



BOARD OF DIRECTORS MEETING

Minutes of May 21, 2014

The regular meeting of the Board of Directors was held in the first floor Conference Rooms 1A, 1B and 1C at 1 Aviation Circle. The Chairman called the meeting to order at 9:30 a.m. Fourteen Directors were present during the meeting:

Frank M. Conner III, Chairman	Shirley Robinson Hall
Warner H. Session, Vice Chairman	Barbara Lang
Lynn Chapman	Elaine McConnell
Michael. A. Curto	William Shaw McDermott
Thomas M. Davis III	Caren Merrick
Bruce A. Gates	Nina Mitchell Wells
Anthony H. Griffin	Joslyn N. Williams

The Secretary and Executive Management were present:

John E. Potter, President and Chief Executive Officer
Margaret E. McKeough, Executive Vice President and Chief
Operating Officer

Mr. Conner reported that one of Mr. Potter's admonitions is that one never talks about his successes; rather, he lets them speak for themselves and it builds greater credibility. While he believed that Mr. Potter is correct, he would not adhere to his guidance that day. Mr. Conner said that the results of several great things, which had been in place during the last 10-15 years, had come to fruition during recent weeks. The following remarkable events had occurred: the Authority had declared substantial completion on Phase 1 of the Silver Line; the Washington Metropolitan Area Transit Authority (WMATA) had indicated it intended to declare Operational Readiness; the Authority had received the largest Transportation Infrastructure Finance and Innovation Act (TIFIA) loan awarded to date; the Dulles Toll Road (DTR) financing had resulted in significant interest cost savings; and the upcoming Aviation financing would likely be highly successful and would drive down debt service. Mr. Conner reported that a number of development opportunities that Mr.

Potter and others had been working on would also come to fruition in the near future. He also noted that Frontier Airlines (Frontier) had announced its plan to operate 68 weekly flights that will result in 800,000 passengers at Dulles International, which had been challenged over the last couple years. Mr. Conner reported that the positive results were a reflection of 1,300 employees who work hard every day, whose efforts had been realized.

I. MINUTES OF THE APRIL 16, 2014 BOARD OF DIRECTORS MEETING

The Chairman then called for the approval of the Minutes of the April 16, 2014 Board of Directors Meeting, which were unanimously adopted.

II. COMMITTEE REPORTS

a. Business Administration Committee – Warner H. Session, Co-Chair

Mr. Session reported that the Business Administration Committee had met that morning and on April 16.

On April 16, staff had presented the following recommendations, which the Committee had approved: 1) Adoption of Amendments to Metropolitan Washington Airports Regulations Regarding Ground Transportation; 2) Purchase of Airport Shuttle Buses for both Airports; 3) Purchase of Electricity from Dominion Virginia Power for both Airports and the Dulles Toll Road; and 4) Renewal of Technical Support Services for Public Safety Department Software. Mr. Session reported that he would offer resolutions for these recommendations later that day for Board approval.

Staff had also presented the pre-solicitation terms for a Toll Revenue Collection System at the Dulles Toll Road. The Committee had concurred with the pending procurements.

Staff had also presented informational reports on the Small Business Contracting Summary, Disadvantaged Business Enterprise 2013 Achievements for Concessions and the Concessions Redevelopment Program.

Mr. Session stated that the Committee Report for the Meeting held earlier that day would be presented on June 18.

b. Dulles Corridor Committee – Tom Davis, Co-Chair

Mr. Davis reported that the Dulles Corridor Committee had met that morning and staff had presented the Dulles Corridor Metrorail Project Monthly Cost Summary for Phases 1 and 2.

c. Finance and Dulles Corridor Committee – Tom Davis, Co-Chair

Mr. Davis reported that the Finance and Dulles Corridor Committees had held a Special Joint Meeting on April 16. Staff had presented a Funding Agreement between the Airports Authority and the Commonwealth of Virginia providing for a grant of \$300 million for the Dulles Corridor Metrorail Project. The Committee and Board had approved the Funding Agreement on April 16.

d. Finance Committee – Caren Merrick, Co-Chair

Ms. Merrick reported that the Finance Committee had met that morning and on April 16. On April 16, the Committee had authorized the Dulles Toll Road (DTR) Second Senior Lien Revenue Refunding Bonds, Series 2014A. The Board had approved the authorizing resolution on April 16. Staff had presented the monthly Financial Advisors' Reports and the March 2014 Financial Reports for both enterprises.

Ms. Merrick reported that Andy Rountree, Vice President for Finance and Chief Financial Officer, had reviewed the results from last week's bond sale that morning. She noted that the complete Committee Report for the Finance Committee Meeting held earlier that day would be presented on June 18.

e. Human Resources Committee – Bruce A. Gates, Co-Chair

Mr. Gates reported that the Human Resources Committee had held a Special Meeting that morning to consider the proposed amendment to the Authority's Statement of Functions. The Committee had approved the amendment, and Mr. Gates stated that he would offer a motion later in the day's meeting.

