,000	0	295,000	400,000
3883	Salt/Sand Facility Rehabilitation - Corrosion Issues	60	399,000	0	399,000	250,000	149,000	0
3884	MUFIDS Installation, Main Terminal	60	450,000	0	450,000	0	250,000	200,000
3885	Expansion Joint & Terrazzo Replacement, Main Terminal, Ticketing Level	60	659,000	880,000	1,539,000	600,000	559,000	380,000
3886	Carpet Replacement	60	200,000	310,000	510,000	0	170,000	170,000
10220	Hourly Lot Admin Bldg	60	250,000	0	250,000	0	170,000	80,000
	Dulles East Building Rehabilitation Ph. I	60	0	350,000	350,000	0	233,000	117,000
	Terrazzo Replacement - Landside Walkback Tunnel	60	0	730,000	730,000	0	487,000	243,000
	JP Morgan Chase Bldg - HVAC System Connection to - EMCS	60	0	350,000	350,000	0	233,000	117,000
	Live Fire Training Facility Enhancements- Pavilion	60	0	10,000	10,000	0	7,000	3,000
	Fire Station 302 Floor Covering Replacement	60	0	50,000	50,000	0	35,000	17,000
	Subtotal Buildings		15,431,000	4,000,000	19,431,000	3,620,000	10,633,000	5,178,000

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

PROJ NUM	DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		2013 & 2014
						2011	2012	
<u>AIRFIELD FACILITIES</u>								
3593	Airfield Pavement Maintenance and Joint Sealing/Repairs	60	2,745,000	2,500,000	5,245,000	532,000	4,213,000	500,000
3710	Airfield Storm Sewer Inlet Erosion Repairs	60	754,000	800,000	1,554,000	701,000	853,000	0
3837	Taxilane A, B, & C Trench Drain Repairs	60	2,048,000	0	2,048,000	406,000	892,000	750,000
	Glacial Runoff Enhancements	60	0	975,000	975,000	0	635,000	340,000
	Dedicated Fire System/Domestic Water - Williams Hydrant	60	0	75,000	75,000	0	75,000	0
	Subtotal Airfield Facilities		5,547,000	4,275,000	9,822,000	1,639,000	6,593,000	1,590,000
<u>PARKING FACILITIES</u>								
	Public Parking Operations Enhancements	60	0	410,000	410,000	0	300,000	110,000
	Parking Hourly Lot Exit Business Trailer Replacement	60	0	300,000	300,000	0	300,000	0
	Subtotal Parking Facilities		0	710,000	710,000	0	600,000	110,000
<u>UTILITY SYSTEMS</u>								
3509	Radio Communication Systems	60	145,000	0	145,000	0	145,000	0
3549	Comprehensive Utility Survey Update	60	363,000	0	363,000	0	363,000	0
3679	Global Positioning System Field Data	60	182,000	0	182,000	0	182,000	0
3735	Federal Compliance Law	60	16,000	0	16,000	0	8,000	8,000
3738	Radio System Security Initiative	60	20,000	0	20,000	0	20,000	0
3765	Electrical Unit Substation Replacement	60	283,000	0	283,000	83,000	200,000	0
3766	Replace Electrical Feeder Laterals	60	831,000	0	831,000	31,000	600,000	200,000
3767	Utility Meter Automation	60	200,000	0	200,000	0	0	200,000
3768	Telephone Cable Plant Improvements & Additions	60	27,000	0	27,000	0	27,000	0
3803	Automatic Control of Electrical Loads	60	36,000	0	36,000	36,000	0	0
3804	Public Safety Command Vehicle Radios	60	45,000	0	45,000	20,000	1,000	24,000
3805	HVAC Improvements (Shop 1, 2 & Metal Shop)	60	104,000	0	104,000	0	104,000	0
3858	Public Safety Replacement Radios	60	75,000	0	75,000	75,000	0	0
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	100,000	0	100,000	0	0	0
3872	Replace Non-Public Safety Radios	60	150,000	0	150,000	0	50,000	50,000
3873	Fiber and Cable Plant Infrastructure	60	74,000	0	74,000	10,000	39,000	75,000
3874	New Authority Radio Requirements	60	50,000	0	50,000	50,000	0	25,000
3875	Tyson's Corner Site Radio capacity Expansion Project	60	32,000	0	32,000	0	32,000	0
3887	Data Network Intrusion Detection System	60	227,000	0	227,000	100,000	127,000	0
3888	Replace End-of-Life Storage Area Networks (SANs)	60	324,000	0	324,000	324,000	0	0
3890	Storm Sewer Lift Station Repairs/Improvements	60	800,000	0	800,000	55,000	745,000	0
3891	Radio System UPS Replacement Program	60	60,000	0	60,000	30,000	30,000	0
3892	Supplemental Radiation System (SRS) Upgrade	60	65,000	0	65,000	60,000	5,000	0
3893	Replace End-of-Life Uninterruptible Power Supply for IT Servers	60	45,000	0	45,000	0	45,000	0
3894	Replace Cisco IT Line Modules	60	90,000	0	90,000	90,000	0	0
	Replace Servers	60	0	250,000	250,000	0	170,000	80,000
	HVAC Improvements (Shop 1 and Vehicle Body Shop)	60	0	750,000	750,000	0	500,000	250,000
	Roof Top Unit (RTU) Replacement Program	60	0	250,000	250,000	0	165,000	85,000
	Safety Management Systems (SMS) Plan	60	0	150,000	150,000	0	100,000	50,000
	Security Improvements Access Control (Istar and Biometrics)	60	0	350,000	350,000	0	235,000	115,000
	Radio Local Area Network (RLAN) Switch Replacement Program	60	0	125,000	125,000	0	83,000	42,000
	Upgrade Local Area Network (LAN) Backbone	60	0	175,000	175,000	0	116,000	59,000
	Improvements to the Supplemental Radiating Systems (SRS)	60	0	75,000	75,000	0	50,000	25,000
	Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA	60	0	35,000	35,000	0	23,000	12,000
	Compliance with New FCC Mandatory Narrowband Radio Requirements	60	0	100,000	100,000	0	66,000	34,000
	Telecommunications Battery Back Up Replacement	60	0	115,000	115,000	0	75,000	40,000
	Concourse CD HVAC Building Automation System (BAS) Network	60	0	300,000	300,000	0	200,000	100,000
	Radio System UPS Replacement Program	60	0	60,000	60,000	0	40,000	20,000
	Supplemental Radiation System (SRS) Major Component Replacement Program	60	0	65,000	65,000	0	45,000	20,000
	Subtotal Utility Systems		7,345,000	2,800,000	10,145,000	963,000	4,668,000	4,514,000

CAPITAL OPERATING, MAINTENANCE & INVESTMENT PROGRAM

2012 BUDGET METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

WASHINGTON DULLES INTERNATIONAL AIRPORT

PROJ NUM	DESCRIPTION	FUND	PROJECTED CARRY-OVER	2012 PROGRAM	PROJECTED CARRY OVER & 2012 PROGRAM	EXPENDITURES		
						2011	2012	2013 & 2014
	OTHER							
3770	Planning/Programming Studies	60	236,000	500,000	736,000	0	736,000	0
3547	Commercial Programs Investments	60	800,000	0	800,000	0	400,000	400,000
3698	Snow/Removal Program	60	2,922,000	1,000,000	3,922,000	0	1,922,000	2,000,000
3746	Environmental Compliance Program (*4866)	60	963,000	1,015,000	1,978,000	154,000	1,824,000	0
3771	Automated Vehicle ID-System Development	60	67,000	0	67,000	10,000	57,000	0
3774	Authority Network Security System Upgrade	60	89,000	0	89,000	40,000	29,000	20,000
3775	2006 Equipment & Facility Repair Maintenance Projects	60	408,000	0	408,000	100,000	208,000	100,000
3776	2006 Consolidated Function (CF) Capital Equipment	60	29,000	0	29,000	29,000	0	0
3779	Energy Assistance Program	60	600,000	0	600,000	0	400,000	200,000
3807	Gate 317 Security Improvements	60	344,000	0	344,000	0	244,000	100,000
3808	Airport Access Control Systems	60	82,000	0	82,000	0	82,000	0
3809	Operation Command Center Modifications	60	530,000	0	530,000	0	330,000	200,000
3813	2007 Public Safety - Capital Equipment	60	39,000	0	39,000	0	39,000	0
3824	Information Technology Systems Enhancements	60	38,000	0	38,000	0	38,000	0
3825	Card Reader Installation	60	300,000	0	300,000	9,000	141,000	150,000
3826	Security	60	84,000	0	84,000	0	84,000	0
3827	2008 Equipment & Facility Repair Projects	60	683,000	0	683,000	0	283,000	400,000
3828	Arts Program	60	112,000	175,000	287,000	0	287,000	0
3831	ARFF Vehicle (Replacement)	60	108,000	0	108,000	0	108,000	0
3851	AeroTrain Support	60	7,597,000	0	7,597,000	7,597,000	0	0
3860	Arc Flash Hazard Analysis Study	60	63,000	0	63,000	30,000	33,000	0
3862	2009 Public Safety Capital Equipment & Facility Projects	60	101,000	0	101,000	0	101,000	0
3876	Collateral Land Support	60	500,000	0	500,000	0	100,000	400,000
3877	Equal Opportunity Program Business Diversity Program	60	195,000	0	195,000	0	195,000	0
3878	Air Service Incentive Program	60	4,434,000	0	4,434,000	0	0	4,434,000
3895	Plane-Mate HED Lift Controller System Upgrade	60	190,000	285,000	455,000	0	190,000	285,000
3896	Aero Train Safety and Security Oversight	60	100,000	100,000	200,000	0	100,000	100,000
3897	Parking Operations Shuttle Busses (6)	60	2,100,000	3,195,000	5,295,000	0	3,100,000	2,195,000
3898	Public Safety - Vehicles (5)	60	135,000	0	135,000	129,000	6,000	0
3899	Public Safety - Firefighting Turret	60	236,000	0	236,000	79,000	82,000	75,000
3913	Public Safety - Medic and Foam Units	60	282,000	0	282,000	0	282,000	0
3928	Electric Vehicle Charging Stations	60	23,000	0	23,000	0	23,000	0
	2012 Capital Equipment and Facility Projects	60	0	2,000,000	2,000,000	0	1,350,000	650,000
	Mobile Command Post Vehicle (split between DCA and IAD)	60	0	400,000	400,000	0	270,000	130,000
	Medic Unit 303	60	0	260,000	260,000	0	175,000	85,000
	Public Safety ARFF Foam Unit	60	0	900,000	900,000	0	600,000	300,000
	Public Safety Police Vehicle (1)	60	0	30,000	30,000	0	30,000	0
	Flooring - Fire Station 302	60	0	71,000	71,000	0	46,000	25,000
	Subtotal Other	60	24,390,000	9,911,000	34,301,000	8,176,000	13,896,000	12,229,000
	ALL OTHER	60	768,000	0	768,000	768,000	0	0
	SUMMARY OF SOURCE FUNDS							
	Capital Fund	60	55,409,000	23,946,000	79,355,000	15,699,000	39,635,000	24,021,000
	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 Dulles Airport		\$55,409,000	\$23,946,000	\$79,355,000	\$15,699,000	\$39,635,000	\$24,021,000

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



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

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.

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

Board Room Renovations at DCA \$95,000. The project will fund the design of the Authority's COB Board Room renovations.

Consultant (Support for Use & Lease Agreement, Legal, FA), \$1,000,000. Provides consultant support as we progress to a new airline use and lease agreement

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

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.

2011 Multi-functional Copiers – Office of HR and Finance, \$69,000. This project will fund the replacement of copiers due to heavy usage.

2012 BUDGET

Metropolitan Washington Airports Authority



Equipment – Multi-functional Copiers (4), \$95,000. This project will fund the replacement of copiers due to heavy usage.

Fire Pumper Truck, \$773,000. This project will fund the replacement of Fire/Life Safety equipment.

Document Management Support, \$200,000. This computer system will track and store electronic documents and/or images of paper documents.

Pitney Bowes Mail Machine, \$35,000. This machine will replace the existing mail processing machine.

Claim Reserve Account, \$750,000. This project will reserve funds in the event of any extraordinary insurance claims.

Public Safety Vehicles (9) , \$335,000. The project funds the purchase of replacement public safety vehicles in support of Consolidated Functions Offices' public safety operations.

Public Safety Vehicle K9 (1), \$30,000. This project will fund the purchase of one K9 vehicles to be used for transportation of Explosives Detector Dogs for EDD patrol and response both DCA and IAD which includes routine patrol in terminals and other airport areas.

Airports Authority's MetroRail Contribution for Non-PFC Eligible Costs, \$5,000,000. The Airports Authority has agreed to contribute 4.1 percent of costs of the Metrorail Project – Phase 1 and 2. PFCs have been targeted as the source of the Airports Authority's contribution to the Metrorail Project. However, should PFC eligibility requirements prohibit PFCs from being used to cover the full amount; \$5 million is programmed in the COMIP budget as an initial installment for any non-PFC eligible cost.

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.



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

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

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, \$400,000. This project funds for phase II of a multi-year project to replace deteriorating street light poles and foundations at various locations on the airport. 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

Terminal B/C Structural Paint \$1,000,000. 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. Terminal B/C is approximately 15 years old and major corrosion prevention and control efforts are now routinely required.

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.

Fixed Cameras at Blue Doors Access to AOA, \$518,000. Various doors that have direct access to the AOA will have security cameras installed.

2012 BUDGET

Metropolitan Washington Airports Authority



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.

Operations Computer Room Rehabilitation, \$858,000. 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.

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.

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.

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

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.

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.

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

The South Pier Security Checkpoint at Terminal B/C, \$250,000. The security checkpoint at Terminal B/C is at capacity and requires the modification of Delta's shuttle area to accommodate the addition of a new (7th) lane to the security checkpoint. This additional lane will allow for more efficient screening of passengers as well as eliminate the potential for a security breach at the South Pier temporary exit lane.

Security Camera Digital Video Recorder Replacement, \$200,000. This project will fund for the procurement of two network video recorders to replace the remaining five of the original digital video recorders for the security camera system, which are at the end of their useful, serviceable life.

Terminal A Restroom Renovations, \$900,000. This project will provide funding for the design and renovation of two sets of restrooms located on the concourse level of Terminal A.

Outbound Baggage Handling System (BHS) Refurbishment, \$200,000. This project will fund for drive replacements on baggage handling systems in Terminal B/C.

Hangar 4 Roof Replacement, \$600,000. This project preserves and restores the roof of Hangar 4 on the historic hangar line. Execution of this project will protect structural roof components essential to the integrity of this hangar. New tenants are in the process of fitting out office space in Hangar 4.

South Hangar Line Exterior Painting, \$500,000. This project will provide funding to support a conditions assessment study and a multi-year painting project to protect the deteriorating exterior of the south hangar line.

**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-stripping 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.

Storm Drain Replacement (South Area) , \$700,000. This project will replace 400 linear feet of a 60 inch corrugated metal storm drainage pipe located on the south end of the airport. This drainage pipe supports the drainage of the General Aviation (GA) and Terminal A ramps.

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.

Parking Facilities Garage C Elevator Rehabilitation, \$300,000. This project replaces elevator controllers, traveling cables, hoist way electrical components, hatch switches, selectors, drive units, door operators, safety edges, door interlocks, car top operating devices, car operating panels and hall call buttons on the three elevators located in Garage C.

Garage A Elevator Rehabilitation, \$350,000. This project funds for the replacement of all elevator controllers, traveling cables, hatch switches, selectors, drive units, and car top operating devices on four elevators in Garage A.



Garage Seal Coat, \$125,000. This project will fund for the sealing of the top deck at Garages A, B, and C. These treatments are needed in order to prevent damage caused by snow treatment chemicals and to prevent calcium deposits on vehicles on the lower deck.

Utility Systems

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).

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.

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.

Tysons 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.

2012 BUDGET

Metropolitan Washington Airports Authority



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.

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.

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 (Tysons 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.

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.

Electrical Coordination Study, \$100,000. This project will fund a study to coordinate the electrical loads from the North Substation to their lowest downstream panels to ensure that proper fault protection is in place to prevent a switchgear failure in the North Substation.

Cooling for Terminal B/C Electrical Substations, \$450,000. This project will modify three existing air handling units to provide cooling to Electrical Substations 1, 2, and 3 in Terminals B and C. These substations require additional cooling to maintain a proper equipment operating temperature.

Replace Servers, \$250,000. This multi-year project will replace 50 of 500 servers that have reached end-of-life and are no longer supported by the manufacturer. These servers provide access to production data including email, application data, and file servers.

Exterior Electric Shop HVAC, \$100,000. This project funds a cooling unit to be installed in the new exterior electric shop located in the cargo facility. The existing space is not fit out for air conditioning units or ducts.

Flight Kitchen Fire Alarm Panel Replacement, \$150,000. This project funds for the replacement of the fire alarm panel in the Sky Chefs facility.

Upgrade Local Area Network (LAN) Backbone, \$175,000. This project upgrades LAN system switches to 10Gb speed to accommodate increased data and security requirements. This project will match server capacity with LAN capacity.

Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA, \$35,000. This project will upgrade current OC-12 between DCA and IAD to an OC-48. This upgrade requires hardware/software upgrades at four locations. The existing OC-12 is reaching capacity and

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additional bandwidth is needed to accommodate ERP, security feeds, and data and voice between campuses.

Radio Local Area Network (RLAN) Switch Replacement Program, \$125,000. This multi-year project will replace switches that have or will shortly reach end-of-life. Funds in 2012 will be used to replace approximately seven switches. Approximately 14 additional switches will need to be replaced through 2014.

Compliance with New FCC Mandatory Narrowband Radio Requirements, \$100,000. The FCC's narrow banding initiative requires legacy UHF/VHF radio systems to migrate to narrowband technology (12.5kHz). This project will transition the radios used for the MWAA's shuttle bus and parking garage operations.

Telecommunications Battery Back Up Replacement, \$115,000. The current private branch exchange battery backup system has reached end-of-life and is no longer serviced by the manufacturer or covered under warranty. There are ten battery plants at IAD and two at DCA. This project will replace battery backup systems that are located at various telecommunications switches. The switches must be operational during a power outage or telecommunications will be lost.

Radio System UPS Replacement Program, \$60,000. UPS systems are used to in strategic areas of the radio system to power equipment in the event of power failure from the grid. This project is part of a phased program to replace UPS systems at both airport campuses and Tyson's Corner. The UPS's have reached end-of-life and exhibited failure symptoms. They are no longer covered by the manufacturer's warranty or service agreement.

Supplemental Radiation System (SRS) Major Component Replacement Program, \$65,000. The SRS system provides in-building radio coverage and runs throughout the interiors of buildings, terminals, and concourses at both campuses. Its components include antenna, radiating coax, amplifiers, and headend equipment. When these components reach their useful life, they are no longer supported by the manufacturer or warranty and need to be replaced. This project is part of a multi-year program that will end in 2015 to upgrade the critical system components.

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.

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, \$2,463,000. 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.

Environmental Compliance Program, \$1,925,000. 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.

Planning & Programming Studies, \$1,150,000. This project provides funding for planning and programming related to facilities rehabilitation, reuse, or expansion anticipated to be of a COMIP scale or content.

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

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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.

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.

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.

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, \$1,200,000. 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.



2011 Parking Operations Shuttle Busses (4), \$1,600,000. This project funds the replacement of four shuttle busses in support of parking operations.

Public Safety – Mobile Command Post Vehicle, \$1,200,000. This vehicle will be used as a Mobile Command Post and back up to the Public Safety Communications Center.

Maintenance Services Agreement PSCC, \$180,000. This project will fund the extension of expiring service contracts needed to support proprietary and licensed equipment.

Electric Vehicle Charging Stations, \$20,000. This project will fund the installation of Electric Vehicle Recharging Stations at Reagan National.

Fire Utility Vehicle, \$162,000. This project will fund the replacement of Fire/Life Safety equipment.

Baggage System & PLB Equipment Terminal A (Delta), \$400,000. This project fund the repair of the Delta baggage system. Funds were provided by Delta for the repair of the system.

Public Safety Communication Center (PSCC) Supplemental HVAC, \$150,000. This project will fund for a dedicated 20 ton air handling unit and install the necessary duct work to supply cool air to the dispatch area in the PSCC.

Dedicated Fire System/Domestic Water - Williams Hydrant, \$40,000. This project will fund the installation of needed infrastructure to support special firefighting equipment at the airport fuel farm. This new equipment facilitates supplemental fire suppression capability consistent with other airports.

Safety Management Systems (SMS) Plan, \$150,000. This project supports the plan, design and implementation of a SMS, which will be a FAA requirement by end of year 2012.

Recycling Containers, \$100,000. This project will fund the purchase of 25 additional recycling stations for pre-security terminal locations.

2012 Reagan National Equipment, \$1,320,000. These funds will be used to purchase critical capital equipment and complete facility repair projects.

Public Safety – Vehicles (2), \$60,000. This project will fund the purchase of replacement public safety vehicles in support of Ronald Regan public safety operations.

Passenger Shuttle Buses (4), \$1,600,000. This project will fund for the phased replacement of the aging fleet of Van Hool shuttle buses. This first phase of will fund for the procurement of 4 CNG buses.

Talking Bus Equipment Replacement, \$80,000. This project will replace the "talking bus" equipment in the Van Hool Buses.

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Truck, One-ton pickup, 4-wheel drive, (Diesel), \$57,500. This project will fund for the procurement of a pickup truck.

Minivan, \$35,000. This project will fund the purchase of a pickup truck.

Truck, 3/4-ton pickup, 4-wheel drive, (Diesel), \$80,000. This project will fund the procurement of two pickup trucks.

Curbside Signage for Taxi Dispatch Operation, \$100,000. This project will fund the curbside signage for the taxi dispatch operation. This signage will alert passengers to prevailing conditions with taxi availability.



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 abatements or toe of a dam.

Landside Roadway Rehabilitation, \$1,850,000. This multi-year project provides for all cynical preventive, routine and major corrective maintenance services for the landside roadways, employee lots and public parking areas at Dulles International. The 2012 program includes Dulles East and JP Morgan Chase building pavement repairs, Compass Court repairs, hourly lot exit area, potholes on Dulles Airport Access Highway and airport-wide curb repairs.

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), \$950,000. 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.

Zone Signs - Greenway Ramp E, \$675,000. This project will fund four new large airport signs on the Dulles Greenway ramp leading to airport.

Culvert Replacement on Vortac Lane, \$450,000. This project will fund a hydraulic analysis and the construction of culverts near Vortac lane. The existing size of culverts on Vortac lane is undersized for current storm water demand.



Buildings

Rehabilitate Cargo Buildings, \$444,000. 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.

Reroof Buildings, \$954,000. This multi-phase project will replace old or damaged RTUs at various locations around the airport. These locations include Concourse A, Joint Police-Fire Facility, Commissary Building, Shops & Warehouse Building, West Parking Garage, Office of Valet Check-in, and Daily Garages 1 & 2.

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, \$860,000. 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.

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, \$4,000,000. This multi-year program provides a contingency source from which funds can be drawn for critical items outside the scope of CCP projects, and for critical repairs to items that are identified in the turnover process or after start-up. In 2012 projects will be in support of the International Arrivals Building and South Baggage Basement.

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Elevators, Escalators, and Moving Walks Rehabilitation, \$590,500. This multi-year project will fund the rehabilitation of aging conveyance system units per the Original Equipment Manufacturer (OEM) 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.

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, \$1,560,000. 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, \$510,000. This project replaces carpet in Temporary Mobile Lounge Docks at the Main Terminal, Mobile Lounge Docks in Concourses A & B, Jet Bridges Concourse A & B and grey wall carpet in Plane-Mates.

Hourly Parking Lot Building, \$250,000. This project will fund the design to replacement of the existing Hourly Parking Lot Building. It is required that the building reside in close proximity to the exit plaza which is in the historic core at Washington Dulles International Airport (per the Design Manual). The project also required additional utilities to service the building.



Dulles East Building Rehabilitation Ph. I, \$350,000. This multi-phased project will rehabilitate the Dulles East Building over a five year period. Phase I will fund for life-safety issues, address ADA compliance requirements, and rehabilitate the building's mechanical systems.

Terrazzo Replacement – Landside Walkback Tunnel, \$730,000. This project funds for terrazzo replacement in the landside walk-back tunnel. Moisture beneath the surface has compromised the vapor barrier between the terrazzo and concrete slab and created surface cracks and bubbles throughout the tunnel. These surface distresses are tripping hazards to the traveling public.

JP Morgan Chase Building – HVAC System Connection to Energy Management Control System (EMCS), \$350,000. This project will establish an EMCS connection to the mechanical room and major mechanical equipment (air handling units, chillers, boilers, etc.) serving the JP Morgan Chase Building. This project will also establish sufficient capacity to allow for future connections and automation of each floor in the building.

Live Fire Training Facility Enhancements- Pavilion, \$10,000. This project will fund for the construction of a pavilion that will provide a shaded area during training exercises. Additionally, the roof will provide a platform on which firefighters can train different methods of rescue.

Fire Station 302 Floor Covering Replacement, \$50,000. This project will replace approximately 9,000 square-feet of worn floor coverings in the fire station.

Airfield Facilities

Airfield Pavement Maintenance and Joint Sealing, \$30,194,000. This project funds for cyclical preventative and corrective maintenance services; work will consist of spall and pothole repairs, joint sealing, shoulder sealing and slab leveling.

Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase IV, \$3,100,000. This multi-phase project will seal and rehabilitate portions of the airfield storm drainage system, and correct grading and erosions issues around storm drain inlets. This will be the final phase of this project.

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.

Glycol Runoff Enhancements, \$975,000. This project will line the glycol drain pipes under Apron A to prevent groundwater infiltration into the glycol recovery pits.

Dedicated Fire System/Domestic Water - Williams Hydrant, \$75,000. This project will install the needed infrastructure to support special firefighting equipment at the airport fuel farm. This new equipment facilitates supplemental fire suppression capability consistent with current practice.



Parking Facilities

Public Parking Operations Enhancements, \$410,000. This project will fund for revenue control and customer service enhancements for the public parking operation. This includes expansion joint replacement, installation of electronic parking exit signs at the hourly exit plaza, and replacement of safes used for revenue control.

Parking Hourly Lot Exit Business Trailer Replacement, \$300,00. This project will fund the construction of the PRCS work stations, electronic safe and sewerage in the new building.

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.

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.

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.



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.

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.

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.

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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.

Tysons 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 MWA 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.

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 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.

Supplemental Radiation System (SRS) Upgrade, \$65,000. The SRS system provides in-building radio coverage and runs throughout the interiors of buildings, terminals, and concourses at both campuses. Its components include antenna, radiating coax, amplifiers, and headend equipment. When these components reach their useful life, they are no longer supported by the manufacturer or warranty and need to be replaced. This project is part of a multi-year program that will end in 2015 to upgrade the critical system components.

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 or 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.

Replace Servers, \$250,000. This multi-year project will replace 50 of 500 servers that have reached end-of-life and no longer supported by the manufacturer. These servers provide access to production data including email, application data, and file servers.

HVAC Improvements (Shop 1 and Vehicle Body Shop), \$750,000. This project will install new air handling units with energy recovery and new chilled water piping that will tie-in to the central cooling plant.

Roof Top Unit (RTU) Replacement Program, \$250,000. This multi-phase project will replace old or damaged RTUs at various locations around the airport. These locations include Concourse A, Joint Police-Fire Facility, Commissary Building, Shops & Warehouse Building, West Parking Garage, Office of Valet Check-in, and Daily Garages 1 & 2.

Safety Management Systems (SMS) Plan, \$150,000. This project supports the plan, design and implementation of a SMS which will be a FAA requirement by end of year 2012.

Security Improvements Access Control (Istar and Biometrics), \$350,000. This multi-phase project will support the Airports transition to a new security access technology. The existing system is at capacity due to the increasing numbers of badge holders. This new system will provide more capacity and provides a platform for more advanced access control applications.

Radio Local Area Network (RLAN) Switch Replacement Program, \$125,000. This multi-year project will replace switches that have or will shortly reach end-of-life. Funds in 2012 will be used to replace approximately seven switches. Approximately 14 additional switches will need to be replaced through 2014.

