



BOARD OF DIRECTORS MEETING

Minutes of December 2, 2009

The regular meeting of the Board of Directors was held in the Board Conference Room at 1 Aviation Circle and was called to order by the Chairman at 9:05 a.m. The following Directors were present during the meeting:

H.R. Crawford, Chairman
Robert Clarke Brown
William W. Cobey Jr.
Frank M. Conner III
Michael David Epstein
Jack A. Garson

Leonard Manning
Dennis L. Martire
Michael L. O'Reilly
Mame Reiley
Charles D. Snelling
David G. Speck

The Secretary and the following Officers were present:

James E. Bennett, President and Chief Executive Officer
Margaret E. McKeough, Executive Vice President and Chief Operating Officer

I. MINUTES OF THE NOVEMBER 4, 2009 BOARD MEETING

The Chairman called for approval of the minutes of the November 4, 2009 Board Meeting, which were unanimously adopted.

II. COMMITTEE REPORTS

a. Audit Committee

Mr. Snelling reported that the Audit Committee met on November 4, 2009. Ms. Kelly Thornton of PricewaterhouseCoopers presented the Audit Plan for the Calendar Year 2009 Financial Statement Audit. Valerie Holt, Vice President for Audit, indicated that Ms. Thornton will be the new partner-in-charge overseeing the Audit. Ms. Holt noted that the former partner-in-charge, Don Phillips, retired in 2009. Ms. Thornton previously served as the Review Partner and Audit Manager for PricewaterhouseCoopers' audits of the Airports Authority's financial statements.

Ms. Holt presented the Calendar Year 2010 Risk Assessment and Audit Plan. She noted that the assessment and plan reflected the Airports Authority's evolving and expanding role in the transportation industry, and her presentation was well received by the Audit Committee. Ms. Holt also presented the results of the Annual Audit Follow-Up Report. She noted that the closure rate for the prior year's audit recommendations was 90 percent. Ms. Holt indicated that management had a high level of compliance with Airports Authority policies governing meetings, events, and business expenses.

Mr. Snelling stated that as part of all Audit Committee meetings, Airports Authority's management and auditors are excused. During this session, the Vice President for Audit confirmed that she was receiving full cooperation of management to perform her work.

b. Business Administration Committee

Mr. Manning reported that the Business Administration Committee met on November 18, 2009. Steve Baker, Vice President for Business Administration, presented the monthly contracting report. He stated that the LDBE year-to-date participation totaled \$64.2 million, representing 28.1 percent of non-federally funded contracts awarded this year, and DBE contract participation totaled \$7.7 million, representing approximately 12 percent of all federally funded contracts awarded this year. The largest single construction contract was awarded in October 2009 to Atlantic Contracting & Material Company, Inc. of Upper Marlboro, Maryland in the amount of \$1.7 million.

Chairman Crawford inquired about the status of the Airports' advertising contract, and Mr. Baker replied that a proposed contract award will be presented to the Business Administration Committee at its December meeting.

Chris Browne, Vice President and Dulles Airport Manager, presented a recommendation for the management and operation of the public parking concessions at both Airports. Mr. Browne reported on the pre-solicitation request to the Committee in 2008 to issue a new contract for parking operations at Dulles International and Reagan National Airports. Staff determined that the most effective method of managing the contracts was to make a separate award for the shuttle bus and busing operations apart from the parking management operations. Under the management contract, the selected vendor will be compensated by a management fee, and is also able to qualify for formula based incentives.

Staff recommended that the contract be awarded to Five Star/U Street Metropolitan Washington Airports Parking LLC, with a 25 percent DBE requirement to commence on February 1, 2010. The motion was accepted.

A recommendation was also made for the operation, management and maintenance of the shuttle bus system at Dulles International and Reagan National Airports. Staff requested that the Business Administration Committee recommend to the Board approval of the shuttle bus operations contract to Standard Parking. The contract's purpose is to service the employee and public parking lots at both Airports. Mr. Browne noted that the contractor will be paid at an hourly rate, and that the Airports Authority will pay all fuel related costs. In May 2009, an RFP was issued with a 40 percent LDBE requirement. The two LDBE subcontractors selected are Fleet Pro, Inc. and The Convention Store, Inc. A motion was made to accept staff's recommendation.