III. INFORMATION ITEMS

a. President's Report

Mr. Potter reported that Virginia Governor Terry McAuliffe had visited Dulles International on April 22 for a briefing on the Silver Line's progress and the Authority's effort to reduce the need for toll increases on the Dulles Toll Road as well as an update on issues affecting the Airports. The Governor expressed his strong support for the Authority's efforts. Mr. Potter stated that the Authority is grateful for the Governor's assistance and interest in its work to serve the traveling public.

After a thorough 15-day review and numerous meetings with WMATA and Silver Line partners, the Authority had concurred with Dulles Transit Partners' (DTP) Declaration of Substantial Completion for Phase 1 on April 24. Mr. Potter reported that the significant milestone would move the Silver Line closer to the day when passengers could begin riding Metrorail to Tysons Corner and Reston.

Mr. Potter reported that staff is working with DTP to complete a number of tasks that will lead to the next major step in the process, which is WMATA's declaration of Operational Readiness. He noted that staff had recently learned that WMATA anticipated achieving Operational Readiness around May 27. Mr. Potter explained that upon declaration of Operational Readiness, care, custody and control of the Silver Line would be turned over to WMATA to conduct its activities necessary to prepare for revenue service, which is expected this summer.

Mr. Potter reported on two major developments related to the financing of the Metrorail Project that would positively benefit users of the DTR. On May 1, the Authority had received the official announcement that Secretary of Transportation Anthony Foxx had signed the documents approving the TIFIA loans for the Metrorail Project, totaling approximately \$1.9 billion, which would mark the largest such loan to date. On May 9, the Authority had received a letter confirming the TIFIA loan approval. Mr. Potter reported that the loan assistance for the Authority, as well as its partners in Fairfax and Loudoun counties, is instrumental in helping fund this major project at the lowest possible cost. He noted that the TIFIA loan approval is also instrumental in helping the Authority to achieve its goal of holding toll rates steady on the DTR for the next five years.

Mr. Potter stated that the Authority is grateful to members of its congressional delegation, including Senators Kaine and Warner, and Congressmen Moran, Connolly and Wolf for their leadership and support in obtaining the TIFIA loan. He noted that the Authority is also indebted to the many state and local leaders who helped provide additional financial assistance from the Commonwealth of Virginia for the Funding Agreement that the Board had approved in April.

Mr. Potter reported that the Authority had entered the bond market on May 14 to sell \$421.7 million in DTR Revenue Bonds and that the bonds had been very well received in the markets, with strong demand. He noted that these bonds had represented the last of the fixed-rate DTR Revenue Bonds to be sold in support of the Dulles Corridor Metrorail Project. Additionally, combined with the closing of the TIFIA loan within the next couple of months, the major financing for the Metrorail Project would be complete.

Mr. Potter expressed appreciation to the syndicate of investment banking firms, as well as the Dulles Corridor Financial Advisors, Bond Counsel and Authority staff who had been involved in the successful bond sale. He also thanked the Board Chairman and the Finance Co-Chairs for their time and oversight of the final pricing terms.

Mr. Potter noted that the Finance Committee would recommend the authorization of another bond sale for Airport System Revenue and Refunding Bonds later in the day's Board Meeting. If the current market conditions continued, the Authority could achieve substantial savings on roughly \$500 million in refunding bonds. Upon Board approval, Mr. Potter reported that staff would enter the market as quickly as possible to take advantage of the current opportunities. He noted that the financings represented a continuation of the Authority's commitment to manage its aviation program in the most fiscally prudent way possible and take advantage of refinancing opportunities.

Mr. Potter reported on several personnel actions that had recently occurred. He recalled that the Board and staff had thanked Pat Nowakowski, former Executive Director of the Metrorail Project, for a job well-done at last month's Board Meeting. He announced that Mr. Nowakowski now served as the President of the Long Island Railroad in New York and congratulated him on his new position. Mr. Potter also announced that Julia Hodge, former Department Manager, Internal Controls, Compliance & Financial Strategy, had recently been selected as the new Deputy Vice

President for Corporate Risk and Strategy, which would elevate the Internal Controls and Compliance function to an Authority-wide focus. He reported that Ms. Hodge, who had 14 years of corporate, internal consulting and project management experience, had spent 10 years at PricewaterhouseCoopers, and had held management positions in the Authority's Office of Finance since 2009. Ms. Hodge was recognized by a round of applause. Mr. Potter reported that one area in which Ms. Hodge had been actively involved over the past year had been the Authority's compliance with the 2012 audit report issued by the Department of Transportation's Inspector General (IG). He stated that the Authority continued to work closely with the IG's Office and noted that the IG's Office had conducted six briefings, which had been well attended, across the Authority on the subject of fraud awareness to help educate the workforce on the important role it serves. Mr. Potter reported that as part of the Authority's ongoing response to the IG's recommendations, the Board would consider additional revisions to the Contracting Manual, as well as changes to the Statement of Functions with respect to the Office of Procurement staff.