Upgrade Local Area Network (LAN) Backbone, \$175,000. This project upgrades LAN system switches to 10Gb speed to accommodate increased data and security requirements. This project will match server capacity with LAN capacity.

Improvements to the Supplemental Radiating Systems (SRS), \$150,000. This project funds the expansion of the SRS systems for both Airport campuses. This year's funding will install SRS systems in the four main office buildings on Aviation Drive.

Optical Cable (OC)-48 Bandwidth Upgrade Between IAD and DCA , \$35,000. This project will upgrade current OC-12 between DCA and IAD to an OC-48. This upgrade requires hardware/software upgrades at four locations. The existing OC-12 is reaching capacity and

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additional bandwidth is needed to accommodate ERP, security feeds, and data and voice between campuses.

Compliance with New FCC Mandatory Narrowband Radio Requirements, \$100,000. The FCC's narrow banding initiative requires legacy UHF/VHF radio systems to migrate to narrowband technology (12.5kHz). This project will transition the radios used for the MWAA's shuttle bus and parking garage operations.

Telecommunications Battery Back Up Replacement, \$115,000. The current private branch exchange battery backup system has reached end-of-life and is no longer serviced by the manufacturer or covered under warranty. There are ten battery plants at IAD and two at DCA. This project will replace battery backup systems that are located at various telecommunications switches. The switches must be operational during a power outage or telecommunications will be lost.

Concourse C/D HVAC Building Automation System (BAS) Network, \$300,000. This multi-year project will include RS-232 BACnet network connections to Concourse C/D Roof-top air handling unit's controllers, VAV terminal boxes and energy meters. The initial phase of this project will network 35-40 of the 105 select RTU units serving a few of the most important tenant areas and provide network BAS (Building Automation System) connections that will allow greater monitoring and control capability.

Radio System UPS Replacement Program, \$60,000. UPS systems are used to in strategic areas of the radio system to power equipment in the event of power failure from the grid. This project is part of a phased program to replace UPS systems at both airport campuses and Tyson's Corner. The UPS's have reached end-of-life and exhibited failure symptoms. They are no longer covered by the manufacturer's warranty or service agreement.

Supplemental Radiation System (SRS) Major Component Replacement Program, \$65,000. The SRS provides in-building radio coverage and runs throughout the interiors of buildings, terminals, and concourses at both campuses. Its components include antenna, radiating coax, amplifiers, and headend equipment. When these components reach their useful life, they are no longer supported by the manufacturer or warranty and need to be replaced. This project is part of a multi-year program that will end in 2015 to upgrade the critical system components.

Other

Planning/Programming Studies, \$1,410,000. This project provides funding for planning and programming related to facilities rehabilitation, reuse, or expansion anticipated to be of a COMIP scale or content.

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, \$14,095,000. This project provides funding for snow removal requirements, excluding personnel related costs, during extraordinary snow events.

Environmental Compliance Program, \$2,445,000. 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.

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.

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.

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.

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.

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 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.

2012 BUDGET

Metropolitan Washington Airports Authority



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, \$425,000. This project will establish the Arts Master Plan and Archival Program for Dulles International.

ARFF Vehicle, \$900,000. 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).

2009 Public Safety 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.

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, \$455,000. This multi-phased project will replace obsolete electronic passenger pod electronic controllers on Plane-Mates. Phase II will consist of the rehab of 10 Plane-Mate units. The continued hardstand operations will extend the need for these vehicles.

Aero Train Safety and Security Oversight, \$200,000. 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, \$5,295,000. This program will fund the purchase of low-floor diesel buses to replace eight buses to be retired in 2011 due to high mileage and maintenance costs.

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 Unit, \$260,000. This project will fund the replacement of Medic unit in support of Dulles International's public safety operations.

Electrical Vehicle Charging Stations \$23,000. This project will fund a number of electric vehicle recharging stations timed to meet the roll-out of new production-line vehicles in 2011 for the general public by several prominent auto-manufactures

2012 Capital Equipment and Facility Repair Projects, \$2,000,000. These funds will be used to purchase critical capital equipment and complete facility repair projects.

Public Safety – Mobile Command Post Vehicle, \$400,000. This vehicle will be used as a Mobile Command Post and back up to the Public Safety Communications Center.

Medic Unit \$260,000. This project will fund the replacement of Medic unit in support of Dulles International's public safety operations.

2012 ARFF Vehicle, \$1,000,000. This project will fund the new purchase for a ARFF vehicle in support of Dulles International's public safety operations.

Public Safety – Vehicle (1), \$30,000. The project funds the purchase of replacement public safety vehicles in support of Dulles International's public safety operations.

Flooring – Fire Station 302, \$71,000. This project will modify the existing kitchen for Fire Station 303 by expanding the area into the dining room, relocate existing utilities to support the revised kitchen layout. Provide new kitchen equipment and related storage items, upgrade the existing utility services to support the new equipment and layout.



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.

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 2012, 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 2012 and was referred to as the “2001-2012 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 2012 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 \$5.1 billion (in inflated dollars). The Airports Authority expended approximately \$4.0 billion of the \$5.1 billion total estimated cost of the 2001-2016 CCP between 2001 and June 30, 2011. 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

2012 BUDGET

Metropolitan Washington Airports Authority



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.

The Project Elements of the CCP in 2012

The 2012 Budget includes authorization of \$78.3 million for new projects and additional funding for existing projects in the CCP. CCP expenditures for 2012 for both new program authorization and prior year projects are estimated at \$274.7 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 \$35.8 million. The CCP new program authorization at Dulles International is \$42.5 million. Of particular note are immediate improvements to Reagan National Terminal B/C apron level holdrooms and the Terminal A rehabilitation including a new loading bridge, upgrades to the outbound and inbound baggage facilities and other miscellaneous property expenses incurred to implement any approved slot reallocations. Significant improvements to the Airport's Runway 15-33 and runway safety areas are also planned. At Dulles International, the 2012 Budget includes \$11.6 million for the replacement of the generator for the hot water distribution, \$8.9 million for taxiway improvement to support the United maintenance hangar facility, \$4.7 million for preservation of the historic air traffic control tower and \$8.7 million for of a maintenance equipment storage facility.

2012 Funding Requirements

The requested CCP authorization for 2012 expenditures is \$35.8 million at Reagan National and \$42.5 million at Dulles International. The combined total expenditure for 2012 is \$274.7 million which includes capitalized interest. Funding sources include bonds, commercial paper, PFCs, and grants. The 2012 expenditures are the amount of work we expect to be billed in 2012.

List of Projects

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

Expenditure estimates for 2012 include the continuation of projects started in prior periods in addition to projects to be initiated in 2012. Expenditure estimates for 2012 include only the



impact of continuing with projects authorized in 2012 or in prior periods. Completed projects reflect actual project costs, while continuing projects are presented in 2010 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 2012. 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.





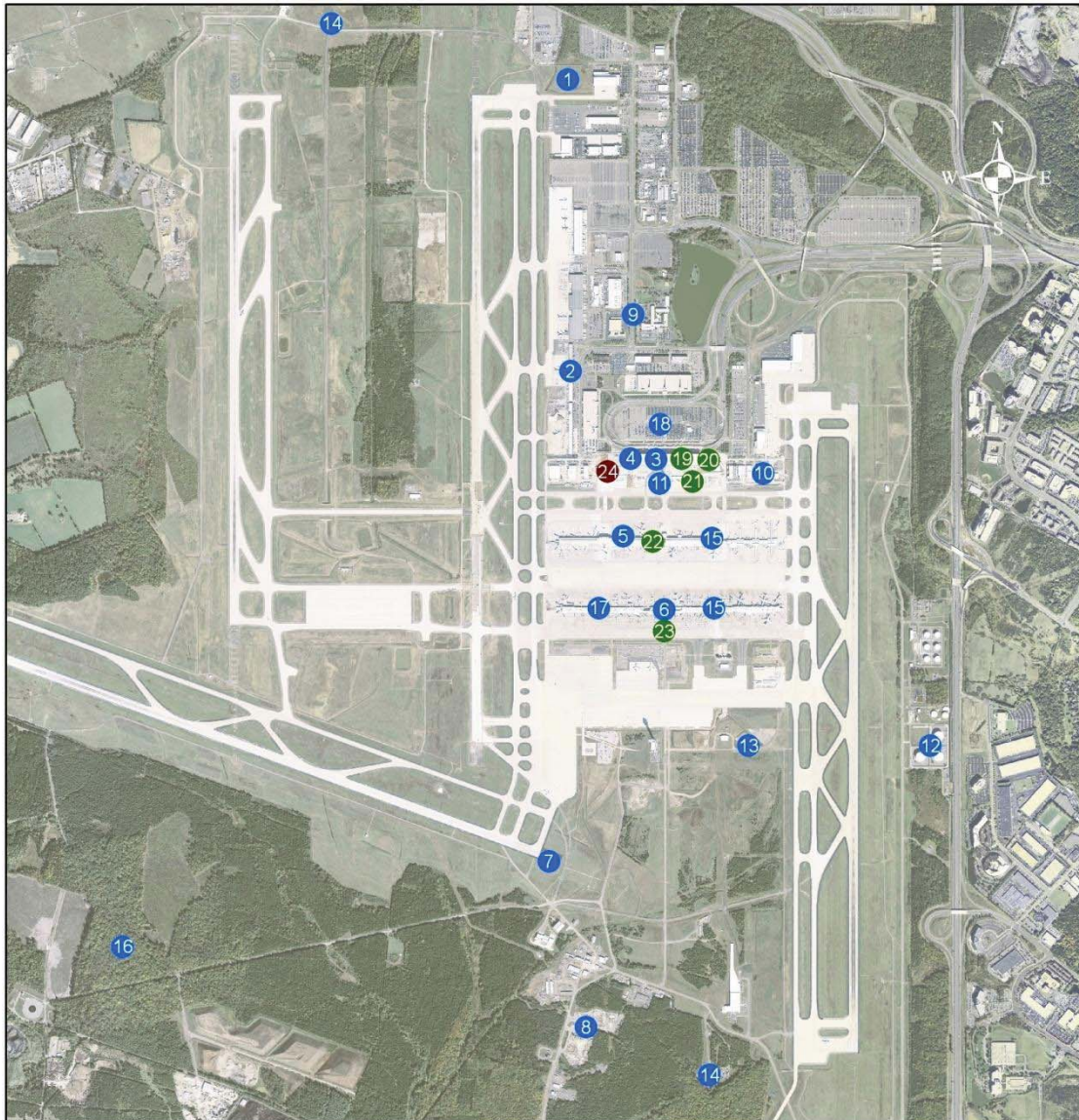
RONALD REAGAN WASHINGTON NATIONAL AIRPORT 2012 CCP PROJECTS



- | ● PROJECTS IN DESIGN | ● PROJECTS IN CONSTRUCTION | ● PROJECTS COMPLETED |
|---|--|--|
| <ul style="list-style-type: none"> 1. Power Distribution North Substation Gear Replacement 2. COB Full Power Backup 3. Terminal B/C Building Improvements (FY12) 4. DFS Hydraulic Work 5. Terminal A Building Long Term Design (FY12) 6. Terminal A Security Checkpoints 7. Emergency Generator and Transformer Upgrades 8. Runway 4-22 Runway Safety Area 9. Runway 15-33 Runway Safety Area 10. NextGen Public Communication System | <ul style="list-style-type: none"> 11. River Rescue Facility 12. Runway 15-33 RSA Environmental Mitigation 13. Runway 1-19 Safety Area/Hold Apron General Package 14. Runway 1-19 RSA ALSF-2 15. Runway 1-19 Overlay and Taxiway Rehabilitation | <ul style="list-style-type: none"> 16. Runway 15-33 Overlay |



WASHINGTON DULLES INTERNATIONAL AIRPORT 2012 CCP PROJECTS



● PROJECTS IN DESIGN

- 1. UAL Hangar Taxiway and Utilities
- 2. Cargo Building Rehabilitation
- 3. Main Terminal Unmanned Exit Doors at Bag Claim Level
- 4. Main Terminal Commissioning Phase 2
- 5. A380 Gate Modifications (B 41/43)
- 6. Concourse C/D Rehabilitation
- 7. Runway 30 Blast Pad
- 8. Maintenance Equipment Storage Building (Snow Shed)
- 9. Comprehensive Electrical Utility Critical Rehabilitation

- 10. High Temperature HW Generator Replacement
- 11. Historical ATCT Exterior Preservation
- 12. Fuel Inbound Particle Separators
- 13. Domestic Water Distribution System Integration
- 14. NextGen Public Communication System
- 15. MUFIDS Upgrades
- 17. Audio Visual Paging System Upgrades
- 18. Telecommunication Infrastructure Improvements (Airport Wide)

● PROJECTS IN CONSTRUCTION

- 19. East & West Baggage Basement EDS In-Line High Volume Bag Screening
- 20. East Bag Basement Advanced Utility and Tug Traffic Relocation
- 21. South Baggage Basement EDS In-Line High Volume Baggage Screening
- 22. Concourse B Sterile Corridor Gates B27/31
- 23. TW E Rehab and Concourse C/D Apron

● PROJECTS COMPLETED

- 24. IAB Expansion

Capital Construction Program

2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY BY FUNDING SOURCES/REQUIREMENTS

DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
					2011	2012	2013	2014 - 2016	
RONALD REAGAN WASHINGTON NATIONAL AIRPORT									
Bonds	Bonds	\$ 270,083,000	\$ 35,811,000	\$ 305,894,000	\$ 46,019,233	\$ 67,427,000	\$ 66,059,000	\$ 45,520,767	\$ 80,868,000
Airport Improvement Program Grant	AIP	9,420,000	-	9,420,000	9,420,000	-	-	-	-
FAA Security Grant	TSA	73,367,000	-	73,367,000	2,000,000	-	31,049,000	40,318,000	-
PFC Second Application	PFC2	-	-	-	-	-	-	-	-
PFC Future Application	Future PFC	39,847,000	-	39,847,000	-	-	-	-	39,847,000
Total Ronald Reagan Washington National Airport		\$ 392,717,000	\$ 35,811,000	\$ 428,528,000	\$ 57,439,233	\$ 67,427,000	\$ 97,108,000	\$ 85,838,767	\$ 120,715,000
WASHINGTON DULLES INTERNATIONAL AIRPORT									
<u>d2' PROGRAM (excluding all other CCP projects)</u>									
Bonds	Bonds	\$ 1,919,385,000	\$ 3,500,000	\$ 1,922,885,000	\$ 86,219,000	\$ 20,955,088	\$ 3,500,000	\$ 41,206,912	\$ 1,771,004,000
Airport Improvement Program Grant	AIP	16,971,000	-	16,971,000	2,973,000	1,944,000	-	484,000	11,570,000
Letter of Intent Discretionary Grant	LOI	34,600,000	-	34,600,000	-	-	-	-	34,600,000
Commonwealth of Virginia State Grant	CVG	-	-	-	-	-	-	-	-
PFC Second Application	PFC2	-	-	-	-	-	-	-	-
PFC Third Application	PFC3	-	-	-	-	-	-	-	-
PFC Fourth Application	PFC4	4,347,000	-	4,347,000	2,000,000	-	-	1,271,000	1,076,000
PFC Future Application	Future PFC	9,600,000	-	9,600,000	-	-	-	9,600,000	-
Subtotal		\$ 1,984,903,000	\$ 3,500,000	\$ 1,988,403,000	\$ 91,192,000	\$ 22,899,088	\$ 3,500,000	\$ 52,561,912	\$ 1,818,250,000
<u>CCP (excluding d2 Program)</u>									
Bonds	Bonds	\$ 1,150,081,000	\$ 38,963,000	\$ 1,189,044,000	\$ 71,543,250	\$ 108,949,500	\$ 47,679,000	\$ 33,391,250	\$ 927,481,000
Airport Improvement Program Grant	AIP	618,000	-	618,000	309,000	309,000	-	-	-
FAA Security Grant	TSA	139,290,000	-	139,290,000	25,854,750	48,531,500	52,613,000	12,290,750	-
Letter of Intent Discretionary Grant	LOI	-	-	-	-	-	-	-	-
PFC Second Application	PFC2	-	-	-	-	-	-	-	-
PFC Third Application	PFC3	-	-	-	-	-	-	-	-
PFC Fourth Application	PFC4	5,908,000	-	5,908,000	1,153,000	646,000	-	4,109,000	-
PFC Future Application	Future PFC	214,315,000	-	214,315,000	-	4,286,000	47,150,000	162,879,000	-
Subtotal		\$ 1,510,212,000	\$ 38,963,000	\$ 1,549,175,000	\$ 98,860,000	\$ 162,722,000	\$ 147,442,000	\$ 212,670,000	\$ 927,481,000
Total Washington Dulles International Airport		\$ 3,495,115,000	\$ 42,463,000	\$ 3,537,578,000	\$ 190,052,000	\$ 185,621,088	\$ 150,942,000	\$ 265,231,912	\$ 2,745,731,000

Capital Construction Program

2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

SUMMARY BY FUNDING SOURCES/REQUIREMENTS

DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
					2011	2012	2013	2014 - 2016	
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY									
Bonds	Bonds	\$ 3,339,549,000	\$ 78,274,000	\$ 3,417,823,000	\$ 203,781,483	\$ 197,331,588	\$ 117,238,000	\$ 120,118,929	\$ 2,779,353,000
Letter of Intent Discretionary Grant	LOI	34,600,000	-	34,600,000	-	-	-	-	34,600,000
Letter of Intent Discretionary Grant	TSA	212,657,000	-	212,657,000	27,854,750	48,531,500	83,662,000	52,608,750	-
Airport Improvement Program Grant	AIP	27,009,000	-	27,009,000	12,702,000	2,253,000	-	484,000	11,570,000
Commonwealth of Virginia State Grant	CVG	-	-	-	-	-	-	-	-
PFC Second Application	PFC2	-	-	-	-	-	-	-	-
PFC Third Application	PFC3	-	-	-	-	-	-	-	-
PFC Fourth Application	PFC4	10,255,000	-	10,255,000	3,153,000	646,000	-	5,380,000	1,076,000
PFC Future Application	Future PFC	263,762,000	-	263,762,000	-	4,286,000	47,150,000	172,479,000	39,847,000
Capitalized Interest		-	-	80,788,000	16,702,000	21,664,000	16,498,000	25,924,000	-
Total Metropolitan Washington Airports Authority		\$ 3,887,832,000	\$ 78,274,000	\$ 4,046,894,000	\$ 264,193,233	\$ 274,712,088	\$ 264,548,000	\$ 376,994,679	\$ 2,866,446,000

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

Capital Construction Program

2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

RED BK NUM DCA	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES			Unscheduled
							2011	2012	2013-2014-2016	
800	3006	<u>ROADS</u> South Area Roads East Access	Bonds	\$ 362,000	\$ -	\$ 362,000	\$ -	\$ -	\$ -	\$ 362,000
600	3015	<u>BUILDINGS</u> Public Safety Communication Center	Bonds	2,930,000	-	2,930,000	-	-	-	-
800	3072	Building Modifications to Accommodate Inline Baggage Screening	Bonds	53,074,000	-	53,074,000	2,000,000	29,340,000	19,300,767	-
		Building Modifications to Accommodate Inline Baggage Screening	TSA	73,367,000	-	73,367,000	2,000,000	31,049,000	40,318,000	-
		Total		126,441,000	-	126,441,000	4,433,233	60,389,000	59,618,767	-
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	3,059,000	-	3,059,000	-	-	3,059,000	-
420		Terminal A Building Rehabilitation	PFC2	-	-	-	-	-	-	-
		Total		3,059,000	-	3,059,000	-	-	3,059,000	-
890	3172	Restroom Modifications and Upgrades	Bonds	6,090,000	-	6,090,000	1,814,000	1,814,000	1,815,000	-
890	3183	River Rescue Support Facility	Bonds	685,000	1,800,000	2,485,000	1,800,000	-	-	-
800	3219	Public Safety, Airport Engineering, and Maintenance Relocation Study	Bonds	150,000	-	150,000	-	-	-	-
800	3220	Corporate Office Building Rehabilitation	Bonds	3,497,000	-	3,497,000	-	-	2,854,000	-

Capital Construction Program

2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

RED BK NUM DCA	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
							2011	2012	2013	2014-2016	
800	3221	Terminal A Building Rehabilitation Terminal A Building Rehabilitation Total	Bonds Future PFC	19,200,000 -	16,071,000 -	35,271,000 -	5,805,000 -	7,750,000 -	15,221,000 -	6,495,000 -	-
890	NEW	Terminal B/C Improvements	Bonds	-	8,090,000	8,090,000	-	3,140,000	4,950,000	-	-
890	3104	<u>AIRFIELD FACILITIES</u> Runway 1 RSA and Hold Apron Expansion Runway 1 RSA and Hold Apron Expansion Total	Bonds AIP	20,693,000 9,420,000	- -	20,693,000 9,420,000	7,117,000 9,420,000	10,448,000 -	3,128,000 -	- -	-
890	3105	Environmental Impact Statement - Crosswind Runways Safety Area	Bonds	968,000	-	968,000	-	968,000	-	-	-
890	3132	Runway Overlays and Taxiway Rehabilitation	Bonds	15,677,000	-	15,677,000	5,034,000	8,286,000	2,357,000	-	-
890	3133	Noise Monitoring System	Bonds	509,000	-	509,000	-	509,000	-	-	-
809	3166	New Apron at Demolished ARFF Site	Bonds	1,597,000	-	1,597,000	317,000	140,000	-	-	1,140,000
097	4292	Terminal A Apron Rehab (Design)	Bonds	544,000	-	544,000	-	-	-	-	544,000
800	3222	Runway 4-22 and 15-33 RSA Improvements Funding for Design	Bonds	7,210,000	4,500,000	11,710,000	1,663,000	8,547,000	1,500,000	-	-
890	3106	<u>PARKING FACILITIES</u> Additional Deck on Parking Garages A and B/C	Bonds	2,368,000	-	2,368,000	2,368,000	-	-	-	-
809	3167	Parking Revenue Control System Replacement	Bonds	6,549,000	-	6,549,000	2,485,000	2,231,000	-	1,833,000	-
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	898,000	-	898,000	-	-	-	-	898,000

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2012 BUDGET

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RONALD REAGAN WASHINGTON NATIONAL AIRPORT

RED BK NUM DCA	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES			Unscheduled	
							2011	2012	2013 2014- 2016		
600	4447	Communication Facilities and Equipment (F&E) System Integration	Bonds	67,000	-	67,000	67,000	-	-	-	
625	4489	Upgrade Airfield Storm Drainage Systems	Bonds	604,000	-	604,000	604,000	-	-	134,000	
800	3223	Modify DFS System to Accommodate Surge Transients / Operating Characteristics	Bonds	625,000	-	625,000	625,000	369,000	85,000	-	
800	3224	Power Distribution Upgrades - Phase 1	Bonds	8,314,000	3,350,000	11,664,000	447,000	8,697,000	2,520,000	-	
890	3079	<u>OTHER</u> Other Planning and Programming	Bonds	3,012,000	2,000,000	5,012,000	2,500,000	1,512,000	1,000,000	-	
800	3087	Enterprise Resource Program	Bonds	11,366,000	-	11,366,000	8,796,000	2,570,000	-	-	
890	3107	Geographical Information System	Bonds	1,641,000	-	1,641,000	829,000	812,000	-	-	
003	4177	Asbestos Removal	Bonds	876,000	-	876,000	100,000	388,000	388,000	-	
004	4208	Contaminated Soils Removal/Disposal and Environmental Compliance	Bonds	1,649,000	-	1,649,000	100,000	200,000	200,000	1,149,000	
070	4267	Landscaping	Bonds	6,387,000	-	6,387,000	246,000	986,000	246,000	-	
800	3225	Color Digital Orthophotography	Bonds	1,000,000	-	1,000,000	50,000	950,000	-	-	
800	3226	Next Generation Public Safety Communications System	Bonds	15,800,000	-	15,800,000	299,000	3,310,000	3,310,000	8,881,000	
Total National Airport				\$ 392,717,000	\$ 35,811,000	\$ 428,528,000	\$ 57,439,233	\$ 67,427,000	\$ 97,108,000	\$ 85,838,767	\$ 120,715,000

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

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RED BK NUM IAD	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
							2011	2012	2013	2014 - 2016	
900	3532	<u>ROADS</u> North Area Roads Capacity Expansion	Bonds	\$ 550,000	\$	\$	\$	\$	\$ 550,000	\$	
901	3602	North Area Roads - Phases II-V North Area Roads - Phases II-V Total	Bonds PFC4	5,064,000 -	5,064,000 -	5,064,000 -	-	-	-	-	5,064,000
902	3613	Main Tml Commercial Curb Expansion	Bonds	1,161,000	1,161,000	-	-	-	-	-	1,161,000
900	3683	Access Highway Widening Pre-Engineering Study	Bonds	780,000	780,000	-	-	-	-	-	780,000
800	3718	Access Highway Rehabilitation Access Highway Rehabilitation Total	Bonds AIP	1,135,000 -	1,135,000 -	1,135,000 -	-	-	-	-	1,135,000
904	3559 & 3700	<u>BUILDINGS</u> Security Mezzanine and Main Terminal AeroTrain Station, Package 6 Security Mezzanine and Main Terminal AeroTrain Station, Package 6 Total	Bonds PFC4	19,465,000 -	19,465,000 -	19,465,000 -	19,465,000	-	-	-	1,135,000
905	3561	Concourse B West Expansion Concourse B West Expansion Total	Bonds PFC4	7,869,000 2,000,000 9,869,000	7,869,000 2,000,000 9,869,000	7,869,000 2,000,000 9,869,000	19,465,000	3,430,088	3,081,912	-	-
906	3563	Tier 2 Concourse Tier 2 Concourse (Temp. Concourse to C) Total	Bonds Bonds	618,292,000 16,715,000 635,007,000	618,292,000 16,715,000 635,007,000	618,292,000 16,715,000 635,007,000	19,465,000	547,000	430,000	-	617,315,000 16,715,000 634,030,000
917	3567	New Airport Traffic Control Tower/FAA Facilities New Airport Traffic Control Tower/FAA Facilities Total	Bonds AIP	488,000 488,000	488,000 488,000	488,000 488,000	4,000	4,000	484,000	-	81,543,000
911	3614	Tier 2 Baggage Equipment	Bonds	81,543,000	81,543,000	-	-	-	-	-	81,543,000
907	3615	AeroTrain-Main Tml to Concourse B AeroTrain-Main Tml to Concourse B AeroTrain-Main Tml to Concourse B Total	Bonds CVG PFC4	- - -	- - -	- - -	-	-	-	-	-

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RED BK NUM IAD	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
							2011	2012	2013	2014 - 2016	
908	3616	Concourse B Building Adaptations for the AeroTrain (East/West) Concourse B Building Adaptations for the AeroTrain (East/West) Total	Bonds PFC4	13,889,000	-	13,889,000	-	-	-	-	13,889,000
909	3617	Concourse B Building Adaptations for the IAB AeroTrain	Bonds	46,377,000	-	46,377,000	-	-	1,816,000	-	44,561,000
910	3618	Walkback Tunnel, Tier 1 to Tier 2 Walkback Tunnel, Tier 1 to Tier 2 Total	Bonds LOI	41,367,000 34,600,000	-	41,367,000 34,600,000	-	-	-	-	41,367,000 34,600,000
912	3619	High Speed Conveyor Baggage System (Main Terminal to Tier 2)	Bonds	81,022,000	-	81,022,000	-	-	1,508,000	-	79,514,000
913	3620	IAB AeroTrain Stations, Tunnels & System IAB AeroTrain Stations, Tunnels & System Total	Bonds PFC4	248,391,000 2,347,000	-	248,391,000 2,347,000	-	-	2,794,000 1,271,000	-	245,597,000 1,076,000
914	3621	AeroTrain - Tier 1 to Tier 2 AeroTrain - Tier 1 to Tier 2 Total	Bonds PFC4	103,388,000	-	103,388,000	-	-	-	-	103,388,000
915	3622	AeroTrain - Tier 3 East Increment (non-service) AeroTrain - Tier 3 East Increment (non-service) Total	Bonds PFC4	13,760,000	-	13,760,000	-	-	13,760,000	-	-
918	3624	New Engineering and Maintenance Facility - Phase I	Bonds	4,445,000	-	4,445,000	-	-	-	-	4,445,000
919	3625	Maintenance Equipment and Storage Warehouse	Bonds	3,499,000	-	3,499,000	-	-	-	-	3,499,000
920	3626	Baggage Conveyor Tunnels to Tier 2	Bonds	145,610,000	-	145,610,000	-	-	1,047,000	-	144,563,000
921	3627	Cargo Building Phase III and 7	Bonds	12,248,000	-	12,248,000	-	-	-	-	12,248,000
969 450	3681	Concourse B West Expansion Basement Concourse B West Expansion Basement Total	Bonds PFC4	100,000 5,908,000	-	100,000 5,908,000	-	-	100,000 4,109,000	-	-
875	3696 & 3820	Conveyor and Building Changes for Inline Baggage Screening Conveyor and Building Changes for Inline Baggage Screening Total	TSA/AVG Bonds	6,008,000 139,290,000	-	6,008,000 139,290,000	-	-	4,209,000 12,290,750	-	-
				57,480,000 196,770,000	-	57,480,000 196,770,000	-	-	11,319,500 62,613,000	-	20,584,250 32,875,000
					-	41,431,000	-	59,851,000	62,613,000	-	-