Mr. Manning reported that a paper highlighting the 2010 contract actions affecting the traveling public was presented earlier at the Finance Committee meeting held on November 18, 2009 (also attended by Members of the Business Administration Committee), the Committee accepted the earlier report.

Mr. Manning distributed Mr. Martire's proposal regarding stricter requirements for the Airports Authority's procurement guidelines for selecting construction contractors. The proposal included tighter policies with regard to workers being documented, a requirement for hiring veterans, and closer background checks to ensure that contractors are not in violation of any laws. Mr. Manning recommended that the proposal include a provision that 51 percent of individuals hired be chosen from the Washington, Maryland and Virginia areas, and directed staff to review the proposal and report back at the January 2010 Business Administration Committee meeting.

Later in today's meeting, Mr. Manning stated that he would offer resolutions for the parking and shuttle bus contract awards.

c. Dulles Corridor Committee

Ms. Reiley reported that the Dulles Corridor Committee met on November 18, 2009. Frank Holly, Vice President for Engineering, reported that Pat Nowakowski had to attend a last-minute meeting with the Federal Transit Administration (FTA). Mr. Holly reported that the major change with the monthly contracting cost report was an \$8 million increase in the completion forecast due to higher than

projected traction and power contracts, and an increase in the cost to relocate utilities resulting from site conditions. Mr. Holly stated that the cost increase was covered under the contingency fund, and that overall costs are tracking along with the project budget. A lengthy discussion ensued regarding change orders, which is reflected in the Committee's summary minutes provided to the Board Members for today's Committee meeting.

Mr. Martire referenced the additional changes for utility work, and inquired whether the increased costs occurred as a result of the Airports Authority's required changes or because of changes needed as determined by the contractor. Mr. Holly responded that (1) service conditions; (2) unanticipated site conditions involving rock, contaminated soils, disposals and treatments; and (3) other small requirements totaled \$3 million.

Ms. Reiley noted that the Preliminary Engineering (PE) period for Phase 1 of the Metrorail project has ended and inquired whether the cost was expected to remain within the \$101 million budget. Mr. Holly responded affirmatively and noted that since it was completed, the information will be removed from next month's report.

Ms. Reiley also inquired whether the Phase 2 PE would remain within the \$35 million projected cost, and Mr. Holly responded that the Airports Authority's funding partners requested that substantial issues be addressed. He noted that if the issues can be resolved easily, the amount budgeted could be less. Mr. Bennett stated that the process was still in its early stages.

Andy Rountree reported month-end revenues of \$5.7 million for the Toll Road. Approximately \$4 million was collected by electronic means, representing about 70 percent of total revenues collected. He noted that Toll Road revenues were up \$214,000 from the previous month, but that revenues decreased \$68,000 compared to October 2008. Operating expenses for October 2009 were \$2.7 million, an increase from \$539,000 in September 2009 due to the recent transition of the Toll Road's operations. Net operating income for the Dulles Corridor for October 2009 was \$3 million, with total net income at \$38.4 million, including \$30 million in federal grants and \$6 million from Fairfax. Year to date, the Toll Road has generated \$54.7 million, with operating expenses of \$18.3 million, operating income of \$36.4 million, and a total net income of \$283.4 million.

d. Finance Committee

Mr. Brown reported that the Finance Committee met every two weeks during the month of November to develop the 2010 budget. Those meetings occurred on November 4 and 18, and a special meeting convened prior to today's Board meeting where the Committee approved the 2010 Budget. Mr. Brown stated that he would offer a resolution to the full Board later in today's meeting.

Mr. Brown reported that staff and the Aviation Enterprise financial advisors have been working to amend the Commercial Paper Notes, Series One (CP One Notes), to take advantage of the stimulus legislation passed last winter. This legislation provides the Airports Authority the ability to issue non-AMT paper. Mr. Brown noted that the requested amendments to the CP One Notes will be presented to the Finance Committee at its December meeting. He stated that the Aviation financial advisors continue to monitor the Airports Authority's outstanding debt portfolio to determine if refunding opportunities exist.

Continuing on the aviation side, Mr. Brown noted that the October 2009 Financial Report showed that at ten months into the year, the Airports Authority has earned 81 percent of revenues and expended 74 percent of expenses. The budget savings from that spread between revenues and expenses result primarily in materials, supplies, and services. Mr. Brown stated that at the end of October, there were 377 days of unrestricted days of cash on hand and noted that staff continued to closely monitor the Airports Authority's liquidity.

The Committee also received presentations on the annual contracts that affected the traveling public, as well as the Quarterly Investment Program Report for the quarters ending June 30 and September 30, 2009.

Mr. Brown reported that the Committee heard a review from staff on the performance of the Airport Consultant who works very closely with the Finance Team and writes the feasibility report, as well as the Airports' traffic forecasts, to support the bond underwriting. Approval was granted by the Committee to exercise the first year's option, and staff will return to the Committee next year prior to exercising an additional one-year option, so that the Committee can continue to monitor the contract.

Mr. Brown reported that the Dulles Corridor financial advisors have begun to scope out a 2010 Plan of Finance to determine the potential size, timing, and structure of the bonds. The Committee asked staff and the financial advisors to

review the performance of the underwriting team, and to bring forth a recommendation for the underwriters regarding future financings to occur this winter or next spring. Mr. Brown stated that having the underwriters involved early in the process was a big advantage in strengthening the performance of the next deal.

Mr. Brown announced that the Airports Authority's Toll Road inaugural financing for the Dulles Corridor Enterprise was awarded The Bond Buyer's 2009 Deal of the Year at an awards ceremony held the prior evening in New York. Andy Rountree received the award on behalf of the Airports Authority. A copy of the article that appeared in today's Bond Buyer is attached. Mr. Brown thanked all the participants of the Finance Team who contributed to the successful offering. He noted that the inaugural financing marked the Airports Authority's (and region's) largest bond deal, as well as the first time the Airports Authority has been recognized for the Deal of the Year award. The Chairman congratulated Mr. Brown and the Finance Committee on receiving the Award.

e. Legal Committee

Mr. O'Reilly reported that the Legal Committee met on November 18, 2009. Julius Evans provided a presentation of the Workforce Profile which benchmarks the Airports Authority's hiring and retention activities against comparable groups in the Washington Metropolitan Statistical Area. The report provided a breakdown of employees by gender and race in an effort to recognize where groups are under-represented. Arl Williams stated that the Airports Authority has made strides in its hiring patterns over the years, so that the employees reflected the surrounding community. Deborah Lockhart reported that through a strong community outreach effort through diverse media outlets, as well as the Airports Authority's participation in job training initiatives, efforts have been undertaken to improve diversity in hiring. Comments from Directors included a request that staff do more outreach to women's groups. Directors requested additional information, including race and geographical residency by office be provided to the Board.

Phil Sunderland, Vice President and General Counsel, reported that legal fees for the 2009 calendar year totaled approximately \$2.7 million, which is \$1 million higher than last year. Mr. Sunderland provided additional information and also suggested that the Airports Authority consider using smaller law firms in appropriate cases to defray costs. Mr. Snelling and Ms. Reiley commented that winning cases should take precedence over compromising on lower legal costs.

In executive session, Phil Sunderland reviewed the pending litigation report.

f. Strategic Development Committee

Mr. Cobey chaired the Strategic Development Committee meeting on November 18, 2009. In executive session, Mark Treadaway, Vice President for Air Service Planning and Development, reported on the monthly air service development activity from September 5, 2009 – November 6, 2009. He gave an overview of the draft 2010 Comprehensive Air Service Plan, as well as the 2010 Legislative Regulatory Plan.

Margaret Bishop provided an update on the implementation of the Arts Master Plan, mainly consisting of activities underway at Dulles International.

Mr. Treadaway reported that noise monitors have been installed throughout the region replacing the 20 year-old existing system. The purpose of the monitors is to help the Airports Authority understand the scope of noise impacts on the community. Mike Jeck, an Airports Authority employee in the Noise Abatement Office, provided an actual online flight tracking demonstration showing how individual citizens can track and obtain information on a particular flight.

Chairman Crawford made a motion, and all of the Committee Reports were accepted.