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RED BK NUM	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES					Unscheduled
							2011	2012	2013	2014 - 2016		
875	3697	Concourse C/D Rehabilitation	Bonds	34,027,000	-	34,027,000	12,091,000	18,413,000	3,523,000	-	-	-
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	573,168,000	-	573,168,000	-	-	156,000	-	-	573,012,000
800	3720	Airport AOA Security Cameras	Bonds	289,000	-	289,000	289,000	-	-	-	-	-
800	3721	Main Terminal Exp. Joint Replacement	Bonds	1,568,000	-	1,568,000	272,000	-	-	-	-	1,296,000
800	3722	Concourse Modifications for Airbus A-380	Bonds	4,654,000	-	4,654,000	154,000	2,561,000	1,939,000	-	-	-
800	3747	Dulles Police Station	Bonds	160,000	-	160,000	160,000	-	-	-	-	-
800	3748	International Arrivals Building (IAB) Exp.	Bonds	62,250,000	-	62,250,000	9,039,000	4,318,000	-	-	-	48,893,000
800	3749	Airport Rescue and Fire Fighting Facility - Station 304 (Includes Roads and Utilities)	Bonds	1,905,000	-	1,905,000	1,905,000	-	-	-	-	-
800	3790	Consolidated Rental Car Facility (Design)	Bonds	12,737,000	-	12,737,000	-	-	-	-	-	12,737,000
800	3791	North Area Maintenance Facility	Bonds	1,313,000	-	1,313,000	176,000	288,000	-	-	-	849,000
800	3845	Historic ATCT Facilities Life Safety Preservation Phase 1	Bonds	445,000	-	445,000	34,000	411,000	-	-	-	-
800	3846	Interim AeroTrain Fixed Facility Maintenance	Bonds	705,000	-	705,000	300,000	-	-	405,000	-	-
800	3847	Main Terminal South Finger Configuration	Bonds	1,508,000	-	1,508,000	586,000	-	-	-	-	922,000
800	3848	Main Terminal Mezzanine Security Checkpoint	Bonds	849,000	-	849,000	359,000	-	-	-	-	490,000
800	3849	Restroom Renovation Program (Main Terminal)	Bonds	2,893,000	-	2,893,000	805,000	1,088,000	1,000,000	-	-	-
800	3865	Gates A27-A31 (B27-B31) Sterile Corridor Restoration	Bonds	1,302,000	-	1,302,000	553,000	749,000	-	-	-	-
116	4708	Tenant Relocation	Bonds	1,851,000	-	1,851,000	1,000	1,850,000	-	-	-	-
800	3914	Historic ATCT Exterior Preservation Phase 1B	Bonds	2,000,000	4,650,000	6,650,000	200,000	3,550,000	2,900,000	-	-	-
800	3915	Main Terminal Commissioning Phase 2	Bonds	4,980,000	-	4,980,000	165,000	3,936,000	879,000	-	-	-
800	3916	International Arrivals Bldg. (IAB) Exp. Phase 4	Bonds	1,900,000	-	1,900,000	418,000	1,482,000	-	-	-	-
800	3917	Joint Firearm Training Facility	Bonds	19,000,000	-	19,000,000	41,000	-	-	-	-	18,959,000

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RED BK NUM IAD	PROJ NUM NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
							2011	2012	2013	2014 - 2016	
800	3918	Unmanned Exit Doors at Bag Claim Level, MT - Passenger Automatic Security Revolving Doors	Bonds	3,240,000	-	3,240,000	187,000	1,671,000	1,382,000	-	-
800	3919	Cargo Bldg. Rehabilitation - Phase 1	Bonds	3,500,000	-	3,500,000	150,000	3,053,000	297,000	-	-
924	3542	<u>AIRFIELD FACILITIES</u> Taxiway J Extension Taxiway J Extension Total	Bonds PFC3	977,000 -	- -	977,000	456,000	521,000	-	-	-
925	3570	Fourth Runway & Associated Taxiways Fourth Runway & Associated Taxiways Total	Bonds LOI	57,018,000 -	- -	57,018,000	45,739,000	1,317,000	-	-	9,962,000
926	3571	Tier 2 Apron Paving Tier 2 Apron Paving Total	Bonds AIP	79,170,000 11,570,000	- -	79,170,000 11,570,000	- -	-	-	-	79,170,000 11,570,000
922	3629	Concourse B Apron Paving	Bonds	1,976,000	-	1,976,000	976,000	1,000,000	-	-	-
928	3631	Hydrant Fueling at Z-Gates	Bonds	5,920,000	-	5,920,000	-	-	-	-	5,920,000
929	3632	Hydrant Fueling for Concourse B West Extension	Bonds	1,797,000	-	1,797,000	324,000	-	-	-	1,473,000
930	3633	Hydrant Fueling for Tiers 2 and 3	Bonds	8,153,000	-	8,153,000	-	-	-	86,000	8,067,000
931	3634	Demolish Old C/D Concourses, Repave Apron & T/W C/D	Bonds	81,307,000	-	81,307,000	-	-	-	553,000	80,754,000
932	3635	Airfield Pavement Panel Replacement Airfield Pavement Panel Replacement Total	Bonds AIP	28,303,000 4,476,000	- -	28,303,000 4,476,000	9,590,000 2,969,000	8,017,000 1,507,000	-	-	10,696,000
933	3636	Cargo Building 6 Apron - Phase II Cargo Building 6 Apron - Phase II Total	Bonds AIP	29,000 -	- -	29,000	-	29,000	-	-	-
934	3637	Cargo Building 7 Apron Cargo Building 7 Apron Total	AIP Bonds	437,000 -	- -	437,000	-	437,000	-	-	-
				437,000	-	437,000	-	437,000	-	-	-

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RED BK NUM IAD	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
							2011	2012	2013	2014 - 2016	
935	3638	Deicing Fluid Controls per Heightened Regulations	Bonds	384,000	-	384,000	2,000	-	-	-	382,000
875	3639	Relocate/Expand Airfield Electrical Vaults	Bonds	3,595,000	-	3,595,000	2,069,000	1,025,000	-	501,000	-
800	3723	Taxiway G	Bonds	62,284,000	-	62,284,000	-	-	-	-	62,284,000
800	3724	Tier 3 Apron	Bonds	78,598,000	-	78,598,000	326,000	-	-	-	78,272,000
800	3725	Airfield Modifications for Airbus A-380	Bonds	2,018,000	-	2,018,000	158,000	-	-	-	1,860,000
800	3781	Future Runway 1C-19C&Future Taxiways W&W1	Bonds	102,436,000	-	102,436,000	4,113,000	-	-	-	98,323,000
800	3792	Noise Monitoring System	AIP	618,000	-	618,000	309,000	309,000	-	-	-
800	3793	Rehabilitate Taxiway B Airfield Shoulders	Bonds	121,000	-	121,000	121,000	-	-	-	-
800	3838	Fourth Runway Maintenance Equipment	Bonds	9,484,000	-	9,484,000	3,161,000	6,323,000	-	-	-
800	3839	Runway 1R-19L Light Base & Conduit Replacement	Bonds	1,068,000	-	1,068,000	100,000	-	-	-	968,000
800	3850	Airfield Tree Clearing and Site Preparation	Bonds	1,238,000	-	1,238,000	190,000	680,000	-	368,000	-
800	NEW	Proposed Taxiways Improvements (Hangar Facility)	Bonds	-	8,900,000	8,900,000	-	5,150,000	3,750,000	-	-
800	NEW	Airfield Pavement Panel Replacement	Bonds	-	1,890,000	1,890,000	-	1,890,000	-	-	-
942	3574	PARKING FACILITIES Main Lot Exit Plaza Expansion	Bonds	2,114,000	-	2,114,000	-	-	-	-	2,114,000
938	3643	Employee Parking: South Lot Phase I	Bonds	13,240,000	-	13,240,000	-	-	-	-	13,240,000
940	3645	Cargo 7 Public/Employee Parking	Bonds	2,251,000	-	2,251,000	-	-	-	-	2,251,000
941	3646	Temporary Parking	Bonds	-	-	-	-	-	-	-	-
800	3751	Blue Lot Relocation	Bonds	2,674,000	-	2,674,000	19,000	-	-	-	2,655,000
800	NEW	Public Parking Rev Control Sys Replacement	Bonds	-	1,000,000	1,000,000	-	200,000	800,000	-	-

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RED BK NUM IAD	PROJ NUM IAD	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled	
							2011	2012	2013	2014 - 2016		
		UTILITY SYSTEMS										
900	3536	Utility Systems Planning & Programming	Bonds	503,000	-	503,000	11,000	492,000	-	-	-	-
943	3575	Storm Water Management Facilities	Bonds	1,121,000	-	1,121,000	-	-	-	-	-	1,121,000
944	3578	South Utility Building	Bonds	92,170,000	-	92,170,000	-	-	-	-	-	92,170,000
948	3648	Rental Car Area Utilities Upgrades	Bonds	2,023,000	-	2,023,000	-	-	-	-	-	2,023,000
949	3649	Utility Tunnels	Bonds	23,091,000	-	23,091,000	21,000	-	-	-	-	23,070,000
950	3650	South Electrical Substation & Distribution Center	Bonds	4,874,000	-	4,874,000	29,000	-	-	-	-	4,845,000
951	3651	South Area Utility Trunk Lines	Bonds	5,289,000	-	5,289,000	-	-	-	-	-	5,289,000
954	3654	Expanded Water Storage	Bonds	207,000	-	207,000	-	-	-	207,000	-	-
955	3655	Special System - Tie-ins and Upgrades	Bonds	5,437,000	-	5,437,000	1,872,000	1,087,000	-	-	2,478,000	-
956	3656	Cargo 7 Site Utilities	Bonds	23,000	-	23,000	-	-	-	-	-	23,000
800	3726	Jet Fuel Pipeline - Fuel Settling Tank Farm	Bonds	10,010,000	-	10,010,000	2,157,000	5,128,000	2,725,000	-	-	-
800	3794	Public Safety Radio Compatibility Project	Bonds	104,000	-	104,000	104,000	-	-	-	-	-
800	3795	Domestic Water Pump System Renovation	Bonds	324,000	-	324,000	324,000	-	-	-	-	-
800	3840	Main Terminal HVAC Commissioning Phase 2	Bonds	638,000	-	638,000	412,000	226,000	-	-	-	-
800	3841	Maintenance Equipment Storage Building	Bonds	1,957,000	8,650,000	10,607,000	157,000	5,350,000	5,100,000	-	-	-
800	3842	Gate 313 Sewer Connection	Bonds	87,000	-	87,000	87,000	-	-	-	-	-
946	4851	Radio Program Upgrades	Bonds	2,052,000	-	2,052,000	1,129,000	923,000	-	-	-	-
800	3920	High Temperature Hot Water Gen. Replacement (Des)	Bonds	4,300,000	11,625,000	15,925,000	300,000	7,425,000	8,200,000	-	-	-
800	3921	Comprehensive Electrical Utility Critical Rehabilitation - Phase 1	Bonds	5,000,000	-	5,000,000	255,000	3,411,000	1,334,000	-	-	-
800	NEW	Domestic Water Distribution System Integration	Bonds	-	750,000	750,000	-	750,000	-	-	-	-

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RED BK NUM IAD	PROJ NUM IAD	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled	
							2011	2012	2013	2014 - 2016		
957	3657 & 3786	<u>LAND</u> Site Development for Commercial Hangars & Site Development for Commercial Hangars Total	Bonds Future PFC	16,893,000 9,600,000 26,493,000	- -	16,893,000 9,600,000 26,493,000	426,000 -	600,000 -	- -	12,867,000 9,600,000	3,000,000 3,000,000	
800	NEW	Environmental Assessment for Western Airport Support Zone and General Aviation	Bonds	-	1,500,000	1,500,000	-	500,000	1,000,000	-	-	-
959	3537	<u>OTHER</u> Other Planning & Programming	Bonds	4,718,000	2,000,000	6,718,000	2,718,000	2,000,000	2,000,000	-	-	-
900	3580	Aerial Topographic Survey	Bonds	330,000	-	330,000	-	-	-	-	-	330,000
960	3582	Comprehensive Airport Security System Study Comprehensive Airport Security System Study Total	Bonds AIP	263,000 -	-	263,000	263,000	-	-	-	-	-
962	3659	Asbestos Removal-Beyond Stages I & II	Bonds	2,896,000	-	2,896,000	125,000	250,000	250,000	479,000	1,792,000	
963	3660	Contaminated Soils Rem/Disposal Beyond Stages I&II	Bonds	7,824,000	-	7,824,000	279,000	250,000	250,000	100,000	6,945,000	
966	3662	Temporary Facilities for Phasing	Bonds	837,000	-	837,000	639,000	198,000	-	-	-	
967	3663	Contractor Staging Area	Bonds	512,000	-	512,000	205,000	-	-	-	307,000	
800	3728	Enterprise Resource Program	Bonds	13,328,000	-	13,328,000	8,971,000	4,357,000	-	-	-	
800	3752	Access Control & Monitoring System, CCTV and Video Monitoring Systems Integration	Bonds	3,572,000	-	3,572,000	966,000	2,316,000	290,000	-	-	
800	3753	Geographical Information System	Bonds	1,482,000	-	1,482,000	1,482,000	-	-	-	-	
800	3796	Environmental Mitigation (Wetlands & Stream)	Bonds	2,444,000	-	2,444,000	815,000	1,629,000	-	-	-	
800	3797	Contribution to Dulles Metrorail	Future PFC	214,315,000	-	214,315,000	-	4,286,000	47,150,000	162,879,000	-	
112	4649	Asbestos Removal	Bonds	466,000	-	466,000	-	-	-	466,000	-	
113	4673	Contaminated Soils Removal/Disposal & Environmental Compliance	Bonds	2,215,000	-	2,215,000	284,000	250,000	250,000	1,431,000	-	
964	4884	Permanent Sign System	Bonds	2,081,000	-	2,081,000	57,000	833,000	-	-	1,191,000	

Capital Construction Program

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→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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RED BK NUM IAD	PROJ NUM	DESCRIPTION	FUNDING SOURCE/ REQUIREMENT	CARRYOVER	2012 NEW PROGRAM AUTHORIZATION	2011-2016 PROGRAM AUTHORIZATION	EXPENDITURES				Unscheduled
							2011	2012	2013	2014 - 2016	
800	3922	Next Generation Public Safety Communications System	Bonds	15,800,000	-	15,800,000	350,000	3,310,000	3,310,000	8,830,000	-
800	3923	Color Digital Orthophotography	Bonds	1,000,000	-	1,000,000	50,000	950,000	-	-	-
800	3924	Special Systems	Bonds	3,000,000	1,498,000	4,498,000	1,100,000	3,398,000	-	-	-
		Total Dulles International Airport		\$ 3,495,115,000	\$ 42,463,000	\$ 3,537,578,000	\$ 190,052,000	\$ 185,621,088	\$ 150,942,000	\$ 265,231,912	\$ 2,745,731,000
		TOTAL CAPITALIZED INTEREST NATIONAL/DULLES		\$ -	\$ -	\$ 80,788,000	\$ 16,702,000	\$ 21,664,000	\$ 16,498,000	\$ 25,924,000	\$ -
		TOTAL CAPITAL CONSTRUCTION PROGRAM		\$ 3,887,832,000	\$ 78,274,000	\$ 4,046,894,000	\$ 264,193,233	\$ 274,712,088	\$ 264,548,000	\$ 376,994,679	\$ 2,866,446,000

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



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 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, \$6,124,000. This project includes the modification and upgrade of restrooms in the Airport terminal.

River Rescue Support Facility, \$2,814,000. 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, \$35,271,000. This project includes planning, design and construction authorization to address rehabilitation and capacity improvements needed at the "Banjo" concourse, the concourse and lobby connection including an expansion of the security checkpoint to accommodate TSA's AIT devices, curb and curbside check-in, ticket lobbies, outbound and inbound baggage makeup systems, other public and non-public areas that are related/enabling projects, and optical fiber cable. The project also includes planning and preliminary engineering efforts for the long-term rehabilitation and partial reconstruction of Terminal A.

Terminal B/C Capacity Improvements – Phase I - \$8,090,000. This project includes planning, design and construction authorization to address hold room, security screening, public and non-public capacity improvements in Terminal B/C and other buildings that are related/enabling projects.

Airfield Facilities

Runway 1/19 Safety Area Improvements and Hold Apron Modification, \$41,100,000. 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

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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), \$3,809,000. 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, \$41,921,000. 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 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, \$6,124,000. 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. This project funds the mitigation portion for the expected loss of river habitat owing to the required 3.6 acres of fill for the Runway 15-33 improvements.

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, \$7,290,000. 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.

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, \$11,664,000. This project will improve the reliability, efficiency and stability of electrical service distribution. It is a multi-phased project spanning several years. Phase 1 includes the North Substation Gear Replacement, COB Full Backup Power and Terminal A Banjo Emergency Generator. Phase 2 adds a Terminal B/C emergency generator upgrade, a South Hangar emergency power upgrade, replaces electrical transformers, and provides for the replacement of 20 Uninterruptible Power Supply (UPS) units.

Other

Other Planning and Programming, \$7,118,000. This project provides funding for all ranges of facility planning, project programming and other project studies as needed.

Enterprise Resource Program (ERP), \$30,044,000. 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.

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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.

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.



WASHINGTON DULLES INTERNATIONAL AIRPORT

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, \$81,176,000. 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, \$1,763,000. 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

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

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

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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.

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.

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.

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.

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.

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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, \$254,455,000. 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, \$62,556,000. 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 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, \$8,935,000. 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 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), \$12,826,000. 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

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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, \$1,369,000. - 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.

Historic ATCT Exterior Preservation - Phase 1B, \$6,650,000. This project includes the design and construction of exterior repairs on the Airport Traffic Control tower at the Main Terminal. The scope includes replacing the roofs, restoring the original system of exterior panels, cleaning the concrete tower shaft, and repairing or replacing the windows and metal fascia that have been destroyed or deteriorated.

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

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 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, \$135,228,000. 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.

Hydrant Fueling at Z-Gates, \$6,998,000. This project will provide fuel lines and fuel hydrant

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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.

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.

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, \$1,521,000. 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.

Airfield Pavement Panel Replacement, \$1,890,000. This project funds the construction of the Runway 30 Blast Pad. In addition, this project will fund the Pavement Management System

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(PMS) required by the FAA for midfield taxiways and taxi-lanes, and the three north-south runways.

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.

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.

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.

Public Parking Revenue Control System (PRCS) Replacement, \$1,000,000. This project will fund a technology and service alternatives assessment, and the development of a performance specification for system purchase. The PRCS will replace the existing parking revenue control system, will consider customer service enhancements, and will include enhanced security encryption required by outside financial and credit industry standards.

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.

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.

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.

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, \$19,332,000. 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.

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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 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 (Snow Barn), \$10,719,000. This project will provide the design of a shelter and associated driving surface for the parking and storage of equipment used in the removal and disposal of snow from the airfield facilities at Washington Dulles International Airport. The first phase consists of construction of a 165' x 500' metal clad single story building spanning the equipment storage area with an apron adjacent to the building and circulation road.

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, \$15,925,000. The project will install replacement HTHW Generators within the existing Utility Building. Design will incorporate construction phasing to ensure existing units can be removed and new units installed while continually supplying airport heating demands.

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.



Proposed Taxiways Improvement (Hangar Facility, \$8,900,000). Water, gas and data trunk lines will be extended to the leasehold from the nearest points of adequate capacity. The extensions will be sized to include other, future tenants in on nearby, vacant parcels which are proposed in the Dulles Master Plan for eventual development.

Domestic Water Distribution System Integration, \$750,000. The North Domestic Water System (NDWS) and South Domestic Water System (SDWS) will be interconnected at several key points in the midfield area. As a result, there will be improved system reliability to reduce potential service interruptions. Additionally, interconnecting these two systems will improve water pressure and quality to customers, enhance fire protection, and improve pressure surge control. Reducing pressure transients will in turn reduce strain and wear on the water lines and valves.

Land

Site Development for Commercial Hangars, \$106,379,000. 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.

Environmental Assessment for Western Dulles Development, \$1,500,000. The Airports Authority will conduct environmental studies and assessments, and prepare related permits to facilitate the first phases of development of lands west of new Runway 1L-19R.

Other

Other Planning and Programming, \$18,680,000. Planning studies of various kinds are conducted at a comprehensive, or system, level or are focused to an individual project. The former represent investigations to either complete or revisit elements of the Master Plan. The planning and programming phases of an individual project define the site location and other major elements of the scope, provide a refined project cost, provide coordination with users and stakeholders, and summarize project concepts in sufficient detail so as to focus design efforts.

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 install hydraulic pop-up barriers on vehicle gate access and egress, reinforce/rehab existing gates and fences, upgrade security lighting, rehab/upgrade guardhouses, reconfigure vehicle passing and queuing lanes, miscellaneous work related to pedestrian and vehicle access and intrusion detection system.

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

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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.

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), \$30,044,000. 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 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, \$214,317,000. 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, \$4,498,000. This project provides for the extension and replacement of outside plant fiber optic cable and copper wire; upgrades to MUFIDS servers, software platforms and monitors; upgrades to the Public Address System Visual Paging Monitors, and the integration of Main Terminal and the International Arrival Building lighting control systems.



DULLES CORRIDOR OPERATIONS

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. 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 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 service, 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.

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 Program 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, provides 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.

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 2011. 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

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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.

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 is the procurement of an additional 64 rail cars.

The Metropolitan Washington Airports Authority Board of Directors has approved a resolution ratifying a Memorandum of Agreement that will ensure the continuation of the Dulles Rail extension to Loudoun County. The Memorandum of Agreement is a multi-party agreement that outlines federal, Commonwealth of Virginia, and Loudoun and Fairfax Counties' fiscal responsibilities. The current budget recommendation for Phase 2 of the Metrorail Project, including contingency, is \$3.2 billion. Approximately \$400 million is included for project elements that may be developed by Loudoun and Fairfax Counties. Future budget adjustment may be necessary to further align the budget to reflect the impact of actual final bids as well as a final determination of project elements to be developed by Loudoun and Fairfax Counties. The previously approved budget authorization for Phase 2 of the Metrorail Project was \$3.831 billion.





2012 DULLES CORRIDOR OPERATING REVENUES AND INTEREST INCOME

Table 4-1	Budget 2011	Budget 2012	Dollar Change	Percent Change
Electronic Toll Collection	\$ 67,990,000	\$ 74,973,000	\$ 6,983,000	10.3%
Cash Toll Revenue	29,138,000	32,131,000	2,993,000	10.3%
Violations Fee Collection	719,000	719,000	-	0.0%
Total Operating Revenues	\$ 97,847,000	\$ 107,823,000	\$ 9,976,000	10.2%
Interest Income	\$ 3,655,000	\$ 1,010,000	\$ (2,645,000)	-72.4%

2012 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 4-2	Budget 2011	Budget 2012	Dollar Change	Percent Change
Operating Expenses	\$ 27,843,000	\$ 28,746,000	\$ 903,000	3.2%
Debt Service	51,142,000	50,079,000	(1,063,000)	-2.1%
Total O&M Program	\$ 78,985,000	\$ 78,825,000	\$ (160,000)	-0.2%

- The 2012 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.
- 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.



STATEMENT OF OPERATIONS

Table 4-3 <i>(dollars in thousands)</i>	Budget 2011	Budget 2012	Dollar Change	Percent Change
OPERATING REVENUES				
Electronic Toll Collection (ETC) Toll Revenue	\$ 67,990	\$ 74,973	\$ 6,983	10.3%
Cash Toll Revenue	29,138	32,131	2,993	10.3%
Transfer to Other State Agency - Indirect Cost	-	-	-	-
SUBTOTAL TOLL REVENUE	97,128	107,104	9,976	10.3%
Violations Fee Collections	719	719	-	0.0%
SUBTOTAL OTHER INCOME	719	719	-	0.0%
TOTAL OPERATING REVENUES	\$ 97,847	\$ 107,823	\$ 9,976	10.2%
OPERATING EXPENSES				
Personnel Compensation	\$ 2,052	\$ 2,198	\$ 146	7.1%
Employee Benefits	843	900	57	6.8%
Other Personnel Expenses	-	-	-	-
Travel	8	9	1	17.5%
Lease and Rental Payments	30	30	-	0.0%
Utilities	210	210	-	0.0%
Information Technology and Telecommunications	24	24	-	0.0%
Services	17,575	17,844	269	1.5%
Supplies, Materials, and Fuels	783	815	32	4.1%
Insurance and Risk Management	1,100	1,100	-	0.0%
Noncapital Equipment	16	16	-	0.0%
Capital Equipment	282	432	150	53.2%
Noncapital Facility Projects	50	50	-	0.0%
Capital Facility Projects	150	-	(150)	-100.0%
Allocated Costs	4,721	5,117	397	8.4%
TOTAL OPERATING EXPENSES	\$ 27,843	\$ 28,746	\$ 903	3.2%
NET OPERATING INCOME	\$ 70,004	\$ 79,077	\$ 9,073	13.0%
NONOPERATING REVENUE				
Interest Income	\$ 3,655	\$ 1,010	\$ (2,645)	-72.4%
TOTAL NONOPERATING REVENUE	\$ 3,655	\$ 1,010	\$ (2,645)	-72.4%
NONOPERATING EXPENSES				
Renewal and Replacement Program	\$ 4,100	\$ 6,190	\$ 2,090	51.0%
Corridor Capital Improvements (Transportation Management Program)	-	-	-	-
Metrorail Capital Projects & Latent Defects	-	-	-	-
Eligible Transit Operating Costs	-	-	-	-
SUBTOTAL NONOPERATING EXPENSES	\$ 4,100	\$ 6,190	\$ 2,090	51.0%
DEBT SERVICE				
Debt Service (Principal/Interest)/Reserve ¹	\$ 51,142	\$ 50,079	\$ (1,063)	-2.1%
TOTAL DEBT SERVICE	\$ 51,142	\$ 50,079	\$ (1,063)	-2.1%
RESERVE CONTRIBUTIONS				
Emergency Operations and Maintenance Reserve	\$ -	\$ -	\$ -	-
Capital Improvements Fund	-	23,818	23,818	0.0%
Transit Operating Fund	-	-	-	-
WMATA Latent Defects Reserve Fund ²	7,000	-	(7,000)	-100.0%
DCE Reserve and Toll Rate Stabilization Fund	11,416	-	(11,416)	-100.0%
TOTAL RESERVE CONTRIBUTIONS	\$ 18,416	\$ 23,818	\$ 5,402	29.3%
REMAINING TOLL RD REVENUE FUND	\$ -	-	\$ -	-

¹ The total 2011 debt service is \$65.8 million, the \$51.1 million above excludes \$14.7 million direct federal subsidy on Build America Bonds (BAB).

The total 2012 debt service is \$64.7 million, the \$50.1 million above excludes \$14.7 million direct federal subsidy on Build America Bonds (BAB).

² The Authority's 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 2011.