III. NEW BUSINESS

a. Recommendation for Management and Operation of the Public Parking Concession at both Airports

Mr. Manning moved the adoption of the following resolution, which was unanimously approved:

WHEREAS, The Business Administration Committee is satisfied with the competitive evaluation of firms to operate and manage the public parking facilities at both Ronald Reagan Washington National and Washington Dulles International Airports, as presented at its November 18, 2009 meeting, resulting in the proposed selection of Five Star U-Street Metropolitan Washington Airports Parking, LLC, a 75/25 Joint Venture between Five Star Parking of Los Angeles and U-Street Parking, Inc., of the District of Columbia;

NOW, THEREFORE, BE IT RESOLVED

1. That Five Star U-Street Metropolitan Washington Airports Parking, LLC, is hereby selected to operate and manage the public parking facilities at both Airports;

2. That the President and Chief Executive Officer is authorized to negotiate and enter into a three-year contract for these services, with two one-year options exercisable at the sole discretion of the Authority, consistent with the Request for Proposals issued and the documentation of the contract terms presented to the Business Administration Committee; and

3. That this resolution shall be effective upon its adoption.

The final resolution filed in the Board of Directors Office includes a copy of the staff recommendation paper.

b. Recommendation for Operation, Management and Maintenance of the Shuttle Bus System at both Airports

Mr. Manning moved the adoption of the following, which was unanimously approved:

WHEREAS, The Business Administration Committee is satisfied with the results of the competitive evaluation of firms to operate, manage and maintain the shuttle bus systems at both Ronald Reagan Washington National and Washington Dulles International Airports, as presented at its November 18, 2009 meeting, resulting in the proposed selection of Standard Parking of Cleveland, Ohio;

NOW, THEREFORE, BE IT RESOLVED

1. That Standard Parking is hereby selected to operate, manage and maintain the shuttle bus systems under a separate contract for each Airport;

2. That the President and Chief Executive Officer is authorized to negotiate and enter into two three-year contracts, each with two one-year extension options, for these services, consistent with the Request for Proposals issued in May and the documentation of the contract terms presented to the Business Administration Committee at its November meeting;

3. That this Resolution shall be effective upon completion.

The final resolution filed in the Board of Directors Office includes a copy of the staff recommendation paper.

- c. Recommendation to Adopt 2010 Budget

Mr. Brown moved the adoption of the following resolution to adopt the Airports Authority's 2010 Budget:

WHEREAS, on September 1, 2009, the Board of Directors conducted a work session on the upcoming budget for 2010 at which the President and Chief Executive Officer presented the major challenges that the budget would need to address, and the Board of Directors raised a number of concerns and expectations;

WHEREAS, on October 21, 2009, the Finance Committee of the Board received and discussed an initial draft version of a proposed 2010 Budget;

WHEREAS, on November 4, 2009, the Finance Committee of the Board received and discussed a revised draft version of a proposed 2010 Budget, and directed certain revisions;

WHEREAS, on November 18, 2009, the Finance Committee of the Board received and discussed a revised draft version of the proposed 2010 Budget and recommended its approval, subject to certain revisions, to the Board;

WHEREAS, on December 2, 2009, the Board received the final proposed 2010 Budget ("2010 Budget"), as well as the recommendation of the Finance Committee;

WHEREAS, in the 2009 Budget an unprecedented escalation in energy costs and a forecasted decline in airline passenger activity put strain on the Airports Authority's cost structure;

WHEREAS, to minimize increases to the airline rates and charges, the 2009 Budget included \$14.4 million of the Airports Authority's net remaining revenue to pay for certain operating expenses;

WHEREAS, to eliminate the need to recover debt service related to the AeroTrain in the 2009 airline rates and charges, the 2009 Budget incorporated the restructuring of the Passenger Facility Charges (PFCs) program to pay all such debt service;

WHEREAS, to provide for 2009 Performance Management Partnership (PMP) and to mitigate the PMP cost to the airlines, the 2009 Budget increased the airlines' share of Net Remaining Revenue (NRR) earned in 2008 by \$3.5 million and the Airports Authority's share of 2008 NRR decreased by \$3.5 million;

WHEREAS, in 2010, the Airports Authority's cost structure will be subject to added pressures with a full year's cost of the AeroTrain;

WHEREAS, to reduce the need to recover debt service related to the AeroTrain and minimize 2010 airline rates and charges, the 2010 Budget incorporates the restructuring of the Passenger Facility Charges (PFCs) program to pay \$82.0 million of such debt service;