DULLES TOLL ROAD

Operating Expenses*

Table 4-4	2011	2012	Difference
Personnel Compensation and Benefits	\$ 2,895,000	\$ 3,098,000	203,000
Other Operating Expenses	20,227,000	20,531,000	304,000
Total Dulles Toll Road Operating Expenses	\$ 23,122,000	\$ 23,629,000	\$ 507,000

The funding requirement for the Dulles Toll Road’s operating expenses will increase by \$507 thousand in 2012.

Personnel Compensation and Benefits Expenses \$203,000

- An increase of \$143.7 thousand for personnel compensation is a result of the filling of new and vacant positions, and an increase for PMP.
- Employee benefits increased \$57.3 thousand due to additional budget for health insurance costs due to vacancy fillings and an increase in retirement benefits.

Other Operating Expenses \$304,000

- Custodial services increased by \$40.0 thousand due to an anticipated new contract award.
- An increase in contractual services of \$229.1 thousand is a result of new contracts for temporary staffing, tree removal and street sweeping.
- While fuel expense increased \$56.5 thousand, supplies and materials decreased by \$24.3 thousand resulting in a net increase of \$32.2 thousand in supplies, fuels and materials.
- An increase of \$150.0 thousand in capital equipment was offset by a \$150.0 thousand decrease in capital facility projects.

* Does not include cost allocation.





DULLES CORRIDOR 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 2012 for the Renewal and Replacement Program new program authorization is \$6.2 million.

Total Renewal and Replacement Program **\$6,190,000**

Table 4-5	New Authorization
<u>Renewal and Replacement Program</u>	
Bridges, Structures and Canopy Repairs	\$ 500,000
Erosion Repairs	200,000
Joint Replacement and Repair	100,000
Federal Highways Bridge Inspection	100,000
Repair of Sound Walls	200,000
Dulles Toll Road Mainlane Pavement Repairs	500,000
Roadway Sign Replacement and Rehabilitation	200,000
Street/Plaza Lighting Rehabilitation	170,000
Sign Lighting	115,000
Bridge/Structural Management System Program	130,000
Other Planning and Programming	75,000
Electrical	500,000
Code Compliance - Electrical Room	300,000
HVAC	300,000
Utility Survey and Rehabilitation	250,000
Replacement Cameras	50,000
Claim Reserve	1,300,000
Emergency Snow	1,200,000
Total Dulles Corridor Renewal and Replacement Program	\$ 6,190,000



2012 BUDGET

Metropolitan Washington Airports Authority

RENEWAL AND REPLACEMENT PROGRAM

PROJ NUM.	DESCRIPTION	PROJECTED CARRY-OVER 2011	NEW PROGRAM 2012	PROJECTED CARRY-OVER & NEW PROGRAM 2012	EXPENDITURES 2012	PLAN 2013 - 2016	2013-2016 PLAN - EXPENDITURES			
							2013	2014	2015	2016
BRIDGE AND STRUCTURAL REHABILITATION										
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	124,000	200,000	324,000	324,000	400,000	100,000	100,000	100,000	100,000
5002	Joint Replacement and Repair	25,000	100,000	125,000	125,000	-	-	-	-	-
5025	Federal Highways Bridge Inspection	-	100,000	100,000	100,000	200,000	-	100,000	-	100,000
5003	Bearing Replacement	50,000	-	50,000	50,000	-	-	-	-	-
10007	New Bridge Pier for Beulah Road	700,000	-	700,000	700,000	-	-	-	-	-
	Subtotal Bridge and Structural Restoration	957,000	900,000	1,857,000	1,857,000	2,600,000	600,000	700,000	600,000	700,000
SOUND WALL REPAIR										
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
ROADWAY AND PAVEMENT REHABILITATION										
5005	Dulles Toll Road Mainlane Pavement Repairs	24,000	500,000	524,000	524,000	2,000,000	500,000	500,000	500,000	500,000
	Subtotal Pavement Repairs	24,000	500,000	524,000	524,000	2,000,000	500,000	500,000	500,000	500,000
ROADSIDE										
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
SIGNING AND LIGHTING										
5008	Authority Identification Signage	150,000	-	150,000	-	-	-	-	-	-
5009	Roadway Sign Replacement and Rehabilitation	200,000	200,000	400,000	200,000	800,000	200,000	200,000	200,000	200,000
5010	Street/Plaza Lighting Rehabilitation	45,000	170,000	215,000	214,000	280,000	70,000	70,000	70,000	70,000
5011	Sign Lighting	135,000	115,000	250,000	250,000	400,000	100,000	100,000	100,000	100,000
	Subtotal Signing and Lighting	530,000	485,000	1,015,000	664,000	1,480,000	370,000	370,000	370,000	370,000
ROADWAY MAINTENANCE										
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
TECHNOLOGY										
5013	Slip Ramp Gates	489,000	-	489,000	500,000	200,000	50,000	50,000	50,000	50,000
5014	Communications/Data	100,000	-	100,000	100,000	200,000	50,000	50,000	50,000	50,000
	Subtotal Technology	589,000	-	589,000	600,000	400,000	100,000	100,000	100,000	100,000
OPERATIONAL STUDIES										
5015	Corridor Safety Study	-	-	-	-	-	-	-	-	-
5016	Revenue Collection Security Study	200,000	-	200,000	200,000	-	-	-	-	-
5017	Bridge/Structural Management System Program	9,000	130,000	139,000	130,000	120,000	30,000	30,000	30,000	30,000
5018	Other Planning and Programming	200,000	75,000	275,000	275,000	300,000	75,000	75,000	75,000	75,000
	Subtotal Operational Studies	409,000	205,000	614,000	605,000	420,000	105,000	105,000	105,000	105,000
ADMIN BUILDING/TOLL BOOTHS										
5019	Electrical Admin Bldg. Generator	304,000	500,000	804,000	804,000	200,000	50,000	50,000	50,000	50,000
5026	Code Compliance - Electrical Room	100,000	300,000	400,000	400,000	-	-	-	-	-
5020	HVAC	196,000	300,000	496,000	496,000	200,000	50,000	50,000	50,000	50,000
5027	Main Plaza Revenue Collection Tunnel Assessment	56,000	-	56,000	40,000	-	-	-	-	-
5021	Structural Repair and Rehabilitation	459,000	-	459,000	450,000	200,000	50,000	50,000	50,000	50,000
	Subtotal Admin Building	1,115,000	1,100,000	2,215,000	2,190,000	600,000	150,000	150,000	150,000	150,000
UTILITIES										
5022	Utility Survey and Rehabilitation	300,000	250,000	550,000	300,000	400,000	100,000	100,000	100,000	100,000
5028	Right of Way Mapping	100,000	-	100,000	100,000	-	-	-	-	-
	Subtotal Utilities	400,000	250,000	650,000	400,000	400,000	100,000	100,000	100,000	100,000
OTHER										
5023	Fairfax County Express Bus Service	-	-	-	-	-	-	-	-	-
NEW	Replacement Cameras	-	50,000	50,000	50,000	-	-	-	-	-
NEW	Claim Reserve	-	1,300,000	1,300,000	1,300,000	-	-	-	-	-
NEW	Emergency Snow	-	1,200,000	1,200,000	1,200,000	-	-	-	-	-
	Subtotal Other	-	2,550,000	2,550,000	2,550,000	-	-	-	-	-
	Total Dulles Corridor	\$ 4,824,000	\$ 6,190,000	\$ 11,014,000	\$ 10,390,000	\$ 10,500,000	\$ 2,575,000	\$ 2,675,000	\$ 2,575,000	\$ 2,675,000

* Future estimates for 2013 through 2016 are provided by the Office of Engineering and many not have received Board approval. Estimates are presented for planning purposes.



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 2012 estimate for the Renewal and Replacement Program authorization is \$6.2 million.

BRIDGE AND STRUCTURAL REHABILITATION PROJECTS

Bridges, Structures and Canopy Repairs, \$1,500,000. 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.

Erosion Repairs, \$500,000. 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.

Joint Replacement and Repair, \$200,000. 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.

Federal Highways Bridge Inspection, \$100,000. 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.

Bearing Replacement, \$50,000. 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.

New Bridge Pier for Beulah Road, \$700,000. VDOT has designed a replacement Beulah Road Bridge to achieve higher clearances for eastbound DTR traffic minimizing the potential for future impacts to the bridge. The pier cannot be constructed at a later date for it would require the demolition of the new rail tracks and create construction delays on the Dulles Rail project.



SOUND WALL REPAIR

Repair of Sound Walls (repairs for approximately 3,000 feet), \$750,000. 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.

ROADWAY AND PAVEMENT REHABILITATION

Dulles Toll Road Mainline Pavement Repairs, \$2,000,000. 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 and plaza ramps which could result in milling and resurfacing operations. Traffic maintenance will be a significant item of work.

ROADSIDE

Guardrail, Traffic Barriers, and Fencing Rehabilitation, \$200,000. 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.

Attenuator Rehabilitation, \$250,000. 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.

SIGNING AND LIGHTING

Airports Authority Identification Signage, \$150,000. 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.

Roadway Sign Replacement and Rehabilitation, \$700,000. 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.

Street/Plaza Lighting Rehabilitation, \$310,000. 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.

2012 BUDGET

Metropolitan Washington Airports Authority



Sign Lighting, \$315,000. 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.

ROADWAY MAINTENANCE

Landscape & Beautification Maintenance, \$500,000. 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.

TECHNOLOGY

Slip Ramp Gates, \$500,000. Various slip ramp gates that are used between the toll road and the access road will be repaired or replaced.

Communications / Data, \$360,000. 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.

OPERATIONAL STUDIES

Corridor Safety Study, \$185,000. 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.

Revenue Collection Security Study, \$400,000. 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.

Bridge and Structural Management System, \$210,000. 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.

Other Planning and Programming, \$275,000. 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.



ADMINISTRATION BUILDING/TOLL BOOTHS

Administration Building Electrical, \$950,000. 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.

Code Compliance – Electrical Room, \$400,000. 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.

Administration Building HVAC, \$700,000. 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.

Administration Building Structural and Repair Rehabilitation, \$500,000. 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.

Main Plaza Revenue Collection Tunnel Assessment, \$100,000. 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.

UTILITIES

Utility Survey and Rehabilitation, \$550,000. 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.

Right of Way Mapping, \$100,000. The limits of maintenance responsibility of the Dulles Toll Road have not been mapped to include VDOT easements obtained separately 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.

2012 BUDGET

Metropolitan Washington Airports Authority



OTHER

Replacement Cameras, \$50,000. Cameras will be replaced at the Dulles Toll Road Administration Building and at the toll plazas. Pan zoom tilt cameras will enhance security around the Administration Building. At the toll plazas, cameras will be used to enhance the Vehicle Enforcement System (VES) to capture clear images of license plates as supporting evidence when presented in court. The new VES cameras will have built-in lights and night vision capabilities that will improve upon violation capturing abilities.

Claim Reserve, \$1,300,000. The Airports Authority's risk management program includes a portion for self insurance, including a claims account. An additional \$1.3 million is included in the R&R program as a reserve fund for extraordinary claims.

Emergency Snow, \$1,200,000. This project provides funding for snow removal requirements, excluding personnel related costs, during extraordinary snow events.





DULLES CORRIDOR ENTERPRISE CAPITAL IMPROVEMENT PROGRAM

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.

2012 Capital Improvement Program

Table 4-6	New Authorization
<u>Dulles Corridor Enterprise - Capital Improvement Program</u>	
<u>Dulles Corridor Improvements (other than Rail)</u>	
Main Plaza Revenue Collection Tunnel Rehabilitation	\$ 4,625,000
DTR Admin Bldg. Fire System	250,000
Total Dulles Toll Road	\$ 4,875,000
Total Dulles Corridor Enterprise	\$ 4,875,000

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 (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

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 Tysons Corner to Wiehle Avenue on the eastern edge of Reston. All five of the Phase 1 stations are under construction; four in Tysons Corner and the Wiehle Avenue Station. Phase 1 of the Dulles Corridor Metrorail Project is expected to be substantially completed in 2013 for the Washington Metropolitan Area Transit Authority (WMATA) to begin acceptance testing.

Preliminary engineering continues on Phase 2 which includes six stations from Wiehle Avenue to Dulles International and continuing to Ashburn. When that work is done, the Airports Authority will solicit design/build proposals for Phase 2. The Metropolitan Washington Airports Authority Board of Directors has approved a resolution ratifying a Memorandum of Agreement that will ensure the continuation of the Dulles Rail extension to Loudoun County. The Memorandum of Agreement is a multi-party agreement that outlines federal, Commonwealth of Virginia, and Loudoun and Fairfax Counties' fiscal responsibilities. The current budget recommendation for Phase 2 of the Metrorail Project, including contingency, is \$3.2 billion. Approximately \$400 million is included for project elements that may be developed by Loudoun and Fairfax Counties. Future budget adjustment may be necessary to further align the budget to reflect the impact of actual final bids as well as a final determination of project elements to be developed by Loudoun and Fairfax Counties. The previously approved budget authorization for Phase 2 of the Metrorail Project was \$3.831 billion.

The Dulles Toll Road and Dulles Corridor Metrorail Project is fully integrated into the Airports Authority's operations and our stakeholders include not only airport customers, but also customers of the Dulles Toll Road and our Metrorail funding partners.

Other Dulles Corridor Capital Improvements

The new program authorization for capital improvements related to the Dulles Corridor other than rail is \$4.9 million.

Bonds/Grants/Funding Source	\$4,875,000
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DULLES CORRIDOR ENTERPRISE - CAPITAL IMPROVEMENT PROGRAM

2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PROJECT DETAIL

	DESCRIPTION	ORIGINAL BUDGET	REVISED BUDGET	CARRYOVER	2012 NEW PROGRAM	2011 - 2017 TOTAL EXPENDITURES	2011	2012	2013	2014-2017
	RAIL									
	RAIL PHASE 1									
	Guideway and Track Elements	\$ 552,979,500	\$ 666,500,000	\$ 396,354,000	\$ -	\$ 396,354,000	\$ 224,405,000	\$ 151,190,000	\$ 20,759,000	\$ -
	Stations, Stops, Terminals, and Intermodals	277,643,500	317,024,000	254,007,000	-	254,007,000	86,468,000	116,558,000	51,981,000	-
	Support Facilities: Yards, Shops, Admin Building	53,040,996	51,790,000	47,886,000	-	47,886,000	11,263,000	18,769,000	17,854,000	-
	Stiework and Special Conditions	275,614,000	232,961,000	116,406,000	-	116,406,000	58,853,000	39,201,000	18,352,000	-
	Systems	255,603,000	278,158,000	255,068,000	-	255,068,000	53,206,000	147,752,000	54,110,000	-
	Right-of-Way (ROW), Land and Existing Improvements	82,148,000	45,953,000	15,417,000	-	15,417,000	9,452,000	5,605,000	460,000	-
	Vehicles (Rail Cars and Support Vehicles)	163,725,000	211,630,000	190,100,000	-	190,100,000	24,135,000	42,833,000	47,798,000	75,334,000
	Professional Services	606,215,001	698,471,000	285,629,000	-	285,629,000	130,747,000	98,511,000	50,509,000	5,862,000
	Unallocated Contingency	80,000,000	130,000,000	32,578,000	-	32,578,000	11,218,000	11,000,000	10,360,000	-
	Finance Charges	24,000,000	-	-	-	-	-	-	-	-
	Escalation	276,517,000	-	-	-	-	-	-	-	-
	Subtotal Project Cost - Phase 1	\$ 2,647,485,997	\$ 2,632,487,000	\$ 1,593,445,000	\$ -	\$ 1,593,445,000	\$ 608,747,000	\$ 631,319,000	\$ 272,183,000	\$ 81,196,000
	Concurrent Roadway Improvements (Route 7, Spring Hill Road and Emergency Crossover Enhancements)									
	Subtotal Project Cost Including Concurrent Roadway Improvements - Phase 1	\$ 2,647,485,997	\$ 2,755,695,000	\$ 1,650,336,000	\$ -	\$ 1,650,336,000	\$ 631,916,000	\$ 659,441,000	\$ 277,783,000	\$ 81,196,000
	Finance Charges									
	Other Cost Associated with VDRPT, Comprehensive Agreement and Acquisition Cost	\$ 50,000,000	\$ 509,985,000	\$ 480,185,000	\$ -	\$ 480,185,000	\$ 47,678,000	\$ 86,154,000	\$ 90,314,000	\$ 256,039,000
5106	Transportation Management Plan (Rail Construction)	-	50,000,000	50,000,000	-	50,000,000	-	16,667,000	16,667,000	16,666,000
5103	WMATA Latent Defects Reserve	-	12,500,000	9,000,000	-	9,000,000	3,250,000	3,250,000	-	2,500,000
	Total - Phase 1	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000
	Total - Phase 1	\$ 2,712,485,997	\$ 3,343,180,000	\$ 2,204,521,000	\$ -	\$ 2,204,521,000	\$ 682,844,000	\$ 765,512,000	\$ 384,764,000	\$ 371,401,000
	RAIL PHASE 2									
5105	Guideway and Track Elements	\$ 1,126,304,000	\$ 596,393,000	\$ 596,393,000	\$ -	\$ 596,393,000	\$ -	\$ -	\$ 100,000,000	\$ 496,393,000
5105	Stations, Stops, Terminals, and Intermodals	725,194,000	629,700,000	629,700,000	-	629,700,000	-	-	-	629,700,000
5105	Support Facilities: Yards, Shops, Admin Building	261,690,000	332,030,000	332,030,000	-	332,030,000	-	-	-	332,030,000
5105	Stiework and Special Conditions	220,702,000	257,469,000	257,469,000	-	257,469,000	-	4,000,000	89,798,000	163,671,000
5105	Systems	271,784,000	313,691,000	313,691,000	-	313,691,000	-	-	-	313,691,000
5105	Right-of-Way (ROW), Land and Existing Improvements	37,435,000	39,352,000	39,352,000	-	39,352,000	-	4,000,000	26,000,000	9,352,000
5105	Vehicles (Rail Cars and Support Vehicles)	228,955,000	228,444,000	213,551,000	-	213,551,000	8,000,000	-	-	205,551,000
5105	Professional Services	780,484,000	640,804,000	596,975,000	-	596,975,000	35,199,000	39,988,000	271,282,000	250,506,000
5105	Unallocated Contingency	178,168,000	139,202,000	139,202,000	-	139,202,000	-	-	-	139,202,000
5105	Finance Charges	-	-	-	-	-	-	-	-	-
5105	Escalation	-	11,866,000	11,866,000	-	11,866,000	-	-	-	11,866,000
5105	Airport Operations Impacts	-	11,200,000	11,200,000	-	11,200,000	-	-	-	11,200,000
	Total - Phase 2	\$ 3,830,716,000	\$ 3,200,151,000	\$ 3,141,429,000	\$ -	\$ 3,141,429,000	\$ 43,199,000	\$ 47,988,000	\$ 487,080,000	\$ 2,563,162,000
	TOTAL RAIL PROJECT COST	\$ 6,543,201,997	\$ 6,543,331,000	\$ 5,345,950,000	\$ -	\$ 5,345,950,000	\$ 726,043,000	\$ 813,500,000	\$ 871,844,000	\$ 2,934,563,000
	RAIL - USES AND SOURCES OF CAPITAL FUNDS - TOTAL PROJECT									
	RAIL PHASE 1									
	Airports Authority Dulles Toll Road (DTR) Funding (Cash and Bonds)	\$ 1,791,480,000	-	-	-	-	-	-	-	-
	Airports Authority Aviation Fund	900,000,000	-	-	-	-	-	-	-	-
	Federal Transit Administration	251,700,000	-	-	-	-	-	-	-	-
	Commonwealth of Virginia	400,000,000	-	-	-	-	-	-	-	-
	Fairfax County	-	-	-	-	-	-	-	-	-
	Loudoun County	-	-	-	-	-	-	-	-	-
	Subtotal Sources of Funds - Phase 1	\$ 3,343,180,000	-	-	-	-	-	-	-	-

DULLES CORRIDOR ENTERPRISE - CAPITAL IMPROVEMENT PROGRAM
2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PROJECT DETAIL

	DESCRIPTION	ORIGINAL BUDGET	REVISED BUDGET	CARRYOVER	2012 NEW PROGRAM	2011 - 2017 TOTAL EXPENDITURES	2014-2017				
							2011	2012	2013	2014-2017	
	RAIL PHASE 2 Airports Authority Dulles Toll Road (DTR) Funding (Cash and Bonds) Airports Authority Aviation Fund Federal Transit Administration Commonwealth of Virginia Fairfax County Loudoun County Subtotal Sources of Funds - Phase 2		\$ 1,941,198,000 268,277,000 23,120,000 653,476,000 314,080,000 \$ 3,200,151,000								
	TOTAL RAIL USES AND SOURCES OF CAPITAL FUNDS		\$ 6,543,331,000								

DULLES CORRIDOR ENTERPRISE - CAPITAL IMPROVEMENT PROGRAM

2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PROJECT SUMMARY

PROJ NUM	DESCRIPTION	CURRENT BUDGET	PLANNED**	CARRYOVER	2012 NEW PROGRAM	2012-2017 TOTAL EXPENDITURES	EXPENDITURES			
							2012	2013	2014	2015-2017
	DULLES CORRIDOR IMPROVEMENTS (OTHER THAN RAIL)*									
	INTERCHANGE IMPROVEMENTS, BRIDGES, AND STRUCTURES									
5050	Dulles Corridor / I-495 Interchange Study (Flyovers)	\$ 750,000.00	\$ -	\$ 750,000.00	\$ -	\$ 750,000.00	\$ -	\$ -	\$ -	-
5050	Dulles Corridor / I-495 Interchange (Design and Construction)	51,500,000	-	12,380,000	-	12,380,000	-	-	-	-
5053	Dulles Corridor / I-495 Interchange Ramp 3 Tiger Grant	500,000	-	40,000,000	-	40,000,000	-	20,000,000	-	-
5051	Comprehensive Corridor Interchange Study	500,000	-	500,000	-	500,000	-	500,000	-	-
5052	Ultimate Interchange Conf. Study (Rte. 657, 28, 7, 674, 828, 602, 7100)	500,000	-	500,000	-	500,000	-	250,000	-	-
5052	Ultimate Interchange Configuration Design	500,000	1,000,000	500,000	-	500,000	-	250,000	-	-
5052	Ultimate Interchange Configuration Design	-	9,000,000	-	-	9,000,000	-	-	-	1,000,000
5052	Ultimate Interchange Configuration Construction	-	-	-	-	-	-	-	-	9,000,000
	Subtotal Interchange Improvements, Bridges, and Structures	53,750,000	10,000,000	54,630,000		64,630,000		21,000,000		10,000,000
	MOBILITY AND CAPACITY IMPROVEMENTS									
5053	Route 606 Widening Phase I (Study)	550,000	-	550,000	-	550,000	-	-	-	-
5053	Route 606 Widening Phase I (Design)	4,000,000	-	3,200,000	-	3,200,000	-	-	-	1,700,000
5053	Route 606 Widening Phase I (Construction)	5,000,000	-	5,000,000	-	5,000,000	-	5,000,000	-	-
5053	Route 606 Widening Phase I (Construction)	15,000,000	15,000,000	15,000,000	-	30,000,000	-	-	15,000,000	-
5054	Hunter Mill Road Widening Study	-	100,000	-	-	100,000	-	-	-	100,000
5054	Hunter Mill Road Widening Design	-	800,000	-	-	800,000	-	-	-	800,000
5054	Hunter Mill Road Widening Construction	-	4,000,000	-	-	4,000,000	-	-	-	4,000,000
5055	FFX Co. Pkwy. - Reston Pkwy. Auxiliary Lane Study	-	100,000	-	-	100,000	-	-	-	100,000
5055	FFX Co. Pkwy. - Reston Pkwy. Auxiliary Lane Design	-	700,000	-	-	700,000	-	-	-	700,000
5055	FFX Co. Pkwy. - Reston Pkwy. Auxiliary Lane Construction	-	3,500,000	-	-	3,500,000	-	-	-	3,500,000
5056	Reston Pkwy. - Wiehle Ave. Auxiliary Lane Study	-	100,000	-	-	100,000	-	-	-	100,000
5056	Reston Pkwy. - Wiehle Ave. Auxiliary Lane Design	-	700,000	-	-	700,000	-	-	-	700,000
5056	Reston Pkwy. - Wiehle Ave. Auxiliary Lane Construction	-	3,500,000	-	-	3,500,000	-	-	-	3,500,000
5057	Spring Hill Road Study	-	100,000	-	-	100,000	-	-	-	100,000
5058	Ramp and Ramp Terminal Operations (Study)	500,000	-	344,000	-	344,000	-	-	-	-
5058	Ramp and Ramp Terminal Operations (Design and Construction)	-	500,000	-	-	500,000	-	-	-	500,000
5058	Ramp and Ramp Terminal Operations (Design and Construction)	-	1,500,000	-	-	1,500,000	-	-	-	1,500,000
	Subtotal Mobility and Capacity Improvements	25,050,000	30,600,000	24,094,000		54,694,000		5,000,000		15,000,000
	SOUND WALLS									
5059	Sound Wall Study	900,000	-	200,000	-	200,000	-	-	-	-
5059	Sound Wall Improvements	3,700,000	-	3,520,000	-	3,520,000	-	-	-	-
5059	Sound Wall Replacement Phase I (Design)	500,000	-	500,000	-	500,000	-	-	-	-
5059	Sound Wall Replacement Phase I	7,000,000	-	7,000,000	-	7,000,000	-	2,500,000	-	-
5060	New Sound Wall Phase I (Design)	500,000	-	435,000	-	435,000	-	-	-	-
5060	New Sound Wall Phase I (Construction)	4,500,000	-	4,500,000	-	4,500,000	-	-	-	-
5061	Sound Wall Replacement Phase II (Design)	500,000	-	500,000	-	500,000	-	-	-	-
5061	Sound Wall Replacement Phase II (Construction)	4,500,000	-	4,500,000	-	4,500,000	-	-	-	-
	Subtotal Sound Walls	22,100,000		21,155,000		21,155,000		7,000,000		
	PAVEMENT RECONSTRUCTION									
5063	Repair and Resurface Toll Road (Study)	400,000	-	200,000	-	200,000	-	200,000	-	-
5063	Repair and Resurface Toll Road (Study)	200,000	-	200,000	-	200,000	-	-	-	200,000
5063	Repair and Resurface Toll Road (Design)	1,000,000	-	1,000,000	-	1,000,000	-	500,000	-	-
5063	Repair and Resurface Toll Road (Design)	500,000	-	500,000	-	500,000	-	-	-	500,000
5063	Repair and Resurface Toll Road (Construction)	5,300,000	-	3,009,000	-	3,009,000	-	-	-	-
5063	Repair and Resurface Toll Road (Construction)	10,600,000	-	10,600,000	-	10,600,000	-	3,500,000	-	3,600,000
	Subtotal Pavement Resurfacing	18,000,000		15,509,000		15,509,000		3,700,000		4,300,000
	TECHNOLOGY AND TRAFFIC MANAGEMENT									
5065	ITS & TMS Master Plan	300,000	-	300,000	-	300,000	-	150,000	-	-
5065	ITS & TMS Traffic Management Infrastructure (Design and Construction)	2,500,000	-	2,500,000	-	2,500,000	-	1,250,000	-	-
5065	ITS & TMS Traffic Management Infrastructure (Design and Construction)	2,500,000	-	2,500,000	-	2,500,000	-	-	-	2,500,000
	Subtotal Technology and Traffic Management	5,300,000		5,300,000		5,300,000		1,400,000		2,500,000

DULLES CORRIDOR ENTERPRISE - CAPITAL IMPROVEMENT PROGRAM

2012 BUDGET

→ METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

PROJECT SUMMARY

PROJ NUM	DESCRIPTION	CURRENT BUDGET	PLANNED**	CARRYOVER	2012 NEW PROGRAM	2012-2017 TOTAL EXPENDITURES	EXPENDITURES			
							2012	2013	2014	2015-2017
5066	TECHNOLOGY AND TRAFFIC MANAGEMENT (Continued) Toll Collection System Automated Revenue Collection System (ARCS) Maintenance On-line Monitoring System (MOMS) Violation Enforcement System (VES) Subtotal Technology	10,000,000	-	10,000,000	-	10,000,000	300,000	4,850,000	4,850,000	-
5070	TOLL PLAZAS (MAINLANE AND RAMPS) Plaza Approach Signing and Channelization (Design) Plaza Approach Signing and Channelization (Construction) Plaza Optimization/Open Road Tolling Study Toll Booth and Cabinet Replacement (Design) Toll Booth and Cabinet Replacement (Construction) Security Implementation DTR Admin. Bldg. Fire System (Design) DTR Admin. Bldg. Fire System (Construction) Main Plaza Revenue Collection Tunnel Rehabilitation Subtotal Toll Plazas/Booths	10,000,000	-	10,000,000	-	10,000,000	300,000	4,850,000	4,850,000	-
5070	300,000	-	300,000	-	-	300,000	-	300,000	-	-
5070	1,500,000	-	1,500,000	-	-	1,500,000	-	1,500,000	-	-
5071	550,000	-	550,000	-	-	550,000	100,000	-	-	-
5072	9,267,000	-	9,267,000	-	-	9,267,000	500,000	3,658,000	-	-
5073	750,000	-	750,000	-	-	750,000	750,000	-	-	-
5081	85,000	-	85,000	-	250,000	85,000	85,000	-	-	-
5081	-	-	-	-	4,625,000	250,000	250,000	-	-	-
NEW	-	-	-	-	4,875,000	4,625,000	4,625,000	-	-	-
	Subtotal	12,952,000	-	9,093,000	4,875,000	13,968,000	8,510,000	5,458,000	-	-
5075	SIGNING, LIGHTING, AND ROADWAY APPURTENANCES Overhead and Guide Sign (Study) Overhead and Guide Sign (Design and Construction) Overhead and Guide Sign (Design and Construction) Sign Structure Replacement Guardrails, Barriers, Fencing (Design) Guardrails, Barriers, Fencing (Construction) Subtotal Signing, Lighting, and Roadway Appurtenances	200,000	-	200,000	-	200,000	200,000	-	-	-
5075	2,000,000	-	2,000,000	-	-	2,000,000	500,000	-	-	-
5076	1,000,000	-	3,000,000	1,000,000	-	1,000,000	500,000	-	-	-
5077	200,000	-	200,000	200,000	-	200,000	200,000	-	-	-
5077	1,800,000	-	1,800,000	1,800,000	-	1,800,000	-	800,000	-	-
	Subtotal	5,200,000	3,000,000	4,991,000	-	7,991,000	1,200,000	5,791,000	-	1,000,000
5078	OTHER Engineering, NEPA Studies Engineering, NEPA Studies Maintenance Storage Yard (Study) Maintenance Storage Yard (Design) Maintenance Storage Yard (Construction) Geographic Information System Backtrack Monitoring System (Study) Backtrack Monitoring System (Design) Subtotal Other	1,000,000	-	500,000	-	500,000	500,000	-	-	-
5078	4,315,000	-	4,315,000	500,000	-	4,315,000	1,000,000	-	-	-
5080	50,000	-	50,000	50,000	-	50,000	50,000	-	-	-
5080	500,000	-	290,000	290,000	-	290,000	-	-	-	290,000
5080	4,500,000	-	4,500,000	4,500,000	-	4,500,000	-	-	-	4,500,000
5082	346,000	-	140,150	140,150	-	140,150	140,150	-	-	-
5084	150,000	-	150,000	150,000	-	150,000	150,000	-	-	-
	Subtotal	11,161,000	-	10,245,150	-	10,245,150	2,140,150	500,000	-	7,605,000
	TOTAL DULLES CORRIDOR IMPROVEMENTS (OTHER THAN RAIL)	\$ 163,513,000	\$ 43,600,000	\$ 155,017,150	\$ 4,875,000	\$ 203,492,150	\$ 45,738,150	\$ 54,689,000	\$ 45,350,000	\$ 57,705,000
	TOTAL DULLES CORRIDOR	\$ 6,706,714,997	\$ 6,586,931,000	\$ 5,500,967,150	\$ 4,875,000	\$ 5,549,442,150	\$ 859,238,150	\$ 926,543,000	\$ 45,350,000	\$ 2,992,268,000

* 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.