WHEREAS, it is the intent of the Board of Directors that such financial relief as the 2009 Budget provided, and the 2010 Budget will provide, to the airlines is temporary, and the Board will determine on an annual basis the need, if any, for continued airline financial relief;

WHEREAS, the Board has determined that the 2010 Budget presents a reasonable level of expenditures, to be made or accrued in 2010, (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 to continue construction of a Metrorail line from the existing West Falls Church Metro station to Wiehle Avenue and eventually to and past Dulles Airport ("Dulles Rail Project"), and that there will be sufficient revenues in 2010 and other funds to cover these expenditures; and

WHEREAS, under the statutes creating the Airports Authority, Va. Code § 5.1-175(D) and D.C. Code § 9-904(d), eight affirmative votes of the Board

of Directors are required to adopt the annual budget of the Airports Authority;

NOW, THEREFORE, BE IT RESOLVED

1. That the 2010 Budget, as presented to the Board of Directors on December 2, 2009, is hereby approved and adopted;

2. That the 2010 Aviation Enterprise Fund Budget includes elements to minimize the increase to airline rates and charges and that it is the Board's intent to evaluate on an annual basis the continued need, if any, for future airline relief;

3. That the following sums, totaling \$935,999,000, are hereby authorized to be expended from the Aviation Enterprise Fund in 2010 for the operation, maintenance, care, improvement and protection of Ronald Reagan Washington National and Washington Dulles International Airports:

(a) \$558,627,000 for the Aviation Operation and Maintenance Program, including \$242,338,000 of this total for debt service;

(b) \$50,106,000 for the Aviation Capital, Operating and Maintenance Investment Program; and

(c) \$327,266,000 for the Aviation Capital Construction Program;

4. That the following sums, totaling \$978,915,770, are hereby authorized to be expended from the Dulles Corridor Enterprise Fund in 2010 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) \$71,017,000 for the Dulles Corridor Operation and Maintenance Program, including \$46,365,000 of this total for debt service;

(b) \$5,015,000 for the Dulles Corridor Renewal and Replacement Program;

- (c) \$902,883,770 for the Dulles Corridor Capital Improvement Program, consisting of \$27,605,770 for Corridor Improvements and \$875,278,000 for the Dulles Rail Project; and
- (d) \$17,843,000 to be transferred to reserve accounts within the Dulles Corridor Enterprise Fund, as identified in the 2010 Budget;

and, further, that any revenue received or accrued by the Dulles Corridor Enterprise in 2010 which, at the conclusion of 2010, has not been expended, obligated or transferred to a reserve account pursuant to subparagraph (d) of this paragraph, or to a reserve fund or account pursuant to the Master Indenture of Trust Securing Dulles Toll Road Revenue Bonds, dated as of August 1, 2009, shall be transferred to the Dulles Corridor Enterprise Reserve and Toll Rate Stabilization Fund.

5. That the President and Chief Executive Officer is hereby authorized to modify or adjust expenditures within each of the six programs identified in Paragraph 3 and Paragraph 4, so long as the total expenditures within any such program in 2010 do not exceed the level authorized for the program in Paragraph 3 or Paragraph 4;

6. That the new and expanded projects identified in the 2010 Budget, and in attachments to this Resolution, in the amount of (i) \$25,200,000 within the Aviation Capital Operating and Maintenance Investment Program (Attachment 1), (ii) \$92,960,000 within the Aviation Capital Construction Program (Attachment 2), (iii) \$1,760,000 within the Dulles Corridor Renewal and Replacement Program (Attachment 3), and (iv) \$38,431,000 within the Dulles Corridor Capital Improvement Program, consisting of \$931,000 for the Dulles Toll Road and \$37,500,000 for the Dulles Rail Project (Attachment 4), are hereby approved, and hereafter shall be considered a part of their respective approved programs; and

7. That this Resolution shall be effective upon its adoption; provided, that the delegation of authority provided in paragraph 5 shall be effective on January 1, 2010, and shall remain in effect until December 31, 2010.