RAIL PROJECTS

Rail Phase 1 (\$666,500,000); Rail Phase 2 (\$596,393,000)

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.

Rail Phase 1 (\$317,024,000); Rail Phase 2 (\$629,700,000)

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 (\$51,790,000); Rail Phase 2 (\$332,030,000)

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, 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 (\$232,961,000); Rail Phase 2 (\$257,469,000)

Sitework and Special Conditions

This section includes anticipated costs for environmental mitigation, roadway modifications, utility modifications and demolitions.

Rail Phase 1 (\$278,158,000); Rail Phase 2 (\$313,691,000)

Systems

This section includes costs for control systems, electrification, communications, revenue collection, and vertical access (escalators and elevators).



Rail Phase 1 (\$45,953,000); Rail Phase 2 (\$39,352,000)

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 (\$211,630,000); Rail Phase 2 (\$228,444,000)

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 (\$698,471,000); Rail Phase 2 (\$640,804,000)

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 (\$130,000,000); Rail Phase 2 (\$139,202,000)

Unallocated Contingency

This section includes costs for unanticipated events or occurrences that may occur.

Rail Phase 1 (\$123,208,000)

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 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.

Transportation Management Plan, \$12,500,000. 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 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.

WMATA Latent Defects Reserve, \$15,000,000. 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.

**DULLES CORRIDOR IMPROVEMENTS (other than Rail)*****Interchange Improvement, Bridges and Structures Projects***

Dulles Corridor / I-495 Interchange Study (Flyovers), \$750,000. 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.

Dulles Corridor / I-495 Interchange (Design and Construction), \$51,500,800. This Capital Improvement Project utilizes the traffic warrants and operational analyses performed during the study phase and provide 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).

Dulles Corridor/I-495 Interchange Ramp 3, \$50,000,000. Utilizing the preliminary engineering design this project will complete the design and construction for a direct flyover connection between southbound I-495 and westbound DIAAH in addition to those being added by the I-495 HOT Lanes project. This will involve negotiating a 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.

Comprehensive Corridor Interchange Study, \$500,000. 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.

Ultimate Interchange Configuration Study (Rte. 657, 28, 7, 674, 828, 602, and 7100), \$500,000.

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).

Ultimate Interchange Configuration Design, \$500,000. 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.

Mobility and Capacity Improvement Projects

Route 606 Widening, Phase I Study, \$550,000. 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.

Route 606 Widening, Phase I (Design), \$4,000,000. 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.

Route 606 Widening, Phase I (Construction), \$20,000,000. 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.

Hunter Mill Road Improvements, \$4,900,000-Planned. 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.



Fairfax County Parkway Improvements, \$4,300,000-Planned. 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.

Reston Parkway Improvements, \$4,300,000-Planned. 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.

Ramp and Ramp Terminal Operations Study, \$500,000. 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.

Spring Hill Road Study, \$100,000-Planned. This project will perform evaluations of the Spring Hill Road interchange at Dulles Toll Road (Rt. 267). This study will identify deficiencies within the intersection and exit/entrance ramps leading to the Dulles Toll Road and provide short and long-term solutions. This effort could involve obtaining recent traffic data and construction plans, performing basic traffic operations analyses, and conducting field visits to observe localized conditions.



Sound Wall Projects

Sound Wall Study, \$900,000. 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.

Sound Wall Improvements, \$3,700,000. 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.

Sound Wall Replacement Phase I (Design and Construction), \$7,500,000. 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.

New Sound Wall Phase 1 (Design and Construction), \$500,000. 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.

Sound Wall Replacement Phase II (Design and Construction), \$5,000,000. 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.

Pavement Reconstruction

Repair and Resurface Dulles Toll Road (Study, Design and Construction), \$17,670,000.

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.

Technology and Traffic Management

ITS and TMS Master Plan, \$300,000. 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 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.

ITS and TMS Traffic Management Infrastructure (Design and Construction), \$5,000,000.

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.



Toll Collection System, \$10,000,000. 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.

Toll Plazas (Mainline and Ramps)

Plaza Approach Signing and Channelization (Design), \$300,000. 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.

Plaza Approach Signing and Channelization Implementation (Construction), \$1,500,000. 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.

Plaza Optimization/Open Road Tolling (Study), \$550,000. 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.

Toll Booth and Cabinet Replacement (Design and Construction), \$14,267,000. 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.

Security Implementation, \$450,000. 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.

Dulles Toll Road Administration Building Fire System Design and Construction, \$335,000. 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.

Main Plaza Revenue Collection Tunnel Rehabilitation, \$4,625,000. This project is to provide for the final design and preparation of contract documents for repairs to the Main Plaza tunnel and its associated systems to address structural deterioration, water intrusion, and non-code compliance of the tunnel systems. The design would address operational, structural and safety deficiencies.



Lighting and Roadway Appurtenances

Overhead and Guide Sign (Study), \$200,000. 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.

Overhead and Guide Sign (Design and Construction), \$2,000,000. 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.

Sign Structure Replacement, \$1,000,000. 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.

Guardrails, Barriers, and Fencing (Design and Construction), \$2,000,000. 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.



Other

Engineering, NEPA Studies, \$5,315,000. 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.

Maintenance Storage Yard (Study), \$50,000. 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.

Maintenance Storage Yard (Design and Construction), \$5,000,000. 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.

Geographic Information System, \$346,000. This project includes the implementation of the interface and preparing data for conversion to the GIS system for the upcoming Enterprise Resource Planning system.

Backtrack Monitoring, \$450,000. 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.





APPENDICES

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





COST ALLOCATION PLAN

Cost Allocation Plan (CAP) from the Aviation to the Dulles Corridor Enterprise 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 2012 Aviation Budget includes a reduction of \$8.2 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 \$8.2 million, \$5.1 million is budgeted to be allocated to the Dulles Toll Road. The remaining \$3.1 million is budgeted to be allocated as administrative overhead to the Dulles Rail Project.

Table 5-1	Budget 2012
Aviation Prior to Cost Allocation	\$ 340,534,000
Cost Allocation - Road	(5,117,000)
Cost Allocation - Rail (Phases 1 and 2)	(3,076,000)
Total Aviation	\$ 332,341,000

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



2012 BUDGET
Metropolitan Washington Airports Authority

- 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



2012 OPERATING EXPENSES COST ALLOCATION TABLES

Table 5-2
 2012 OPERATING EXPENSES COST ALLOCATION - TOTAL

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 106,975	\$ 104,943	\$ 104,943	\$ 2,032	\$ -	\$ -	\$ -	\$ 2,032
Other than Full-time Permanent	1,628	1,619	1,619	9	-	-	-	9
Overtime	9,296	9,210	9,210	86	-	-	-	86
Other - Personnel Compensation	4,152	4,082	(653)	71	-	3,170	1,565	4,805
Personnel Compensation	122,051	119,854	115,119	2,198	-	3,170	1,565	6,932
Health Insurance	17,203	16,803	16,803	400	-	-	-	400
Life Insurance	365	357	357	8	-	-	-	8
Retirement	21,495	21,179	21,179	316	-	-	-	316
Other - Employee Benefits	7,611	7,435	5,742	176	-	1,180	513	1,869
Employee Benefits	46,673	45,773	44,080	900	-	1,180	513	2,593
Total Personnel Expenses	168,725	165,627	159,199	3,098	-	4,350	2,078	9,525
TRAVEL	1,230	1,220	1,186	10	-	21	14	44
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	5,197	5,197	5,197	-	-	-	-	-
Other - Lease and Rental Payments	310	280	280	30	-	-	-	30
Total Lease and Rental Payments	5,507	5,477	5,477	30	-	-	-	30
UTILITIES								
Electricity	21,743	21,543	21,543	200	-	-	-	200
Natural Gas	5,303	5,303	5,303	-	-	-	-	-
Water	1,416	1,411	1,411	5	-	-	-	5
Sewerage	2,125	2,120	2,094	5	-	0	26	31
Total Utilities	30,589	30,379	30,352	210	-	0	26	236
TELECOMMUNICATIONS	1,413	1,389	1,200	24	-	118	71	213
45025 AVIATION DRIVE	913	913	913	-	-	-	-	-
DULLES EAST BUILDING	(998)	(998)	(998)	-	-	-	-	-
SERVICES								
Custodial Services	19,581	19,475	19,475	106	-	-	-	106
Contractual Services	105,034	85,785	84,461	17,738	1,511	535	789	20,573
Total Services	124,615	105,260	103,937	17,844	1,511	535	789	20,679
SUPPLIES, MATERIALS AND FUELS								
Fuels	4,242	4,035	4,035	207	-	-	-	207
Supplies and Materials	15,405	14,797	14,647	608	-	79	71	758
Total Supplies, Materials and Fuels	19,647	18,832	18,682	815	-	79	71	965
INSURANCE AND RISK MANAGEMENT	9,885	8,785	8,785	1,100	-	-	-	1,100
NONCAPITAL EQUIPMENT	2,046	2,030	1,992	16	-	12	26	54
NONCAPITAL FACILITY PROJECTS	1,564	1,514	1,510	50	-	3	1	54
CAPITAL EQUIPMENT	537	105	105	432	-	-	-	432
CAPITAL FACILITY PROJECTS	-	-	-	-	-	-	-	-
TOTAL OPERATING EXPENSES	\$ 365,674	\$ 340,534	\$ 332,341	\$ 23,629	\$ 1,511	\$ 5,117	\$ 3,076	\$ 33,333



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.1
2012 OPERATING EXPENSES COST ALLOCATION - TOTAL CONSOLIDATED FUNCTIONS

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 33,106	\$ 33,106	\$ 33,106	\$ -	\$ -	\$ -	\$ -	\$ -
Other than Full-time Permanent	671	671	671	-	-	-	-	-
Overtime	1,313	1,313	1,313	-	-	-	-	-
Other - Personnel Compensation	770	770	(2,014)	-	-	1,431	1,353	2,784
Personnel Compensation	35,859	35,859	33,076	-	-	1,431	1,353	2,784
Health Insurance	4,222	4,222	4,222	-	-	-	-	-
Life Insurance	90	90	90	-	-	-	-	-
Retirement	5,998	5,998	5,998	-	-	-	-	-
Other - Employee Benefits	1,905	1,905	1,045	-	-	436	424	860
Employee Benefits	12,214	12,214	11,354	-	-	436	424	860
Total Personnel Expenses	48,074	48,074	44,430	-	-	1,866	1,777	3,644
TRAVEL	949	949	922	-	-	15	13	27
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	5,197	5,197	5,197	-	-	-	-	-
Other - Lease and Rental Payments	132	132	132	-	-	-	-	-
Total Lease and Rental Payments	5,329	5,329	5,329	-	-	-	-	-
UTILITIES								
Electricity	2	2	2	-	-	-	-	-
Natural Gas	-	-	-	-	-	-	-	-
Water	-	-	-	-	-	-	-	-
Sewerage	0	0	-	-	-	0	0	0
Total Utilities	2	2	2	-	-	0	0	0
TELECOMMUNICATIONS	1,413	1,389	1,200	24	-	118	71	213
45025 AVIATION DRIVE	913	913	913	-	-	-	-	-
DULLES EAST BUILDING	(998)	(998)	(998)	-	-	-	-	-
SERVICES								
Custodial Services	-	-	-	-	-	-	-	-
Contractual Services	29,770	27,572	26,411	687	1,511	458	703	3,359
Total Services	29,770	27,572	26,411	687	1,511	458	703	3,359
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-	-	-	-	-	-
Supplies and Materials	2,565	2,565	2,469	-	-	45	52	97
Total Supplies, Materials and Fuels	2,565	2,565	2,469	-	-	45	52	97
INSURANCE AND RISK MANAGEMENT	9,885	8,785	8,785	1,100	-	-	-	1,100
NONCAPITAL EQUIPMENT	1,427	1,427	1,400	-	-	7	20	27
NONCAPITAL FACILITY PROJECTS	-	-	-	-	-	-	-	-
CAPITAL EQUIPMENT	105	105	105	-	-	-	-	-
CAPITAL FACILITY PROJECTS	-	-	-	-	-	-	-	-
TOTAL CF OPERATING EXPENSES	\$ 99,435	\$ 96,113	\$ 90,968	\$ 1,811	\$ 1,511	\$ 2,509	\$ 2,636	\$ 8,467

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.2
2012 OPERATING EXPENSES COST ALLOCATION - TOTAL DCA

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 26,676	\$ 26,676	\$ 26,676	\$ -	\$ -	\$ -	\$ -	\$ -
Other than Full-time Permanent	516	516	516	-	-	-	-	-
Overtime	2,501	2,501	2,501	-	-	-	-	-
Other - Personnel Compensation	1,137	1,137	1,122	-	-	-	14	14
Personnel Compensation	30,829	30,829	30,814	-	-	-	14	14
Health Insurance	4,705	4,705	4,705	-	-	-	-	-
Life Insurance	100	100	100	-	-	-	-	-
Retirement	5,642	5,642	5,642	-	-	-	-	-
Other - Employee Benefits	2,060	2,060	2,053	-	-	-	6	6
Employee Benefits	12,506	12,506	12,500	-	-	-	6	6
Total Personnel Expenses	43,335	43,335	43,315	-	-	-	21	21
TRAVEL	97	97	97	-	-	-	-	-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-	-	-	-	-	-
Other - Lease and Rental Payments	37	37	37	-	-	-	-	-
Total Lease and Rental Payments	37	37	37	-	-	-	-	-
UTILITIES								
Electricity	6,100	6,100	6,100	-	-	-	-	-
Natural Gas	1,870	1,870	1,870	-	-	-	-	-
Water	797	797	797	-	-	-	-	-
Sewerage	1,047	1,047	1,021	-	-	-	26	26
Total Utilities	9,814	9,814	9,788	-	-	-	26	26
TELECOMMUNICATIONS	-	-	-	-	-	-	-	-
45025 AVIATION DRIVE	-	-	-	-	-	-	-	-
DULLES EAST BUILDING	-	-	-	-	-	-	-	-
SERVICES								
Custodial Services	5,460	5,460	5,460	-	-	-	-	-
Contractual Services	12,990	12,990	12,928	-	-	-	63	63
Total Services	18,450	18,450	18,387	-	-	-	63	63
SUPPLIES, MATERIALS AND FUELS								
Fuels	751	751	751	-	-	-	-	-
Supplies and Materials	3,804	3,804	3,802	-	-	-	3	3
Total Supplies, Materials and Fuels	4,555	4,555	4,553	-	-	-	3	3
INSURANCE AND RISK MANAGEMENT	-	-	-	-	-	-	-	-
NONCAPITAL EQUIPMENT	232	232	232	-	-	-	-	-
NONCAPITAL FACILITY PROJECTS	1,235	1,235	1,235	-	-	-	0	0
CAPITAL EQUIPMENT	-	-	-	-	-	-	-	-
CAPITAL FACILITY PROJECTS	-	-	-	-	-	-	-	-
TOTAL DCA OPERATING EXPENSES	\$ 77,756	\$ 77,756	\$ 77,644	\$ -	\$ -	\$ -	\$ 113	\$ 113



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.3
2012 OPERATING EXPENSES COST ALLOCATION - TOTAL IAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 45,161	\$ 45,161	\$ 45,161	\$ -	\$ -	\$ -	\$ -	\$ -
Other than Full-time Permanent	432	432	432	-	-	-	-	-
Overtime	5,397	5,397	5,397	-	-	-	-	-
Other - Personnel Compensation	2,175	2,175	239	-	-	1,739	197	1,936
Personnel Compensation	53,165	53,165	51,229	-	-	1,739	197	1,936
Health Insurance	7,876	7,876	7,876	-	-	-	-	-
Life Insurance	168	168	168	-	-	-	-	-
Retirement	9,539	9,539	9,539	-	-	-	-	-
Other - Employee Benefits	3,470	3,470	2,643	-	-	744	83	827
Employee Benefits	21,053	21,053	20,226	-	-	744	83	827
Total Personnel Expenses	74,218	74,218	71,455	-	-	2,484	280	2,763
TRAVEL	174	174	167	-	-	6	1	7
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-	-	-	-	-	-
Other - Lease and Rental Payments	141	111	111	30	-	-	-	30
Total Lease and Rental Payments	141	111	111	30	-	-	-	30
UTILITIES								
Electricity	15,642	15,442	15,442	200	-	-	-	200
Natural Gas	3,433	3,433	3,433	-	-	-	-	-
Water	619	614	614	5	-	-	-	5
Sewerage	1,078	1,073	1,073	5	-	-	-	5
Total Utilities	20,773	20,563	20,563	210	-	-	-	210
TELECOMMUNICATIONS	-	-	-	-	-	-	-	-
45025 AVIATION DRIVE	-	-	-	-	-	-	-	-
DULLES EAST BUILDING	-	-	-	-	-	-	-	-
SERVICES								
Custodial Services	14,015	14,015	14,015	-	-	-	-	-
Contractual Services	47,786	45,223	45,123	2,563	-	77	23	2,663
Total Services	61,802	59,238	59,139	2,563	-	77	23	2,663
SUPPLIES, MATERIALS AND FUELS								
Fuels	3,491	3,284	3,284	207	-	-	-	207
Supplies and Materials	8,925	8,427	8,376	498	-	35	16	549
Total Supplies, Materials and Fuels	12,416	11,711	11,660	706	-	35	16	756
INSURANCE AND RISK MANAGEMENT	-	-	-	-	-	-	-	-
NONCAPITAL EQUIPMENT	371	371	361	-	-	4	6	11
NONCAPITAL FACILITY PROJECTS	329	279	276	50	-	3	0	53
CAPITAL EQUIPMENT	-	-	-	-	-	-	-	-
CAPITAL FACILITY PROJECTS	-	-	-	-	-	-	-	-
TOTAL IAD OPERATING EXPENSES	\$ 170,224	\$ 166,665	\$ 163,730	\$ 3,559	\$ -	\$ 2,608	\$ 327	\$ 6,494

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.4
2012 OPERATING EXPENSES COST ALLOCATION - DCE

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 2,032	\$ -	\$ -	\$ 2,032		\$ -	\$ -	\$ 2,032
Other than Full-time Permanent	9	-	-	9		-	-	9
Overtime	86	-	-	86		-	-	86
Other - Personnel Compensation	4,805	-	(4,734)	71		3,170	1,565	4,805
Personnel Compensation	6,932	-	(4,734)	2,198	-	3,170	1,565	6,932
Health Insurance	400	-	-	400		-	-	400
Life Insurance	8	-	-	8		-	-	8
Retirement	316	-	-	316		-	-	316
Other - Employee Benefits	1,869	-	(1,693)	176		1,180	513	1,869
Employee Benefits	2,593	-	(1,693)	900	-	1,180	513	2,593
Total Personnel Expenses	9,525	-	(6,428)	3,098	-	4,350	2,078	9,525
TRAVEL	44	-	(35)	10		21	14	44
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-	-		-	-	-
Other - Lease and Rental Payments	30	-	-	30		-	-	30
Total Lease and Rental Payments	30	-	-	30	-	-	-	30
UTILITIES								
Electricity	200	-	-	200		-	-	200
Natural Gas	-	-	-	-		-	-	-
Water	5	-	-	5		-	-	5
Sewerage	31	-	(26)	5		0	26	31
Total Utilities	236	-	(26)	210	-	0	26	236
TELECOMMUNICATIONS	213	-	(189)	24		118	71	213
45025 AVIATION DRIVE	-	-	-	-		-	-	-
DULLES EAST BUILDING	-	-	-	-		-	-	-
SERVICES								
Custodial Services	106	-	-	106	-	-	-	106
Contractual Services	20,573	-	(1,324)	17,738	1,511	535	789	20,573
Total Services	20,679	-	(1,324)	17,844	1,511	535	789	20,679
SUPPLIES, MATERIALS AND FUELS								
Fuels	207	-	-	207		-	-	207
Supplies and Materials	758	-	(150)	608		79	71	758
Total Supplies, Materials and Fuels	965	-	(150)	815	-	79	71	965
INSURANCE AND RISK MANAGEMENT	1,100	-	-	1,100		-	-	1,100
NONCAPITAL EQUIPMENT	54	-	(38)	16		12	26	54
NONCAPITAL FACILITY PROJECTS	54	-	(4)	50		3	1	54
CAPITAL EQUIPMENT	432	-	-	432		-	-	432
CAPITAL FACILITY PROJECTS	-	-	-	-		-	-	-
TOTAL DCE OPERATING EXPENSES	\$ 33,333	\$ -	\$ (8,193)	\$ 23,629	\$ 1,511	\$ 5,117	\$ 3,076	\$ 33,333



2012 BUDGET

Metropolitan Washington Airports Authority

Table 5-2.5
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF BOARD & CEO

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 1,903	\$ 1,903	\$ 1,903					\$ -
Other than Full-time Permanent	39	39	39					-
Overtime	2	2	2					-
Other - Personnel Compensation	8	8	(500)			182	326	509
Personnel Compensation	1,952	1,952	1,443	-	-	182	326	509
Health Insurance	143	143	143					-
Life Insurance	3	3	3					-
Retirement	307	307	307					-
Other - Employee Benefits	77	77	(57)			48	86	134
Employee Benefits	529	529	395	-	-	48	86	134
Total Personnel Expenses	2,481	2,481	1,839	-	-	230	412	642
TRAVEL	337	337	337					-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	932	932	704			82	146	228
Total Services	932	932	704	-	-	82	146	228
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	37	37	10			10	17	27
Total Supplies, Materials and Fuels	37	37	10	-	-	10	17	27
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	24	24	24					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL BOARD & CEO OPERATING EXPENSES	\$ 3,810	\$ 3,810	\$ 2,914	\$ -	\$ -	\$ 321	\$ 575	\$ 896

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.6
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF LEGAL

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 1,013	\$ 1,013	\$ 1,013					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	2	2	2					-
Other - Personnel Compensation	5	5	(188)			5	188	193
Personnel Compensation	1,020	1,020	827	-	-	5	188	193
Health Insurance	81	81	81					-
Life Insurance	2	2	2					-
Retirement	163	163	163					-
Other - Employee Benefits	41	41	(12)			1	51	53
Employee Benefits	286	286	234	-	-	1	51	53
Total Personnel Expenses	1,306	1,306	1,061	-	-	6	239	245
TRAVEL	15	15	14			0	0	1
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	1,004	994	982	10		0	12	22
Total Services	1,004	994	982	10	-	0	12	22
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	17	17	13			0	4	4
Total Supplies, Materials and Fuels	17	17	13	-	-	0	4	4
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	2	2	2					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL LEGAL OPERATING EXPENSES	\$ 2,343	\$ 2,333	\$ 2,072	\$ 10	\$ -	\$ 7	\$ 255	\$ 272



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.7
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AUDIT

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 1,002	\$ 1,002	\$ 1,002					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	2	2	2					-
Other - Personnel Compensation	4	4	(101)			69	35	105
Personnel Compensation	1,008	1,008	904	-	-	69	35	105
Health Insurance	74	74	74					-
Life Insurance	2	2	2					-
Retirement	134	134	134					-
Other - Employee Benefits	37	37	8			19	10	29
Employee Benefits	247	247	217	-	-	19	10	29
Total Personnel Expenses	1,255	1,255	1,121	-	-	89	45	134
TRAVEL	31	31	28			2	1	3
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	3,588	1,747	1,521	330	1,511	150	76	2,067
Total Services	3,588	1,747	1,521	330	1,511	150	76	2,067
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	13	13	11			1	1	2
Total Supplies, Materials and Fuels	13	13	11	-	-	1	1	2
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	3	3	3					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL AUDIT OPERATING EXPENSES	\$ 4,891	\$ 3,050	\$ 2,685	\$ 330	\$ 1,511	\$ 242	\$ 123	\$ 2,206

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.8
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIR SERVICE

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 641	\$ 641	\$ 641					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	2	2	2					-
Other - Personnel Compensation	17	17	15			-	3	3
Personnel Compensation	660	660	658	-	-	-	3	3
Health Insurance	57	57	57					-
Life Insurance	1	1	1					-
Retirement	113	113	113					-
Other - Employee Benefits	34	34	33			-	1	1
Employee Benefits	204	204	203	-	-	-	1	1
Total Personnel Expenses	865	865	861	-	-	-	4	4
TRAVEL	260	260	260				0	0
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	2,489	2,489	2,479			-	10	10
Total Services	2,489	2,489	2,479	-	-	-	10	10
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	15	15	15			-	0	0
Total Supplies, Materials and Fuels	15	15	15	-	-	-	0	0
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	4	4	4					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL AIR SERVICE OPERATING EXPENSES	\$ 3,633	\$ 3,633	\$ 3,619	\$ -	\$ -	\$ -	\$ 14	\$ 14



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.9
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF COMMUNICATIONS

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 1,498	\$ 1,498	\$ 1,498					\$ -
Other than Full-time Permanent	58	58	58					-
Overtime	3	3	3					-
Other - Personnel Compensation	8	8	(121)			73	56	129
Personnel Compensation	1,567	1,567	1,438	-	-	73	56	129
Health Insurance	161	161	161					-
Life Insurance	3	3	3					-
Retirement	237	237	237					-
Other - Employee Benefits	75	75	29			26	20	46
Employee Benefits	476	476	430	-	-	26	20	46
Total Personnel Expenses	2,043	2,043	1,868	-	-	99	75	175
TRAVEL	20	20	16			2	2	4
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	8	8	8					-
Total Lease and Rental Payments	8	8	8	-	-	-	-	-
UTILITIES								
Electricity	2	2	2					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	0	0	-			0	0	0
Total Utilities	2	2	2	-	-	0	0	0
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	1,989	1,867	1,764	122		58	44	225
Total Services	1,989	1,867	1,764	122	-	58	44	225
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	63	63	55			5	4	8
Total Supplies, Materials and Fuels	63	63	55	-	-	5	4	8
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	6	6	-			3	3	6
NONCAPITAL FACILITY PROJECTS	-	-	-			-	-	-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL COMMUNICATIONS OPERATING EXPENSES	\$ 4,130	\$ 4,008	\$ 3,712	\$ 122	\$ -	\$ 168	\$ 128	\$ 418

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.10
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF FINANCE

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 3,994	\$ 3,994	\$ 3,994					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	118	118	118					-
Other - Personnel Compensation	53	53	(433)			94	393	486
Personnel Compensation	4,165	4,165	3,679	-	-	94	393	486
Health Insurance	450	450	450					-
Life Insurance	10	10	10					-
Retirement	594	594	594					-
Other - Employee Benefits	197	197	25			33	139	172
Employee Benefits	1,252	1,252	1,080	-	-	33	139	172
Total Personnel Expenses	5,417	5,417	4,759	-	-	127	531	658
TRAVEL	79	79	73			1	4	6
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	5,197	5,197	5,197					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	5,197	5,197	5,197	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	2,285	2,185	1,855	100		64	266	430
Total Services	2,285	2,185	1,855	100	-	64	266	430
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	36	36	28			2	6	8
Total Supplies, Materials and Fuels	36	36	28	-	-	2	6	8
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	28	28	23			1	3	4
NONCAPITAL FACILITY PROJECTS	-	-	-			-	-	-
CAPITAL EQUIPMENT	105	105	105					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL FINANCE OPERATING EXPENSES	\$ 13,146	\$ 13,046	\$ 12,041	\$ 100	\$ -	\$ 194	\$ 812	\$ 1,106



2012 BUDGET

Metropolitan Washington Airports Authority

Table 5-2.11
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF ENGINEERING

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 3,875	\$ 3,875	\$ 3,875					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	6	6	6					-
Other - Personnel Compensation	24	24	(508)			367	165	532
Personnel Compensation	3,905	3,905	3,372	-	-	367	165	532
Health Insurance	336	336	336					-
Life Insurance	7	7	7					-
Retirement	611	611	611					-
Other - Employee Benefits	160	160	(5)			114	51	165
Employee Benefits	1,115	1,115	950	-	-	114	51	165
Total Personnel Expenses	5,019	5,019	4,322	-	-	481	216	697
TRAVEL	65	65	59			4	2	6
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	374	374	343			21	10	31
Total Services	374	374	343	-	-	21	10	31
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	318	318	313			4	2	5
Total Supplies, Materials and Fuels	318	318	313	-	-	4	2	5
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	49	49	47			1	0	2
NONCAPITAL FACILITY PROJECTS	-	-	-			-	-	-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL ENGINEERING OPERATING EXPENSES	\$ 5,825	\$ 5,825	\$ 5,084	\$ -	\$ -	\$ 512	\$ 230	\$ 741

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.12
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF BUSINESS ADMINISTRATION

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 4,181	\$ 4,181	\$ 4,181					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	8	8	8					-
Other - Personnel Compensation	25	25	(210)			137	99	235
Personnel Compensation	4,213	4,213	3,978	-	-	137	99	235
Health Insurance	555	555	555					-
Life Insurance	12	12	12					-
Retirement	678	678	678					-
Other - Employee Benefits	251	251	161			52	38	90
Employee Benefits	1,495	1,495	1,405	-	-	52	38	90
Total Personnel Expenses	5,708	5,708	5,383	-	-	189	136	325
TRAVEL	43	43	39			3	2	5
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	49	49	49					-
Total Lease and Rental Payments	49	49	49	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS								
45025 AVIATION DRIVE	913	913	913					-
DULLES EAST BUILDING	(998)	(998)	(998)					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	1,776	1,776	1,701			44	31	75
Total Services	1,776	1,776	1,701	-	-	44	31	75
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	99	99	95			2	1	4
Total Supplies, Materials and Fuels	99	99	95	-	-	2	1	4
INSURANCE AND RISK MANAGEMENT	9,885	8,785	8,785	1,100				1,100
NONCAPITAL EQUIPMENT	20	20	20			0	0	0
NONCAPITAL FACILITY PROJECTS	-	-	-			-	-	-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL BUSINESS ADMINISTRATION OPERATING EXPENSES	\$ 17,496	\$ 16,396	\$ 15,987	\$ 1,100	\$ -	\$ 237	\$ 171	\$ 1,508



2012 BUDGET

Metropolitan Washington Airports Authority

Table 5-2.13
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF HUMAN RESOURCES

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 2,642	\$ 2,642	\$ 2,642					\$ -
Other than Full-time Permanent	574	574	574					-
Overtime	15	15	15					-
Other - Personnel Compensation	77	77	(75)			89	63	152
Personnel Compensation	3,308	3,308	3,156	-	-	89	63	152
Health Insurance	363	363	363					-
Life Insurance	8	8	8					-
Retirement	486	486	486					-
Other - Employee Benefits	161	161	113			28	20	48
Employee Benefits	1,018	1,018	969	-	-	28	20	48
Total Personnel Expenses	4,326	4,326	4,125	-	-	118	83	200
TRAVEL	42	42	40			1	1	2
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	42	42	42					-
Total Lease and Rental Payments	42	42	42	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	1,535	1,535	1,488			28	19	47
Total Services	1,535	1,535	1,488	-	-	28	19	47
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	142	142	130			7	5	13
Total Supplies, Materials and Fuels	142	142	130	-	-	7	5	13
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	13	13	13					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL HUMAN RESOURCES OPERATING EXPENSES	\$ 6,100	\$ 6,100	\$ 5,838	\$ -	\$ -	\$ 154	\$ 108	\$ 262

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.14
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 2,476	\$ 2,476	\$ 2,476					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	17	17	17					-
Other - Personnel Compensation	33	33	3			4	27	30
Personnel Compensation	2,526	2,526	2,496	-	-	4	27	30
Health Insurance	222	222	222					-
Life Insurance	5	5	5					-
Retirement	357	357	357					-
Other - Employee Benefits	118	118	108			1	9	10
Employee Benefits	702	702	692	-	-	1	9	10
Total Personnel Expenses	3,228	3,228	3,187	-	-	5	36	40
TRAVEL	25	25	25			0	0	0
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	1,413	1,389	1,200	24		118	71	213
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	13,475	13,350	13,251	125		12	87	224
Total Services	13,475	13,350	13,251	125	-	12	87	224
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	1,409	1,409	1,395			2	12	14
Total Supplies, Materials and Fuels	1,409	1,409	1,395	-	-	2	12	14
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	1,177	1,177	1,163			2	13	15
NONCAPITAL FACILITY PROJECTS	-	-	-			-	-	-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS OPERATING EXPENSES	\$ 20,727	\$ 20,578	\$ 20,220	\$ 149	\$ -	\$ 138	\$ 220	\$ 507



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.15
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF PUBLIC SAFETY - CF

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 9,881	\$ 9,881	\$ 9,881					\$ -
Other than Full-time Permanent	(0)	(0)	(0)					-
Overtime	1,138	1,138	1,138					-
Other - Personnel Compensation	515	515	104			411	-	411
Personnel Compensation	11,535	11,535	11,124	-	-	411	-	411
Health Insurance	1,779	1,779	1,779					-
Life Insurance	38	38	38					-
Retirement	2,320	2,320	2,320					-
Other - Employee Benefits	755	755	643			112	-	112
Employee Benefits	4,892	4,892	4,779	-	-	112	-	112
Total Personnel Expenses	16,426	16,426	15,904	-	-	523	-	523
TRAVEL	32	32	31			1	-	1
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	33	33	33					-
Total Lease and Rental Payments	33	33	33	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	324	324	324					-
Total Services	324	324	324	-	-	-	-	-
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	417	417	404			13	-	13
Total Supplies, Materials and Fuels	417	417	404	-	-	13	-	13
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	101	101	101					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL PUBLIC SAFETY - CF OPERATING EXPENSES	\$ 17,333	\$ 17,333	\$ 16,796	\$ -	\$ -	\$ 537	\$ -	\$ 537

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.16
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT MANAGER - DCA

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 432	\$ 432	\$ 432					\$ -
Other than Full-time Permanent	234	234	234					-
Overtime	-	-	-					-
Other - Personnel Compensation	3	3	3					-
Personnel Compensation	668	668	668	-	-	-	-	-
Health Insurance	100	100	100					-
Life Insurance	2	2	2					-
Retirement	93	93	93					-
Other - Employee Benefits	49	49	49					-
Employee Benefits	244	244	244	-	-	-	-	-
Total Personnel Expenses	913	913	913	-	-	-	-	-
TRAVEL	-	-	-					-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	4	4	4					-
Total Lease and Rental Payments	4	4	4	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	412	412	412					-
Total Services	412	412	412	-	-	-	-	-
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	1	1	1					-
NONCAPITAL FACILITY PROJECTS	0	0	0					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL ENGINEERING & MAINTENANCE - DCA OPERATING EXPENSES	\$ 1,378	\$ 1,378	\$ 1,378	\$ -	\$ -	\$ -	\$ -	\$ -



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.17
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF OPERATIONS - DCA

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 1,686	\$ 1,686	\$ 1,686					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	29	29	29					-
Other - Personnel Compensation	103	103	103					-
Personnel Compensation	1,818	1,818	1,818					-
Health Insurance	223	223	223					-
Life Insurance	5	5	5					-
Retirement	320	320	320					-
Other - Employee Benefits	92	92	92					-
Employee Benefits	641	641	641					-
Total Personnel Expenses	2,459	2,459	2,459					-
TRAVEL	12	12	12					-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-					-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-					-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	3,721	3,721	3,721					-
Total Services	3,721	3,721	3,721					-
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	55	55	55					-
Total Supplies, Materials and Fuels	55	55	55					-
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	26	26	26					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL OPERATIONS - DCA OPERATING EXPENSES	\$ 6,272	\$ 6,272	\$ 6,272	\$ -	\$ -	\$ -	\$ -	\$ -

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.18
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF ENGINEERING AND MAINTENANCE - DCA

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 13,405	\$ 13,405	\$ 13,405					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	657	657	657					-
Other - Personnel Compensation	312	312	297			-	14	14
Personnel Compensation	14,374	14,374	14,359	-	-	-	14	14
Health Insurance	2,348	2,348	2,348					-
Life Insurance	50	50	50					-
Retirement	2,585	2,585	2,585					-
Other - Employee Benefits	986	986	980			-	6	6
Employee Benefits	5,968	5,968	5,962	-	-	-	6	6
Total Personnel Expenses	20,342	20,342	20,321	-	-	-	21	21
TRAVEL	35	35	35					-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	23	23	23					-
Total Lease and Rental Payments	23	23	23	-	-	-	-	-
UTILITIES								
Electricity	6,100	6,100	6,100					-
Natural Gas	1,870	1,870	1,870					-
Water	797	797	797					-
Sewerage	1,047	1,047	1,021			-	26	26
Total Utilities	9,814	9,814	9,788	-	-	-	26	26
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	5,460	5,460	5,460					-
Contractual Services	8,284	8,284	8,222			-	63	63
Total Services	13,744	13,744	13,682	-	-	-	63	63
SUPPLIES, MATERIALS AND FUELS								
Fuels	709	709	709					-
Supplies and Materials	3,351	3,351	3,348			-	3	3
Total Supplies, Materials and Fuels	4,060	4,060	4,057	-	-	-	3	3
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	110	110	110					-
NONCAPITAL FACILITY PROJECTS	1,235	1,235	1,235				0	0
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL AIRPORT MANAGER - DCA OPERATING EXPENSES	\$ 49,363	\$ 49,363	\$ 49,250	\$ -	\$ -	\$ -	\$ 113	\$ 113



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.19
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT ADMINISTRATION - DCA

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 2,192	\$ 2,192	\$ 2,192					\$ -
Other than Full-time Permanent	11	11	11					-
Overtime	19	19	19					-
Other - Personnel Compensation	47	47	47				-	-
Personnel Compensation	2,269	2,269	2,269	-	-	-	-	-
Health Insurance	385	385	385					-
Life Insurance	8	8	8					-
Retirement	330	330	330					-
Other - Employee Benefits	252	252	252				-	-
Employee Benefits	974	974	974	-	-	-	-	-
Total Personnel Expenses	3,243	3,243	3,243	-	-	-	-	-
TRAVEL	19	19	19					-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	2	2	2					-
Total Lease and Rental Payments	2	2	2	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-				-	-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	355	355	355				-	-
Total Services	355	355	355	-	-	-	-	-
SUPPLIES, MATERIALS AND FUELS								
Fuels	3	3	3					-
Supplies and Materials	47	47	47				-	-
Total Supplies, Materials and Fuels	50	50	50	-	-	-	-	-
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	13	13	13				-	-
NONCAPITAL FACILITY PROJECTS	-	-	-				-	-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL AIRPORT ADMINISTRATION - DCA OPERATING EXPENSES	\$ 3,681	\$ 3,681	\$ 3,681	\$ -	\$ -	\$ -	\$ -	\$ -

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.20
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF PUBLIC SAFETY - DCA

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 8,960	\$ 8,960	\$ 8,960					\$ -
Other than Full-time Permanent	271	271	271					-
Overtime	1,796	1,796	1,796					-
Other - Personnel Compensation	673	673	673				-	-
Personnel Compensation	11,700	11,700	11,700					-
Health Insurance	1,649	1,649	1,649					-
Life Insurance	35	35	35					-
Retirement	2,315	2,315	2,315					-
Other - Employee Benefits	680	680	680				-	-
Employee Benefits	4,679	4,679	4,679					-
Total Personnel Expenses	16,379	16,379	16,379					-
TRAVEL	31	31	31					-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	9	9	9					-
Total Lease and Rental Payments	9	9	9					-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-					-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST 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	83	83	83					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL PUBLIC SAFETY - DCA OPERATING EXPENSES	\$ 17,061	\$ 17,061	\$ 17,061	\$ -	\$ -	\$ -	\$ -	\$ -



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.21
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT MANAGER - IAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 652	\$ 652	\$ 652					\$ -
Other than Full-time Permanent	232	232	232					-
Overtime	3	3	3					-
Other - Personnel Compensation	105	105	86			19	-	19
Personnel Compensation	992	992	972	-	-	19	-	19
Health Insurance	108	108	108					-
Life Insurance	2	2	2					-
Retirement	239	239	239					-
Other - Employee Benefits	50	50	45			4	-	4
Employee Benefits	399	399	395	-	-	4	-	4
Total Personnel Expenses	1,391	1,391	1,367	-	-	24	-	24
TRAVEL	20	20	20			0	-	0
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	712	712	706			6	-	6
Total Services	712	712	706	-	-	6	-	6
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	59	59	59			0	-	0
Total Supplies, Materials and Fuels	59	59	59	-	-	0	-	0
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	1	1	1			0	-	0
NONCAPITAL FACILITY PROJECTS	-	-	-			-	-	-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL AIRPORT MANAGER - IAD OPERATING EXPENSES	\$ 2,183	\$ 2,183	\$ 2,152	\$ -	\$ -	\$ 30	\$ -	\$ 30

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.22
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF OPERATIONS - IAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 3,039	\$ 3,039	\$ 3,039					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	223	223	223					-
Other - Personnel Compensation	131	131	128			3	-	3
Personnel Compensation	3,394	3,394	3,390	-	-	3	-	3
Health Insurance	438	438	438					-
Life Insurance	9	9	9					-
Retirement	544	544	544					-
Other - Employee Benefits	190	190	189			1	-	1
Employee Benefits	1,182	1,182	1,180	-	-	1	-	1
Total Personnel Expenses	4,575	4,575	4,571	-	-	4	-	4
TRAVEL	35	35	35			0	-	0
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	5	5	5					-
Total Lease and Rental Payments	5	5	5	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	10,149	10,149	10,147	-	-	2	-	2
Total Services	10,149	10,149	10,147	-	-	2	-	2
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-					-
Supplies and Materials	146	146	146			0	-	0
Total Supplies, Materials and Fuels	146	146	146	-	-	0	-	0
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	136	136	135			0	-	0
NONCAPITAL FACILITY PROJECTS	1	1	1			0	-	0
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL OPERATIONS - IAD OPERATING EXPENSES	\$ 15,047	\$ 15,047	\$ 15,040	\$ -	\$ -	\$ 7	\$ -	\$ 7



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.23

2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF MOBILE LOUNGE & RAMP CONTROL - IAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 5,469	\$ 5,469	\$ 5,469					\$ -
Other than Full-time Permanent	(0)	(0)	(0)					-
Overtime	319	319	319					-
Other - Personnel Compensation	367	367	367					-
Personnel Compensation	6,155	6,155	6,155					-
Health Insurance	1,037	1,037	1,037					-
Life Insurance	22	22	22					-
Retirement	1,111	1,111	1,111					-
Other - Employee Benefits	597	597	597					-
Employee Benefits	2,768	2,768	2,768					-
Total Personnel Expenses	8,923	8,923	8,923					-
TRAVEL	-	-	-					-
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	-	-	-					-
Total Lease and Rental Payments	-	-	-					-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-					-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST 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 MOBILE LOUNGE & RAMP CONTROL - IAD OPERATING EXPENSES	\$ 8,980	\$ 8,980	\$ 8,980	\$ -	\$ -	\$ -	\$ -	\$ -

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.24
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF ENGINEERING & MAINTENANCE - IAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 20,622	\$ 20,622	\$ 20,622					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	2,662	2,662	2,662					-
Other - Personnel Compensation	629	629	315			117	197	314
Personnel Compensation	23,913	23,913	23,599	-	-	117	197	314
Health Insurance	3,553	3,553	3,553					-
Life Insurance	75	75	75					-
Retirement	3,786	3,786	3,786					-
Other - Employee Benefits	1,490	1,490	1,359			49	82	131
Employee Benefits	8,905	8,905	8,773	-	-	49	82	131
Total Personnel Expenses	32,817	32,817	32,372	-	-	166	279	445
TRAVEL	28	28	26			1	1	2
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	124	94	94	30				30
Total Lease and Rental Payments	124	94	94	30	-	-	-	30
UTILITIES								
Electricity	15,642	15,442	15,442	200				200
Natural Gas	3,433	3,433	3,433					-
Water	619	614	614	5				5
Sewerage	1,078	1,073	1,073	5		-	-	5
Total Utilities	20,773	20,563	20,563	210	-	-	-	210
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	14,015	14,015	14,015					-
Contractual Services	31,793	29,230	29,194	2,563		13	22	2,599
Total Services	45,809	43,245	43,210	2,563	-	13	22	2,599
SUPPLIES, MATERIALS AND FUELS								
Fuels	2,969	2,762	2,762	207				207
Supplies and Materials	8,106	7,645	7,620	461		10	16	486
Total Supplies, Materials and Fuels	11,075	10,407	10,382	668	-	10	16	693
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	114	114	104			4	6	10
NONCAPITAL FACILITY PROJECTS	325	275	275	50		0	0	50
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL ENGINEERING & MAINTENANCE - IAD OPERATING EXPENSES	\$ 111,065	\$ 107,544	\$ 107,025	\$ 3,521	\$ -	\$ 194	\$ 325	\$ 4,040



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.25
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF AIRPORT ADMINISTRATION - IAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 2,568	\$ 2,568	\$ 2,568					\$ -
Other than Full-time Permanent	-	-	-					-
Overtime	173	173	173					-
Other - Personnel Compensation	30	30	15			15	0	15
Personnel Compensation	2,771	2,771	2,756	-	-	15	0	15
Health Insurance	423	423	423					-
Life Insurance	9	9	9					-
Retirement	433	433	433					-
Other - Employee Benefits	188	188	181			7	0	7
Employee Benefits	1,053	1,053	1,046	-	-	7	0	7
Total Personnel Expenses	3,825	3,825	3,802	-	-	22	1	22
TRAVEL	47	47	47			0	0	0
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	(0)	(0)	(0)					-
Total Lease and Rental Payments	(0)	(0)	(0)	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	4,897	4,897	4,865			31	1	32
Total Services	4,897	4,897	4,865	-	-	31	1	32
SUPPLIES, MATERIALS AND FUELS								
Fuels	372	372	372					-
Supplies and Materials	173	173	173					-
Total Supplies, Materials and Fuels	545	545	545	-	-	-	-	-
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	25	25	25			0	0	0
NONCAPITAL FACILITY PROJECTS	3	3	(0)			3	0	3
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL AIRPORT ADMINISTRATION - IAD OPERATING EXPENSES	\$ 9,342	\$ 9,342	\$ 9,285	\$ -	\$ -	\$ 56	\$ 2	\$ 57

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-2.26
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF PUBLIC SAFETY - IAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 12,811	\$ 12,811	\$ 12,811					\$ -
Other than Full-time Permanent	201	201	201					-
Overtime	2,017	2,017	2,017					-
Other - Personnel Compensation	913	913	(672)			1,585	-	1,585
Personnel Compensation	15,942	15,942	14,357	-	-	1,585	-	1,585
Health Insurance	2,317	2,317	2,317					-
Life Insurance	49	49	49					-
Retirement	3,425	3,425	3,425					-
Other - Employee Benefits	955	955	272			683	-	683
Employee Benefits	6,745	6,745	6,063	-	-	683	-	683
Total Personnel Expenses	22,687	22,687	20,420	-	-	2,268	-	2,268
TRAVEL	43	43	38			5	-	5
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-					-
Other - Lease and Rental Payments	12	12	12					-
Total Lease and Rental Payments	12	12	12	-	-	-	-	-
UTILITIES								
Electricity	-	-	-					-
Natural Gas	-	-	-					-
Water	-	-	-					-
Sewerage	-	-	-					-
Total Utilities	-	-	-	-	-	-	-	-
TELECOMMUNICATIONS	-	-	-					-
45025 AVIATION DRIVE	-	-	-					-
DULLES EAST BUILDING	-	-	-					-
SERVICES								
Custodial Services	-	-	-					-
Contractual Services	226	226	202			24	-	24
Total Services	226	226	202	-	-	24	-	24
SUPPLIES, MATERIALS AND FUELS								
Fuels	150	150	150					-
Supplies and Materials	392	355	330	38		24	-	62
Total Supplies, Materials and Fuels	542	505	480	38	-	24	-	62
INSURANCE AND RISK MANAGEMENT	-	-	-					-
NONCAPITAL EQUIPMENT	95	95	95					-
NONCAPITAL FACILITY PROJECTS	-	-	-					-
CAPITAL EQUIPMENT	-	-	-					-
CAPITAL FACILITY PROJECTS	-	-	-					-
TOTAL PUBLIC SAFETY - IAD OPERATING EXPENSES	\$ 23,606	\$ 23,568	\$ 21,247	\$ 38	\$ -	\$ 2,322	\$ -	\$ 2,360



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-2.27
2012 OPERATING EXPENSES COST ALLOCATION - OFFICE OF DULLES TOLL ROAD

	TOTAL AUTHORITY BUDGET	AVIATION ENTERPRISE		DULLES CORRIDOR ENTERPRISE		COST ALLOCATION		NET DCE BUDGET
		TOTAL AVIATION BUDGET	NET AVIATION BUDGET	DULLES TOLL ROAD DIRECT1	DULLES RAIL PROJECT	TO DULLES TOLL	TO DULLES RAIL PROJECT4	
<i>(dollars in thousands)</i>								
PERSONNEL EXPENSES								
Full-time Permanent	\$ 2,032	\$ -	\$ -	\$ 2,032	\$ -			\$ 2,032
Other than Full-time Permanent	9	-	-	9	-			9
Overtime	86	-	-	86	-			86
Other - Personnel Compensation	71	-	-	71	-			71
Personnel Compensation	2,198	-	-	2,198	-			2,198
Health Insurance	400	-	-	400	-			400
Life Insurance	8	-	-	8	-			8
Retirement	316	-	-	316	-			316
Other - Employee Benefits	176	-	-	176	-			176
Employee Benefits	900	-	-	900	-			900
Total Personnel Expenses	3,098	-	-	3,098	-			3,098
TRAVEL	10	-	-	10	-			10
LEASE AND RENTAL PAYMENTS								
Airport Lease Payments	-	-	-	-	-			-
Other - Lease and Rental Payments	-	-	-	-	-			-
Total Lease and Rental Payments	-	-	-	-	-			-
UTILITIES								
Electricity	-	-	-	-	-			-
Natural Gas	-	-	-	-	-			-
Water	-	-	-	-	-			-
Sewerage	-	-	-	-	-			-
Total Utilities	-	-	-	-	-			-
TELECOMMUNICATIONS	-	-	-	-	-			-
45025 AVIATION DRIVE	-	-	-	-	-			-
DULLES EAST BUILDING	-	-	-	-	-			-
SERVICES								
Custodial Services	106	-	-	106	-			106
Contractual Services	14,488	-	-	14,488	-			14,488
Total Services	14,594	-	-	14,594	-			14,594
SUPPLIES, MATERIALS AND FUELS								
Fuels	-	-	-	-	-			-
Supplies and Materials	110	-	-	110	-			110
Total Supplies, Materials and Fuels	110	-	-	110	-			110
INSURANCE AND RISK MANAGEMENT	-	-	-	-	-			-
NONCAPITAL EQUIPMENT	16	-	-	16	-			16
NONCAPITAL FACILITY PROJECTS	-	-	-	-	-			-
CAPITAL EQUIPMENT	432	-	-	432	-			432
CAPITAL FACILITY PROJECTS	-	-	-	-	-			-
TOTAL DULLES TOLL ROAD OPERATING EXPENSES	\$ 18,259	\$ -	\$ -	\$ 18,259	\$ -	\$ -	\$ -	\$ 18,259



AIRPORTS SNAPSHOTS



Ronald Reagan Washington National Airport
Airline Service as of October 2011



Washington Dulles International Airport
Airline Service as of October 2011

REAGAN NATIONAL

Major/National Airlines

AirTran Airways
 Alaska Airlines
 American Airlines
 Continental Airlines
 Delta Air Lines
 Frontier Airlines
 JetBlue Airways
 MN Airlines
 Republic Airlines
 Spirit Airlines
 United Airlines
 US Airways

Distance from downtown:
 DC: 3 miles/15 minutes
 Size: 860 acres
 Location: Arlington County,
 Virginia
 Public Parking Spaces: 9,103
 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:

67 U.S. cities
 Montreal, Toronto, and
 Ottawa, Canada

Transborder Service

Air Canada
 Air Canada Jazz

Regional/Commuter Airlines

Air Wisconsin
 Atlantic Southeast
 American Eagle
 Chautauqua
 Colgan Air
 Compass
 Comair
 Continental Express (Express Jet)
 Mesaba
 PSA
 Piedmont Airlines
 Pinnacle
 Shuttle America

Fixed Base Operators

Signature Flight Support
 Services

Cargo Airlines

Fed Ex

Date Opened:

June 16, 1941

* U.S. carriers offering international services

** Includes Transborder services

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
 Icelandair
 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
 Turkish Airlines
 Virgin Atlantic Airways