**ATTACHMENT 1
AVIATION CAPITAL OPERATING
AND MAINTENANCE INVESTMENT PROGRAM**

New Authorization	
<u>Ronald Reagan Washington National Airport</u>	
Facility Startup Garages	\$150,000.00
Airfield Pavement	\$900,000.00
Expansion Joint Replacement	\$290,000.00
Refill Line for Central Plan	\$180,000.00
Tyson's Corner Site Radio Capacity Expansion Project	\$75,000.00
Replace Roofing - Reagan National Air Traffic Control Tower	\$350,000.00
Replace Non-Public Safety Radios	\$150,000.00
New Airports Authority Radio Requirements	\$50,000.00
North Hangar Dedicated Fire System (DFS) Upgrade	\$100,000.00
Repair Baggage Belt System	\$100,000.00
Commercial Program Investments	\$240,000.00
Inbound Baggage Handling System Refurbishment	\$200,000.00
Automated Vehicle Identification (AVI) Installation	\$300,000.00
Environmental Compliance	\$219,500.00
Planning and Programming Studies	\$150,000.00
Equal Opportunity Program Business Diversity Program	\$95,500.00
Terminal A Freight Elevator	\$250,000.00
Airport Rescue and Fire Fighting (ARFF) Vehicle	\$1,200,000.00
Replace Last Remaining Lead Sheath at Reagan National	\$200,000.00
Total Ronald Reagan Washington National Airport	\$5,200,000.00
<u>Washington Dulles International Airport</u>	
Airfield Pavement Maintenance and Joint Sealing	\$3,000,000.00
Trench Drain/Concrete Repairs at Taxilanes A, B and C	\$1,250,000.00
Airfield Storm Sewer Inlet Erosion/Sinkhole Repairs, Phase II	\$900,000.00
New Facility Start-Up & Fitout	\$2,000,000.00
Tyson's Corner Site Radio Capacity Expansion Project	\$75,000.00
Elevators, Escalators and Moving Walks Rehabilitation	\$210,500.00
Collateral Land Support	\$500,000.00
Shop 3 Equipment Maintenance Building Expansion	\$695,000.00
Arc Flash Safety Analysis - Implementation, Phase II	\$200,000.00
Replace Non-Public Safety Radios	\$150,000.00
New Authority Radio Requirements	\$50,000.00
Landside Roadway Rehabilitation	\$500,000.00

Guardrail Maintenance and Rehabilitation, Dulles Airport Access Highway	\$200,000.00
Rehabilitation Cargo Buildings 1, 2 and 3	\$250,000.00
Fiber and Cable Plant Infrastructure	\$200,000.00
Environmental Compliance Program	\$175,000.00
Buy-out of Airports Authority Permitted Space	\$300,000.00
Commercial Program Investments	\$350,000.00
Equal Opportunity Program Business Diversity Program	\$194,500.00
Fueling Station Improvements at Shop 2	\$800,000.00
Capital Equipment Facility Projects	\$2,000,000.00
Snow Removal Program	\$500,000.00
Energy Assistance (Electrical)	\$500,000.00
Air Service Incentive Program	<u>\$5,000,000.00</u>
Total Washington Dulles International Airport	\$20,000,000.00
Total Metropolitan Washington Airports Authority	\$25,200,000.00

**ATTACHMENT 2
AVIATION CAPITAL CONSTRUCTION PROGRAM**

New Authorization	
<u>Ronald Reagan Washington National Airport</u>	
River Rescue Support Facility	\$1,000,000.00
Public Safety Communication Center	\$3,000,000.00
Geographical Information System	<u>\$305,000.00</u>
Total Ronald Reagan Washington National Airport	\$4,305,000.00
<u>Washington Dulles International Airport</u>	
Gates A-27-A31 (B-27-B31) Sterile Corridor Restoration	\$1,350,000.00
Other Planning and Programming	\$2,000,000.00
Main Terminal AeroTrain Station and Security Mezzanine (Package 6 and AeroTrain System)	\$47,200,000.00
Airfield Pavement Panel Replacement	\$5,000,000.00
Relocate/Expand Airfield Electrical Vault (Vault No. 2)	\$1,400,000.00
Concourse C and D Rehabilitation (Phase II)	\$30,000,000.00
Concourse Modifications for Airbus A-380	\$1,400,000.00
Geographical Information System	<u>\$305,000.00</u>
Total Washington Dulles International Airport	\$88,655,000.00
Total Metropolitan Washington Airports Authority	\$92,960,000.00