Regional/Commuter Airlines

Air Wisconsin
 Atlantic Southeast
 Chautauqua
 Colgan Air
 Comair
 Compass
 Express Jet (Continental & United Express)
 Go-Jet**
 Mesa
 Mesaba

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: 27,209

Aircraft Gates/Parking
 Positions: 123

Length of Runways:

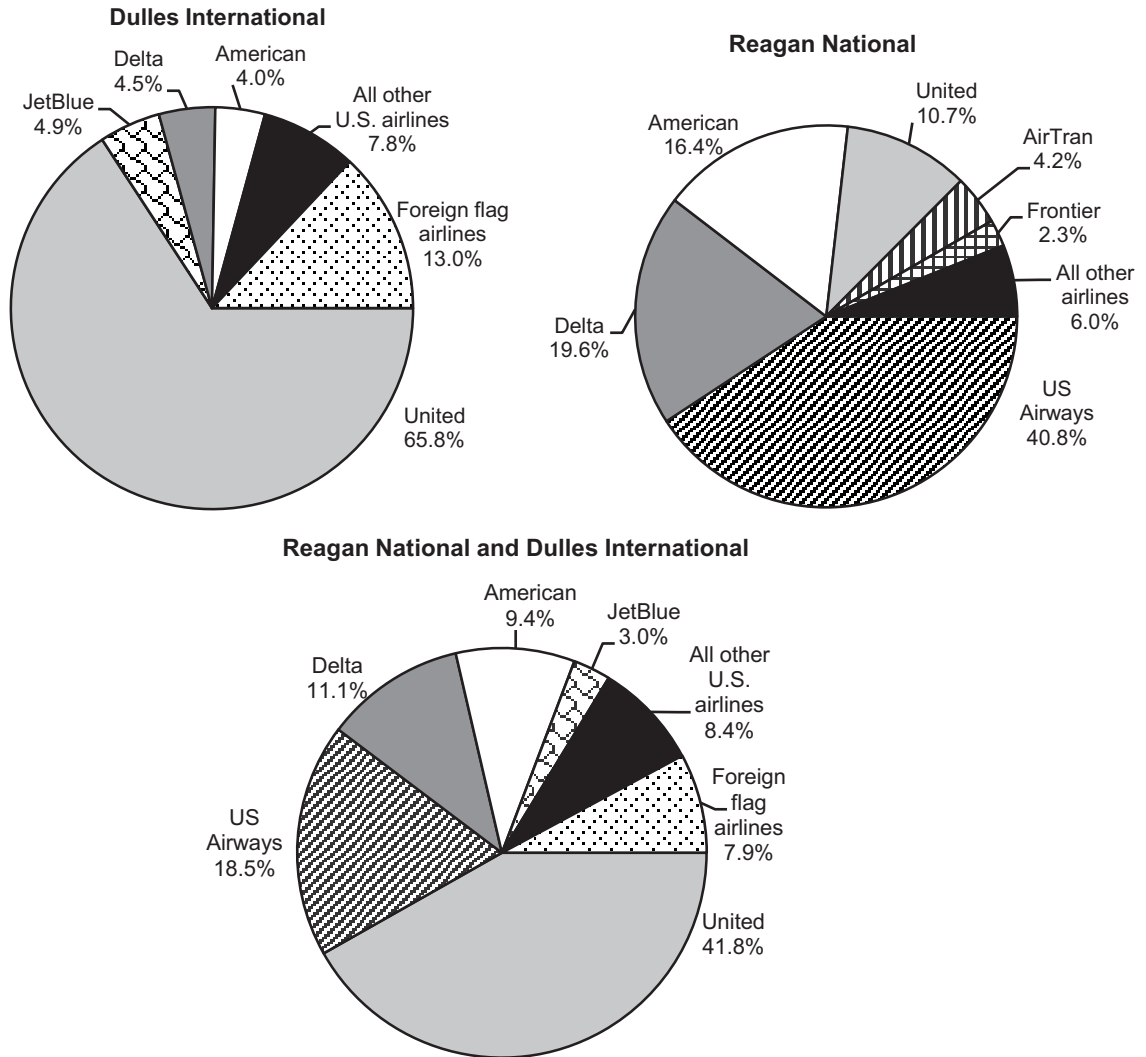
1R/19L (North-South) - 11,500 ft.
 1L/19R (North-South) - 9,400 ft.
 12/30 (Crosswind) - 10,500 ft.
 1C/19C (North-South) - 11,500 ft.

Non-stop destinations:

80 U.S. Cities/Nationwide
 46 Foreign Cities



CARRIER SHARES OF TOTAL ENPLANED PASSENGERS (for the 12-month period ended October 31, 2011)



Notes: Passengers reported by regional affiliates are grouped with their respective code-sharing partners.
Continental included with United.
Percentages may not add to 100% because of rounding.

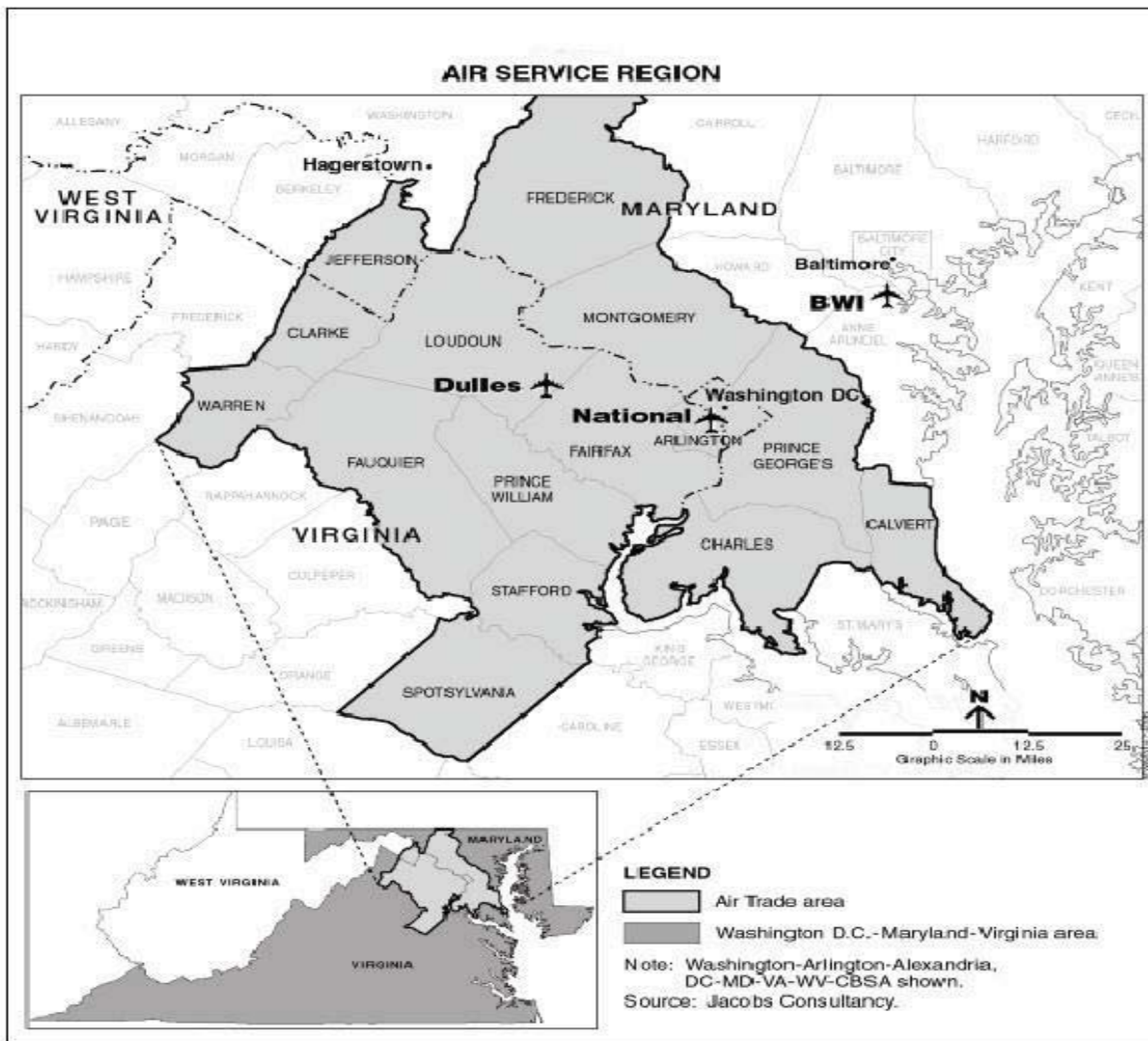
Source: Metropolitan Washington Airports Authority records.



AIRLINES SERVING THE AIRPORTS

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

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.

AIRPORTS SERVICE REGION POPULATION BY COUNTY

Table 5-5

	2000	2010	Average Annual Percent Increase	Percentage of Airports Service Region in 2010
District of Columbia				
District of Columbia	571,744	610,589	0.7%	11.0%
State of Maryland				
Montgomery County	877,363	988,521	1.2%	17.7%
Prince George's County	803,189	839,212	0.4%	15.1%
Other Maryland counties	392,888	464,221	1.7%	8.3%
Subtotal/average	2,073,440	2,291,954	1.0%	41.1%
Commonwealth of Virginia				
Arlington County	189,527	224,551	1.7%	4.0%
City of Alexandria	129,424	153,695	1.7%	2.8%
Fairfax County, Fairfax City, and Falls Church City	1,006,803	1,093,427	0.8%	19.6%
Loudoun County	173,897	311,687	6.0%	5.6%
Prince William County, Manassas City, and Manassas Park City	329,524	443,073	3.0%	7.9%
Other Virginia jurisdictions	304,233	393,238	2.6%	7.1%
Subtotal/average	2,133,408	2,619,671	2.1%	47.0%
State of West Virginia	42,439	53,566	2.4%	1.0%
Total Airports service region	4,821,031	5,575,780	1.5%	100.0%

Note: Columns may not add to totals shown because of rounding.

Source: U.S. Department of Commerce, Bureau of the Census website, accessed June 2, 2011.

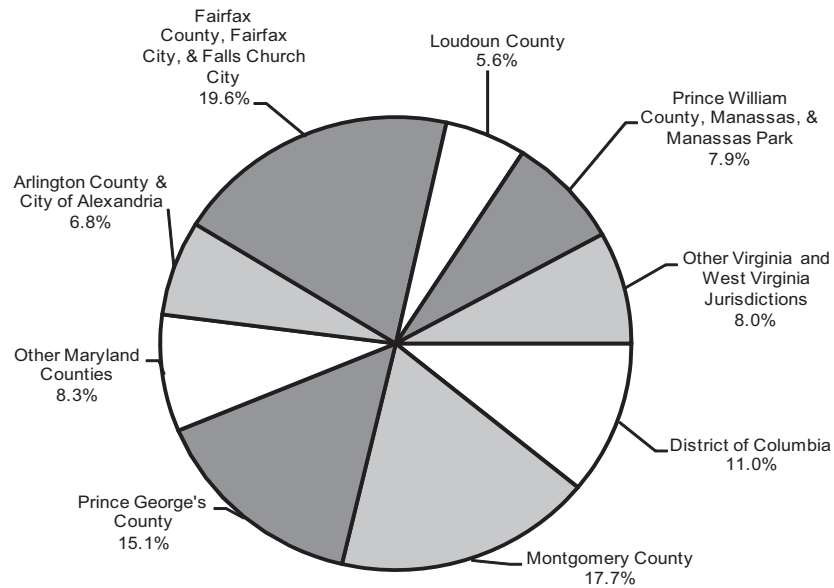
www.census.gov



District of Columbia, State of Maryland Commonwealth of Virginia and State of West Virginia

Table 5-5a

Geographic Distribution of the Air Trade Area's 2007 Population



Source: National Planning Association, Data Services, Inc. Key Indicators of County Growth,



AIRPORT ACTIVITY FORECASTS

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 2011, Reagan National was served by 28 airlines, 10 major/national, 2 foreign flags, 15 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 40.8 percent of total passengers in 2010.

As of the end of September 2011, nonstop service was provided from Reagan National to 71 destinations, including 67 cities nationwide as well as international destinations such as Montreal, Ottawa and Toronto in Canada. In 2010, 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 51.9 percent of its total domestic O&D passengers. Reagan National's three largest domestic O&D markets in 2010 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. As of September 2011, different versions of an FAA reauthorization bill had been passed by the House of Representatives and the U.S. Senate. Both versions of the bill contain provisions for additional beyond-perimeters slots – 10 in the House and 24 in the Senate.

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 2011, Dulles International was served by 53 airlines, including 9 major/national airlines, 19 regional/commuter airlines, 22 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 64.9 percent of passengers in 2010.

As of September 2011, nonstop service was provided from Dulles International to 80 cities nationwide and to 46 international nonstop destinations. In 2010, 73.0 percent of passengers enplaned at Dulles International flying on domestic itineraries and an estimated 59.4 percent were O&D passengers and 40.6 percent were connecting passengers. In 2010, traffic in Dulles International's top 15 domestic O&D markets represented 65.1 percent of its total domestic O&D passengers, and its three largest domestic O&D markets were Los Angeles, San Francisco and Boston.

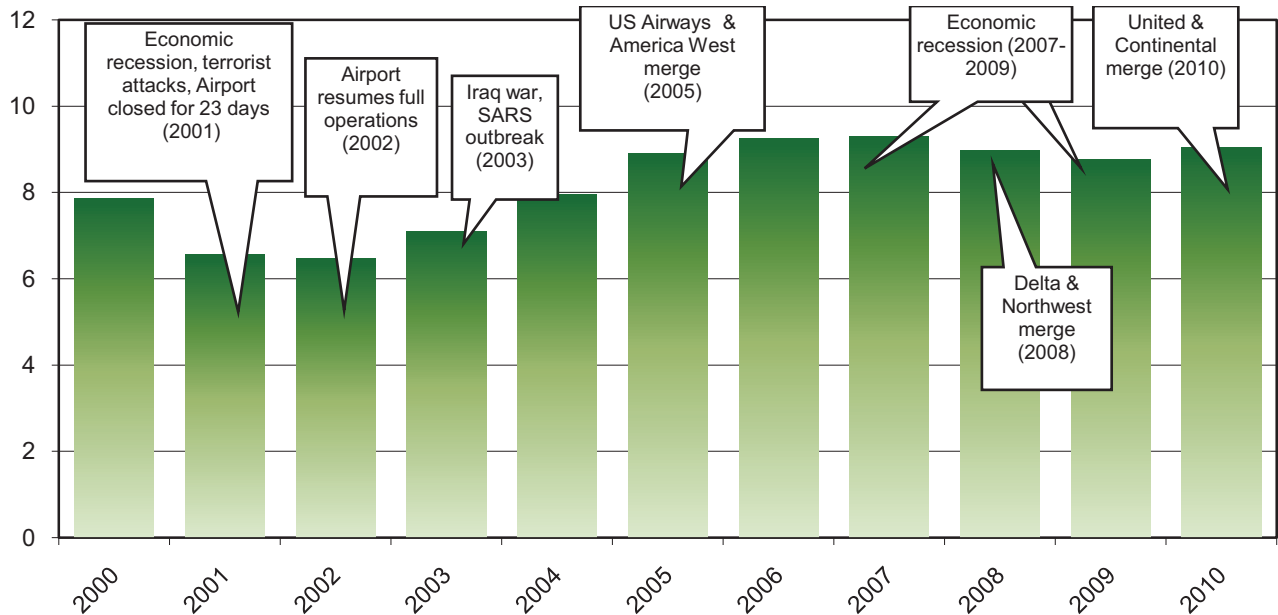
Dulles International serves long, medium and short-haul markets. Dulles International is not constrained by perimeter restrictions as is Reagan National, with numerous long-haul markets being served with nonstop flights.



HISTORY OF ENPLANED PASSENGERS

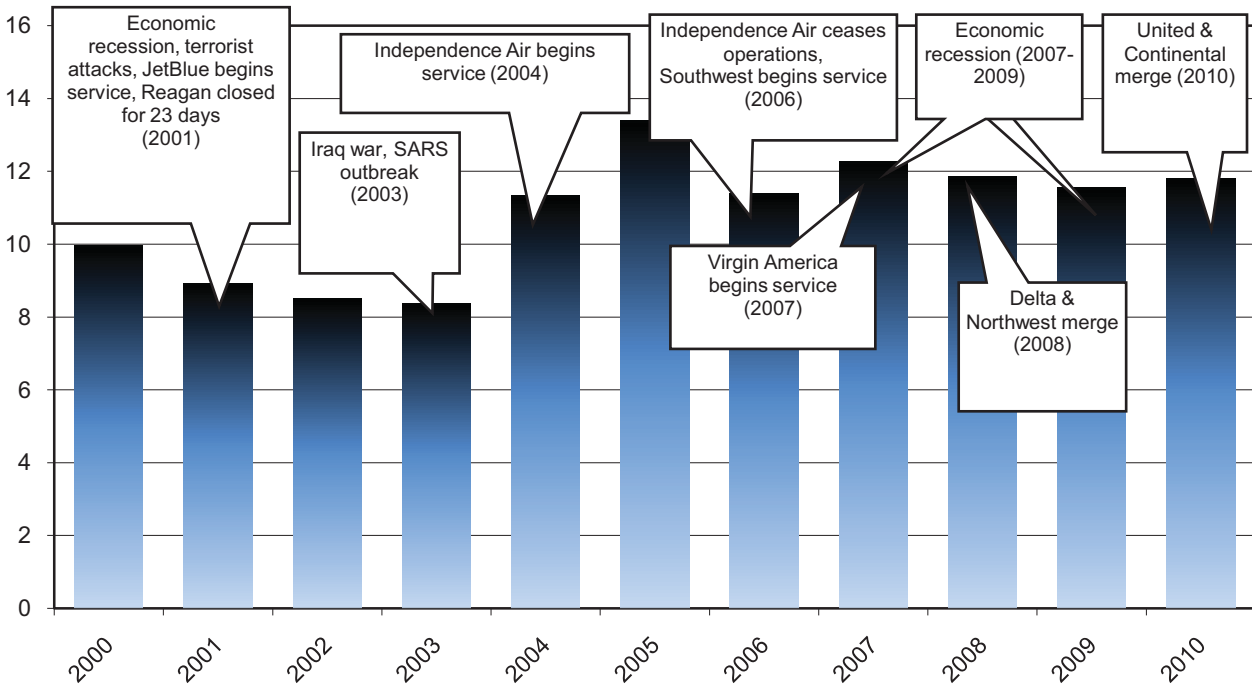
Reagan National Enplaned Passengers

Table 7(a)



Dulles International Enplaned Passengers

Table 7(b)



Sources: Metropolitan Washington Airport Authority; LeighFisher.

Note: Includes both domestic and international, and revenue and nonrevenue passengers. Excludes passengers enplaned on general aviation and military flights.



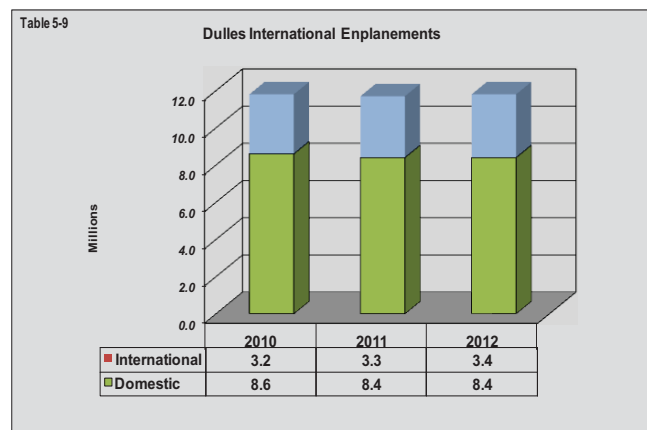
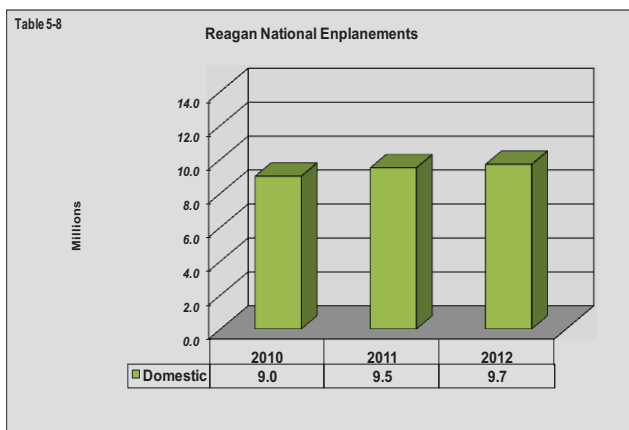
ACTIVITY INDICATORS

Reagan National Airport and Dulles International Airport, considered together, accommodated 20.8 million enplaned passengers in 2010 and is expected to increase to 21.5 million in 2012. As both Airports have seen modest increases in the last few months, total enplanements are projected to see a total combined increase in 2011 of 1.9 percent and increase in 2012 by 1.4 percent. The change envisaged over the course of the next year is based on projections of increased travel demand associated with the economic recovery, new service, and airline consolidations. However, as airlines continue with capacity constraints, the overall enplaned passenger percentage increases are at a lower level than experienced prior to 2008.

ENPLANEMENTS

Reagan National — In 2011, enplaned passengers at Reagan National are projected to increase 5.6 percent to 9.5 million from 9.0 million in 2010. In 2012, enplaned passengers at Reagan National are projected to increase by 2.2 percent to 9.7 million.

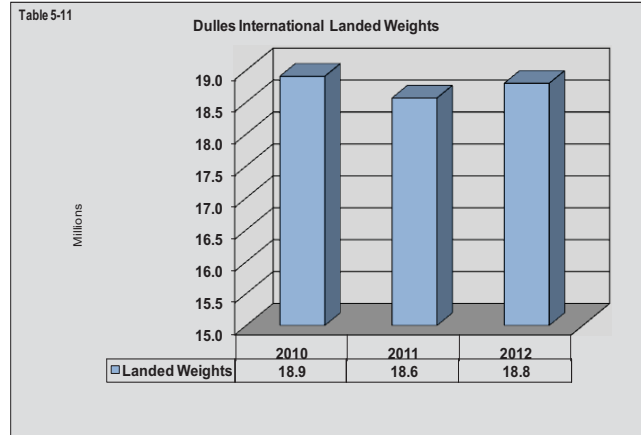
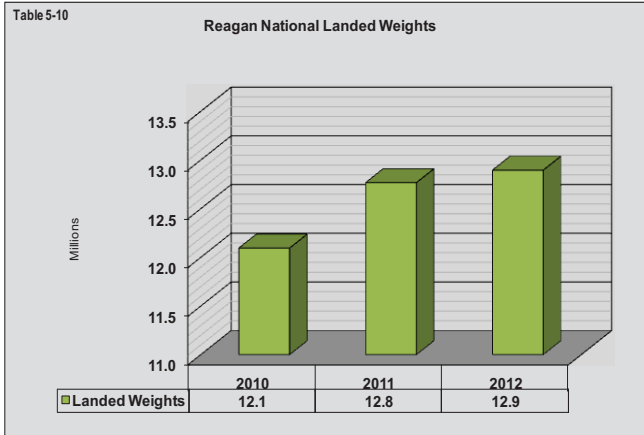
Dulles International's — Enplaned passengers at Dulles International are projected to decrease 0.8 percent to 11.65 million in 2011 from 11.7 million in 2010, and increase 1.4 percent to 11.2 million in 2012. Domestic enplaned passengers are projected to decrease in 2011 by 2.3 percent and then remain at the 2011 level for 2012. In 2011, international enplanement passengers at Dulles International are projected to increase by 3.1 to 3.3 million and then increase to 3.4 million, a 3.0 percent increase in 2012.





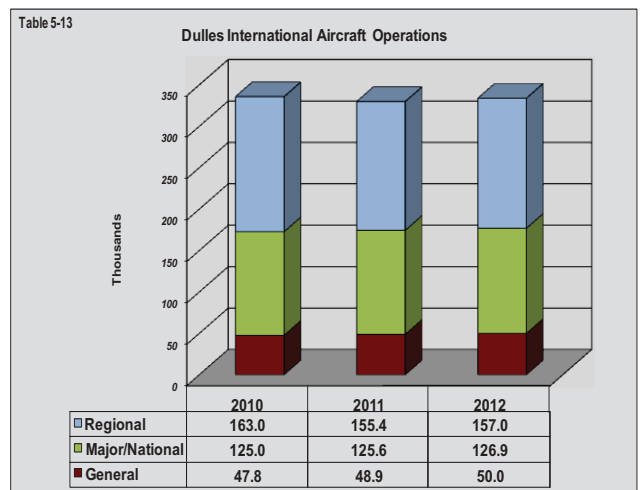
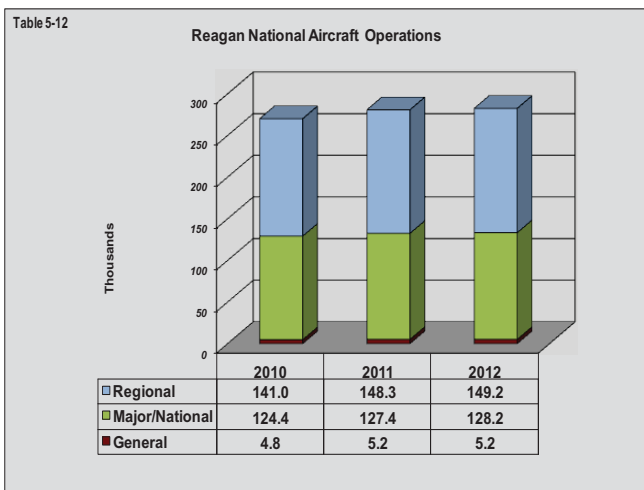
LANDED WEIGHTS

The projection of total landed weight follows generally the same pattern as the enplanement projection. Landed weight levels at **Reagan National** are expected to increase by 5.8 percent in 2011 and slightly increase by 0.8 percent in 2012. An estimated 2.4 percent decrease in landed weight is expected at **Dulles International** in 2011, followed by an increase of 1.1 percent in 2012.



AIRCRAFT OPERATIONS

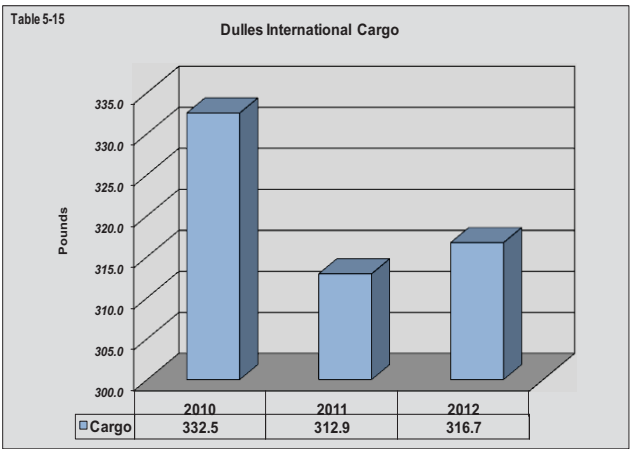
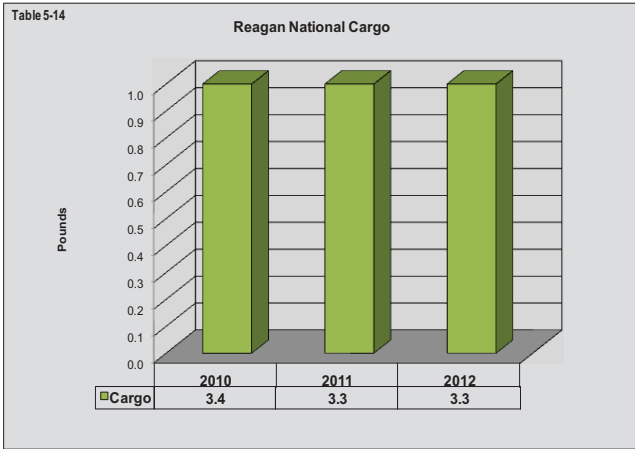
Aircraft operations at **Reagan National** are projected to increase in 2011 by 2.0 percent. In 2012, flight operations are projected to increase by 2.5 percent for a total of 282,624. Aircraft operations at **Dulles International** are expected to decrease by approximately 1.8 percent in 2011, then increase in 2012 by 1.2 percent to 333,848.





CARGO

Reagan National. Cargo, which includes freight and mail, is expected to decrease by 2.9 percent in 2011 and increase slightly by 0.5 percent in 2012. **Dulles International.** Cargo at Dulles International is projected to increase by 5.9 percent in 2011 and then increase slightly by 1.2 percent in 2012.





2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-16

Reagan National Airport	Actual 2010	Budget 2011	Budget 2012
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)	95,737	91,000	97,000
Natural Gas (Therms)	1,800,000	2,000,000	1,850,000
Water (Gallons)	153,000,000	157,000,000	156,000,000
Sewage (Gallons)	116,750,000	125,000,000	118,000,000
Fuel Oil for Heating (Gallons)	25	25	25
AIRFIELD (Square Feet)			
Runways	2,484,450	2,484,450	2,584,450
Taxiways	1,622,000	1,622,000	1,662,310
Ramps/Aprons	5,074,800	5,074,800	5,087,550
ROADWAYS (Lane Mileage)	20	20	20
PARKING			
Public Surfaced Spaces	2,575	2,611	2,575
Public Structured Spaces	6,499	6,499	6,499
Employee Surfaced Spaces	3,200	3,200	3,200
VEHICLES IN FLEET	308	302	308
<u>PUBLIC SAFETY, NATIONAL</u>			
POLICE			
Calls for Service:	29,243	45,000	35,200
Assistance to Other Agencies	501	750	649
Traffic Violations	986	1,200	1,200
Parking Violations	3,457	4,000	4,200
FIRE			
<i>Calls for Service:</i>			
Aircraft & Fuel Spills	58	65	64
Structural Responses	644	800	710
Emergency Medical	1,497	2,000	1,650
Fire Prevention Inspections	390	900	430

2012 BUDGET
Metropolitan Washington Airports Authority



Table 5-17

Dulles International Airport	Actual 2010	Budget 2011	Budget 2012
OPERATIONS			
Mobile Lounge Trips, (Shuttle Operations)	233,993	185,000	226,000
Plane-Mate Trips	31,713	35,000	35,500
AIRPORT BUILDINGS (Square Feet)			
Terminal/Concourse/APM Stations			
APM Stations	3,704,957	3,704,957	3,704,957
Other	1,320,922	1,329,334	1,467,266
UTILITIES			
Electricity (Kilowatts)	231,131,189	236,134,167	240,880,941
Natural Gas (Millions of Cubic Feet)	428,573	412,566	454,420
Water (Gallons)	289,109,000	279,221,252	300,020,000
Sewage (Gallons)	415,770,000	289,137,557	328,268,561
Fuel Oil for Heating (Gallons)	1,008	18,000	10,500
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)	230	230	232
PARKING			
Public Surfaced Spaces	15,151	15,151	15,151
Public Structured Spaces	8,315	8,315	8,315
Employee Surfaced Spaces	6,546	6,596	5,539
VEHICLES IN FLEET	586	584	551
<u>PUBLIC SAFETY, DULLES</u>			
POLICE			
Calls for Service:	37,219	52,000	44,800
Assistance to Other Agencies	346	500	451
Traffic Violations	9,161	12,000	14,500
Parking Violations	3,845	5,000	4,300
FIRE			
<i>Calls for Service:</i>			
Aircraft & Fuel Spills	181	250	200
Structural Responses	934	1,100	1,030
Emergency Medical	1,981	2,400	2,184
Fire Prevention Inspections	734	900	809



2012 BUDGET
Metropolitan Washington Airports Authority

Table 5-18	ACTUAL	BUDGET	BUDGET
DULLES TOLL ROAD	2010	2011	2012
Length of Toll Road (miles)	13.4	13.4	13.4
Toll Plazas	21	21	21
Transactions	104,703,582	103,292,000	103,389,000



AIRPORTS AUTHORITY POSITION SUMMARY

Table 5-19(a)

	Org Code	Total Positions 2011	New Positions 2012	Total Positions 2012
CONSOLIDATED FUNCTIONS*				
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	2	8
Office of Finance	MA-20	3		3
<i>Deputy Chief Financial Officer</i>	MA-21	2		2
<i>Accounting Department</i>	MA-22	22	2	24
<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	11		11
<i>Planning Department</i>	MA-32	8		8
<i>Design Department</i>	MA-34	14		14
<i>Construction Department</i>	MA-36	7		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	1	5
<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	14		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	7		7
Total Consolidated Functions		236	5	241
RONALD REAGAN NATIONAL AIRPORT				
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.



2012 BUDGET

Metropolitan Washington Airports Authority

Table 5-19(b)

	Org Code	Total Positions 2011	New Positions 2012	Total Positions 2012
<u>DULLES INTERNATIONAL AIRPORT*</u>				
Airport Manager	MA-200	5		5
Operations Department	MA-210	36		36
<i>Ramp Control Division</i>	MA-214	22		22
<i>Mobile Lounge Division *</i>	MA-215	66		66
Engineering and Maintenance Department	MA-220	11		11
<i>Structures and Grounds Division</i>	MA-222	62		62
<i>Utilities Services Division</i>	MA-223	116		116
<i>Engineering Division</i>	MA-224	18		18
<i>Equipment Maintenance Division</i>	MA-225	76	1	77
<i>Maintenance Engineering Division</i>	MA-226	30		30
Airport Administration Department	MA-230	7		7
<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	1	520
<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	51		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	90		90
<i>Fire Department</i>	MA-322	96		96
Total Public Safety		476	-	476
TOTAL AVIATION ENTERPRISE		1,500	6	1,506
<u>DULLES RAIL**</u>				
Dulles Rail Project		26		26
Total Dulles Rail Department		26	-	26
TOTAL DULLES CORRIDOR		26	-	26
TOTAL METROPOLITAN WASHINGTON AIRPORTS AUTHORITY		1,526	6	1,532

* 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

CONSOLIDATED FUNCTIONS

Office of Finance

Financial Accounts (2 Positions), S-20. The Financial Accounts will assist with the year-end audit and place special emphasis on cont rols and capitalizations, as well as other areas identified for improvement by the Audit Management Letter. Due to the increased workload since the acquisition of the Dulles Toll Road and Rail, and the implementation of the ERP system, the Financial Accountants will be assigned complex accounts and will be responsible for their reconciliations and all other relevant matters.

Office of Audit

Audit Manager, S-23. The Audit Manager will oversee audits conducted by outside firms and supervise audit projects assigned to the two audit seniors.

Audit Technician, S-16. The Audit Technician will prepare work papers, reports, schedules and account reconciliations. This position entails all other administrative functions including assisting with budget preparation and monitoring, working with the Contracts Department to process task orders, ordering supplies and equipment, handling property control activities and arranging travel for all staff.

Office of Business Administration

Assistant Manager, Procurement, S-23. The Assistant Manager will provide oversight to ensure that federal requirements are being applied to all Metrorail procurements. This position will also be responsible for managing all policy initiatives involved in Phase II and include managing procurements funded by Loudoun and Fairfax Counties as well as incorporation of any federal requirements that result from TIFIA loans to these counties.

DULLES INTERNATIONAL

Heavy Equipment Mechanic, T-19. The Heavy Equipment Mechanic will provide mechanical support at Shop 2 due to chronic maintenance backlogs in heavy equipment repairs and periodic maintenance requirements.





AVIATION DEBT PROGRAM

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.



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 of Trust (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 September 2011, Fitch Ratings revised the Airports Authority's "AA" rating to "AA-" and changed the outlook from "Negative" to "Stable," Moody's affirmed the "Aa3" rating and the outlook of "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.



Table 5-20
Aviation Enterprise

Insurer	Insured
Ambac	11.02%
BHAC	4.44%
FGIC	15.70%
FSA	13.51%
National (MBIA)	10.76%
Syncora (XL)	1.24%
Uninsured	43.34%

Insurance

As of October 31, 2011, the Airports Authority had \$3.9 billion or 56.7 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.

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.

Table 5-21

Firm	Facility	Program/ Series	Amount (millions)	Expiration Date
JPMorgan	Letter of Credit	CP One	\$17.5	Mar 2014
LBBW	Letter of Credit	CP Two	\$21.0	Dec 2015
Wachovia	Letter of Credit	2003D1 VRDO	\$64.8	Mar 2013
Banc of Amer.	Letter of Credit	2009D VRDO	\$132.5	Jul 2013
Barclays Bank	Letter of Credit	2010C VRDO	\$165.7	Sept 2013
Wells Fargo	Index Floaters	2010D	\$167.4	Sept 2013
Wells Fargo	Index Floaters	2011A	\$233.6	Sept 2016
Citibank	Index Floaters	2011B	\$207.6	Sept 2015

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 \$271.0 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 issuance of up to \$250 million of the Series One CP Notes is authorized pursuant to the Amended and Restated Eleventh Supplemental Indenture. The Series One CP Notes are structured as Short-Term /Demand Obligations under the Indenture and secured by certain pledged funds including Net Revenues on a parity with other Bonds. They are further secured by an irrevocable direct pay letter of credit issued by JPMorgan Chase Bank, N.A. which expires on March 13, 2014. As of October 31, 2011, there are \$17.5 million of Series One CP Notes outstanding.

Series Two CP Notes

The issuance of up to \$21 million of the Series Two CP Notes is authorized pursuant to the Twenty-second Supplemental Indenture. The Series Two CP Notes are structured as Short-Term/Demand Obligations under the Indenture and are secured by certain pledged funds including Net Revenues on a parity with other Bonds. They are further secured by an irrevocable direct pay letter of credit issued by Landesbank Baden-Württemberg, acting through its New York Branch, which expires on December 29, 2015. As of October 31, 2011, there are \$21 million of the Series Two CP Notes outstanding.

Passenger Facility Charges

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.

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.

In July 2009, the Airports Authority 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.

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. 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 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.

Table 5-22

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	Bank of America	A2,A,A+	\$55.5	4.445%
6/15/2006	10/1/2009	10/1/2039	JPMorgan Chase	Aa1,A+,AA-	\$187.1	4.099%
			Bank of America	A2,A,A+	\$108.3	
6/15/2006	10/1/2010	10/1/2040	Wachovia	Aa3,AA-,AA-	\$170.0	4.110%
5/13/2005	10/1/2011	10/1/2039	Wachovia	Aa3,AA-,AA-	\$125.0	3.862%
Aggregate Swaps					\$645.9	

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 2012.

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 2010 through 2012 is as follows:

Table 5-23

	Debt Service Coverage		
	Actual 2010	Budget 2010	Budget 2012
Reagan National	1.39x	1.25x	1.33x
Dulles International	1.51x	1.38x	1.30x
Combined Airports	1.47x	1.34x	1.31x



SUMMARY OF OUTSTANDING AVIATION BONDS

Table 5-24		Originally Issued			Credit Enhancement		
Series	Dated Date	Par Amount	Outstanding as of Oct. 31, 2011	Tax Status	Tenor	Provider	Purpose
2001A	April 1, 2001	286,165,000	67,820,000	AMT	Fixed	MBIA	New Money
2002A	June 4, 2002	222,085,000	186,750,000	AMT	Fixed	FGIC	New Money
2002B	June 4, 2002	27,915,000	650,000	Non-AMT	Fixed	FGIC	New Money
2002D	August 28, 2002	107,235,000	89,195,000	AMT	Fixed	FSA	Refunding
2003A	October 1, 2003	185,000,000	157,425,000	AMT	Fixed	FGIC	New Money/Refunding
2003B	October 1, 2003	44,135,000	26,370,000	Non-AMT	Fixed	FGIC	Refunding
2003C	October 1, 2003	52,565,000	36,275,000	Taxable	Fixed	FGIC	New Money/Refunding
2003D	October 1, 2003	150,000,000	64,825,000	AMT	Variable	Wachovia/Snycora	New Money
2004A	August 26, 2004	13,600,000	13,540,000	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	31,300,000	AMT	Fixed	FSA	Refunding
2004C-2	August 12, 2004	111,545,000	94,090,000	AMT	Fixed	FSA	Refunding
2004D	August 26, 2004	218,855,000	168,070,000	AMT	Fixed	MBIA	Refunding
2005A	April 12, 2005	320,000,000	263,685,000	AMT	Fixed	MBIA	New Money/Refunding
2005B	April 12, 2005	19,775,000	18,120,000	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	7,650,000	Non-AMT	Fixed	Ambac	Refunding
2006A	January 25, 2006	300,000,000	245,000,000	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	36,180,000	Non-AMT	Fixed	FGIC	Refunding
2007A	July 2, 2007	164,460,000	134,495,000	AMT	Fixed	AMBAC	Refunding
2007B	September 27, 2007	530,000,000	432,805,000	AMT	Fixed	AMBAC	New Money
2008A	June 24, 2008	250,000,000	229,965,000	AMT	Fixed	n/a	Refunding/New Money
2009B	April 1, 2009	236,825,000	231,435,000	Non-AMT	Fixed	BHAC	New Money/Refunding
2009C	July 2, 2009	314,435,000	304,285,000	Non-AMT	Fixed	n/a	Refunding PFC
2009D*	July 2, 2009	136,825,000	132,505,000	Non-AMT	Variable	Bank of America	Refunding PFC
2010A	July 28, 2010	348,400,000	344,575,000	Non-AMT	Fixed	n/a	New Money/OMP
2010B	July 28, 2010	229,005,000	217,720,000	AMT	Fixed	n/a	Refunding
2010C-1	September 22, 2010	66,750,000	64,650,000	AMT	Variable	Wells Fargo	Refunding
2010C-2 *	September 23, 2010	103,250,000	101,045,000	Non-AMT	Variable	Wells Fargo	Refunding
2010D*	September 24, 2010	170,000,000	167,390,000	Non-AMT	Variable	Barclays Bank	New Money/Refunding
2010F1	November 17, 2010	61,820,000	61,820,000	Non-AMT	Fixed	n/a	OMP
2011A*	September 21, 2011	233,635,000	233,635,000	AMT	Variable	Wells Fargo	New Money/Refunding
2011B	September 21, 2011	207,640,000	207,640,000	Non-AMT	Variable	Citibank	New Money/Refunding
2011C	September 21, 2011	185,390,000	185,390,000	AMT	Fixed	n/a	Refunding
2011D	September 21, 2011	10,385,000	10,385,000	Non-AMT	Fixed	n/a	Refunding
Total		\$ 6,134,740,000	\$ 5,217,005,000				

* Subject of a floating-to-fixed rate swaps



SUMMARY OF BONDED DEBT SERVICE

Table 5-25

Airport Revenue Bonds	Date of Issue	Maturity	Bonds		FY 2012	Oct. 2012	FY 2012
			Outstanding 1/1/2012	*FY 2011 Debt Service	Interest Payments	Principal Payment	Debt Service
Senior Debt:							
Series 1998B	6/15/1998	1999-2011	\$ -	\$ 1,132,903	\$ -	\$ -	\$ -
Series 1999A	5/5/1999	2000-2010	-	-	-	-	-
Series 2001A	4/1/2001	2002-2031	67,820,000	15,191,961	3,391,000	-	3,391,000
Series 2001B	4/1/2001	2002-2011	-	664,273	-	-	-
Series 2002A	6/4/2002	2003-2032	186,750,000	14,910,843	9,858,364	5,051,250	14,909,614
Series 2002B	6/4/2002	2003-2012	650,000	678,892	20,963	487,500	508,463
Series 2002C	8/28/2002	2003-2011	-	12,988,294	-	-	-
Series 2002D	8/28/2002	2003-2032	89,195,000	6,991,675	4,503,475	2,485,000	6,988,475
Series 2003A	9/11/2003	2004-2033	157,425,000	12,013,113	7,852,838	4,156,250	12,009,088
Series 2003B	9/11/2003	2004-2019	26,370,000	4,090,889	1,258,921	2,833,750	4,092,671
Series 2003C	9/11/2003	2004-2023	36,275,000	4,484,003	2,030,619	2,455,000	4,485,619
Series 2003D	9/16/2003	2004-2033	64,825,000	2,127,197	322,122	1,625,000	1,947,122
Series 2004A	8/26/2004	2006-2022	13,540,000	663,356	652,981	10,000	662,981
Series 2004B	5/18/2004	2027-2034	245,000,000	12,253,265	12,253,665	-	12,253,665
Series 2004C-1	7/7/2004	2006-2021	31,300,000	1,565,000	1,565,000	-	1,565,000
Series 2004C-2	8/12/2004	2005-2024	94,090,000	4,814,688	4,703,125	112,500	4,815,625
Series 2004D	8/26/2004	2005-2019	168,070,000	26,089,678	8,214,215	17,871,250	26,085,465
Series 2005A	4/12/2005	2006-2035	263,685,000	22,327,663	13,056,731	9,271,250	22,327,981
Series 2005B	4/12/2005	2011-2020	18,120,000	2,517,281	789,591	1,725,000	2,514,591
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	382,500	382,500	-	382,500
Series 2006A	1/25/2006	2030-2035	245,000,000	12,218,750	12,218,750	-	12,218,750
Series 2006B	12/6/2006	2031-2036	375,320,000	18,500,410	18,500,410	-	18,500,410
Series 2006C	12/6/2006	2009-2032	36,180,000	2,264,098	1,650,676	793,750	2,444,426
Series 2007A	7/3/2007	2008-2023	134,495,000	15,103,463	6,548,588	8,670,000	15,218,588
Series 2007B	9/12/2007	2008-2035	432,805,000	34,024,938	21,426,913	12,607,500	34,034,413
Series 2008A	6/24/2008	2012-2029	229,965,000	14,707,730	12,328,980	9,657,500	21,986,480
Series 2009A	4/1/2009	2010-2035	-	2,834,126	-	-	-
Series 2009B	4/1/2009	2010-2029	231,435,000	14,023,956	11,181,631	2,812,500	13,994,131
Series 2009C	7/2/2009	2010-2039	304,285,000	20,815,938	15,448,563	5,378,750	20,827,313
Series 2009D	7/2/2009	2010-2039	132,505,000	7,777,239	5,408,925	2,347,500	7,756,425
Series 2010A	7/28/2010	2011-2039	344,575,000	20,442,244	16,454,856	4,040,000	20,494,856
Series 2010B	7/28/2010	2011-2027	217,720,000	22,719,788	10,508,288	12,823,750	23,332,038
Series 2010C	9/22/2010	2011-2039	165,695,000	8,722,007	4,449,903	3,026,250	7,476,153
Series 2010D	9/22/2010	2011-2040	167,390,000	10,724,756	6,851,627	2,768,750	9,620,377
Series 2010F-1	11/17/2010	2020-2031	61,820,000	3,166,682	3,076,938	-	3,076,938
Series 2011A	9/21/2011	2012-2038	233,635,000	5,625,151	9,370,461	8,641,875	18,012,336
Series 2011B	9/21/2011	2012-2041	207,640,000	5,914,737	5,058,768	11,093,750	16,152,518
Series 2011C	9/29/2011	2012-2028	185,390,000	3,965,186	8,559,375	7,120,000	15,679,375
Series 2011D	9/29/2011	2012-2031	10,385,000	196,019	403,225	372,500	775,725
			\$ 5,217,005,000	\$ 371,338,311	\$ 242,006,606	\$ 140,238,125	\$ 382,244,731
Series ONE	8/16/2007	2008-2012	\$ 17,500,000	\$ 379,095	\$ 89,184	\$ 58,333	\$ 147,517
Series TWO	1/12/2005	2006-2012	21,000,000	334,792	107,004	52,500	159,504
			\$ 38,500,000	\$ 713,887	\$ 196,188	\$ 110,833	\$ 307,021
TOTALS			\$ 5,255,505,000	\$ 372,052,198	\$ 242,202,794	\$ 140,348,958	\$ 382,551,752

* FY 2011 Debt Service reflects new issues and refundings that occurred during the year.



LONG-TERM DEBT SCHEDULED – AIRPORT REVENUE BONDS

Table 5-26	Commercial Paper Debt		Senior Debt (Long-Term)		Total
	Principal	Interest	Principal	Interest	Debt Service
2012	\$ 110,833	\$ 196,188	\$ 140,238,125	\$ 242,006,606	\$ 382,551,752
2013	38,389,167	196,188	144,994,600	250,942,918	434,522,873
2014			152,824,000	243,992,871	396,816,871
2015			161,160,200	236,683,971	397,844,171
2016			168,726,600	228,946,835	397,673,435
2017			179,186,400	220,692,129	399,878,529
2018			189,876,400	211,893,040	401,769,440
2019			192,346,600	202,516,225	394,862,825
2020			201,718,600	192,981,759	394,700,359
2021			216,772,400	182,918,076	399,690,476
2022			207,434,800	172,092,349	379,527,149
2023			207,519,000	161,829,641	369,348,641
2024			216,666,800	151,613,049	368,279,849
2025			176,751,400	140,852,302	317,603,702
2026			186,359,600	132,045,881	318,405,481
2027			196,171,400	122,821,874	318,993,274
2028			197,811,800	113,027,898	310,839,698
2029			195,742,400	103,268,398	299,010,798
2030			218,395,000	93,508,752	311,903,752
2031			282,151,200	82,768,783	364,919,983
2032			275,906,000	69,033,992	344,939,992
2033			266,022,800	55,339,007	321,361,807
2034			257,066,600	42,165,862	299,232,462
2035			230,360,800	29,376,376	259,737,176
2036			135,752,000	17,858,229	153,610,229
2037			63,798,600	11,079,936	74,878,536
2038			67,007,200	7,902,256	74,909,456
2039			72,279,600	4,567,204	76,846,804
2040			15,495,800	979,165	16,474,965
2041			5,315,000	241,833	5,556,833
Total	\$ 38,500,000	\$ 392,376	\$ 5,221,851,725	\$ 3,725,947,215	\$ 8,986,691,316



DULLES CORRIDOR DEBT PROGRAM

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 of Trust (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 – Build 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

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 2009B 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.

Insurance

A total of \$346.5 million or 36 percent of the \$963.3 million Series 2009 Bonds are insured by Assured Guaranty.

Variable Rate Program

Commercial Paper Program

The issuance of up to \$300 million of the Series One CP Notes is authorized pursuant to the Seventh Supplemental Indenture. The Airports Authority currently has in place a three-year credit facility with J.P. Morgan Chase Bank, expiring in August 2014. The Series One CP Notes are secured as Second Senior Lien Bonds under the Master Indenture. As of October 31, 2011, there are \$0.6 million outstanding of Series One CP Notes.

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 late 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 percent of the Maximum Annual Debt Service with respect to all *Outstanding First Senior Lien Bonds*;
- 135 percent 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 percent 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 percent 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.



Table 5-28
Annual Debt Service Requirements and Projected Debt Service as of November 2011¹

<i>(dollars in millions)</i>	2010	2011	2012
DTR Gross Toll Revenue	\$ 86.28	\$ 97.13	\$ 107.10
Other Income	0.51	-	-
Toll Road O&M	(24.65)	(25.12)	(26.00)
Interest Income	2.70	-	-
NET REVENUE AVAILABLE FOR DEBT SERVICE	\$ 64.84	\$ 72.01	\$ 81.10
First Senior Lien, Series 2009	11.52	10.14	10.14
Second Senior Lien, Series 2009	33.91	29.85	36.25
less 35% direct subsidy on 2009 BABs	(11.87)	(10.45)	(10.45)
Second Senior Lien, Series 2010 ²	-	-	-
Subordinate Lien, Series 2010	4.13	12.00	12.00
less 35% direct subsidy on 2010 BABs	(1.45)	(4.20)	(4.20)
TOTAL NET DEBT SERVICE	\$ 36.25	\$ 37.34	\$ 43.75
<i>First Senior Lien Debt Service Coverage</i>	<i>5.63x</i>	<i>7.10x</i>	<i>8.00x</i>
<i>Second Senior Lien Debt Service Coverage</i>	<i>1.93x</i>	<i>2.44x</i>	<i>2.26x</i>
<i>Subordinate Lien Debt Service Coverage</i>	<i>1.79x</i>	<i>1.93x</i>	<i>1.85x</i>

¹ The table does not include estimated debt service on additional bonds that will be issued in the future to fund Phase 2 of the Metrorail Project.

² 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.



SUMMARY OF OUTSTANDING DULLES TOLL ROAD BONDS

Table 5-29

Series	Dated Date	Originally Issued Par Amount	Outstanding as of Sept. 30, 2011	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, 2009	\$207,056,689	\$237,779,276	Tax-Exempt CABs	Fixed	Assured	Metrorail
2009C	August 12, 2009	\$158,234,960	\$182,325,759	Tax-Exempt Convertible CABs	Fixed	Assured	Metrorail
2009D	August 12, 2009	\$400,000,000	\$400,000,000	Taxable Build America Bonds	Fixed	None	Metrorail
2010A	May 27, 2010	\$54,813,219	\$60,142,734	Tax-Exempt CABs	Fixed	None	Metrorail
2010B	May 27, 2010	\$137,801,650	\$150,940,108	Tax-Exempt Convertible CABs	Fixed	None	Metrorail
2010D	May 27, 2010	\$150,000,000	\$150,000,000	Taxable Build America Bonds	Fixed	None	Metrorail
Total		\$1,305,906,518	\$1,379,187,877				



LONG-TERM DEBT SCHEDULED – DULLES TOLL ROAD REVENUE BONDS

Table 5-30

LONG-TERM DEBT SCHEDULED - DULLES TOLL ROAD REVENUE BONDS

	Interest Less			Total		
	Principal	BAB Subsidy	Debt Service	Principal	Interest	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



SUMMARY OF BONDED DEBT SERVICE – DULLES TOLL ROAD

Table 5-31			Bonds	Debt Service	Debt Service	Debt Service
DTR Revenue Bonds	Date of Issue	Maturity	Outstanding 9/30/2011	2010	2011	2012
<u>Senior Debt</u>						
Series 2009A	8/12/2009	2030 - 2042	\$ 198,000,000	\$11,523,561	\$10,142,988	\$10,142,637
Series 2009B	8/12/2009	2012 - 2040	237,779,276	-	-	7,445,000
Series 2009C	8/12/2009	2038 - 2041	182,325,759	-	-	-
Series 2009D	8/12/2009	2045 - 2046	400,000,000	22,041,919	19,401,200	19,399,855
Series 2010A	5/27/2010	2029 - 2037	60,142,734	-	-	-
Series 2010B	5/27/2010	2040 - 2044	150,940,108	-	-	-
Series 2010D	5/27/2010	2042 - 2047	150,000,000	2,686,666	7,800,000	7,800,000
CP Series One	8/1/2011	2011-2014	150,000,000	-	-	1,500,000
<u>Projection New Issues</u>						
Series 2012A	10/1/2012	2013-2054	350,000,000	-	-	3,791,667
*TOTALS			\$1,879,187,877	\$36,252,146	\$37,344,188	\$50,079,159

* Total debt service is less BAB subsidy.





GLOSSARY

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 open.

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.

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, 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.

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.

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.

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 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 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.

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.

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 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.

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.

MEMORANDUM OF AGREEMENT — The Metropolitan Washington Airports Authority Board of Directors today unanimously approved a resolution ratifying a Memorandum of Agreement (MOA) that will ensure the continuation of the Dulles Rail extension to Loudoun County. The Memorandum of Agreement is a multi-party agreement that outlines the fiscal responsibilities of federal, state and local entities in the estimated \$2.8 billion Phase 2 of the rail project.

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.

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 12 are still operational. This fleet has been supplemented with 30 second-generation passenger conveyance vehicles, of which 24 are currently operational. 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.”

2012 BUDGET

Metropolitan Washington Airports Authority



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.

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.

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.

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 24 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 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.

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 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.

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 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.



2012 BUDGET
January 1 through December 31, 2012
Adopted by the Board of Directors on December 7, 2011



The opening of Dulles International 50 years ago promised to lift us into the jet age. On November 17, 1962, a modernist Airport, designed by Architect Saarinen, would take flight, known today as Washington Dulles International Airport (Dulles International). Dulles International was named for John Foster Dulles, former President Eisenhower's Secretary of State. Dulles International was going to transform Washington into an international gateway. In 1987, former President Ronald Reagan signed a bill transferring administration of Dulles International to the Metropolitan Washington Airports Authority.

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