Mr. Potter reported that the Board had approved the selection of Bryan Norwood as Vice President of Public Safety at its April Meeting and that Mr. Norwood was present at the day's meeting in his new role.

Mr. Potter also reported that the Office of Communications would present the results of a recently-completed study of the Authority's impact on the regional economy. He stated that the study had revealed interesting statistics about the significant role that Reagan National and Dulles International and Authority-related business operations play in job growth and business income in the District, Maryland and Virginia.

A copy of the Authority's Annual Review for 2013, which outlined its business successes for the past year and discussed plans to position the Airports, Metrorail Project, and Dulles Toll Road for success in the future, had also been provided for the day's Meeting.

Mr. Potter reported that substantial discussion about the growth of passengers at Reagan National, the very positive and consistent growth of international traffic at Dulles International, the Authority's concerns over the declining numbers of domestic passengers at Dulles International and the need to reverse this trend had recently occurred. He then reported that Frontier had made a major announcement on May 13 that it would add 68 additional flights per week at Dulles International. Staff

played a video that demonstrated the widespread positive news coverage for Frontier and Dulles International as people scrambled to take advantage of Frontier's new introductory fares of \$15-dollars each way to certain destinations for a 12-hour period.

Mr. Potter stated that the Authority is extremely pleased that a low-cost carrier recognizes the advantages at Dulles International and it looks forward to Frontier's success and future growth. He congratulated Mark Treadaway, Vice President for Air Service Planning and Development, and staff for their work on this major accomplishment and thanked the Dulles International staff for the support it had provided. Mr. Potter noted that Ms. McKeough and Mr. Treadaway would provide additional details on the arrival of Frontier, as well as other announcements about air service at both Airports, and an update on the Reagan National slot divestiture in their reports.

Mr. Potter thanked and congratulated all the Authority staff who had contributed to the great achievements for the month.

Mr. Conner noted that his understanding is that the first three months of Air China's flight to Beijing had been sold out. Mr. Potter indicated that the information had been communicated to him verbally. He reported that while he had not received a report from Frontier, he believed that it would also be a similar situation with sold-out flights.

Mr. Conner restated that staff had been working on some of the scenarios described by Mr. Potter for more than ten years; it is remarkable how they had come to fruition.

b. Executive Vice President's Report

Ms. McKeough reported that a substantial amount of new air service would be available at both Airports this summer. Staff is working to accommodate the airlines' needs to provide the new service. Ms. McKeough noted that June would mark the formal beginning of flight activity resulting from the American Airlines and US Airways slot divestiture. At Reagan National, some of the jetBlue service would continue to operate from its current location in Terminal A during the summer months before relocating to the Center Pier in the fall. In August Southwest Airlines (Southwest) planned to begin some of its new service at Reagan National with flights to Illinois and Ohio. On May 19, Southwest had made a significant announcement of how it planned to use the remainder of its

new slots gained through the recent slot divestiture, which included service from Reagan National to Dallas Love Field. Ms. McKeough reported that Southwest had also reaffirmed its commitment to provide domestic service at Dulles International, which would include new markets to San Diego and Las Vegas. As had been previously reported, the major announcement for the new carrier is Frontier, which would begin servicing Dulles International in August. Ms. McKeough reported that while all details had not yet been finalized, Frontier's aircraft would provide its operations using the Z gates, which are conveniently located in the Main Terminal. She noted that US Airways, presently using the Z gates would consolidate with American Airlines and relocate to Concourse B. Ms. McKeough reported that Dulles International could still accommodate Frontier's future growth, as well as other carriers that choose to provide service there.

Ms. McKeough reported that new international service would soon be available at Dulles International. United Airlines would offer service to Madrid and Air China would offer service to Beijing. Beginning this fall, British Airways had committed to upgauge and use A380 aircraft, which will add more than 150 seats, for a flight it had historically served from Dulles International to London Heathrow. She noted that British Airways' decision to upgauge the flight had been a result of passenger demand. Ms. McKeough reported that the Authority will modify some of its jet bridges to accommodate the very large aircraft. Additionally, British Airways is remodeling and expanding its club facility on Concourse B to accommodate the increased peak expected to occur in the fall. Ms. McKeough reported that British Airways is the second commitment of an international carrier to use the A380 at Dulles International; Air France had been using the large aircraft for a couple of months.

Ms. McKeough reported that the Authority is working to connect Dulles International to the opening of the Silver Line. She noted that the Authority has always been committed to connecting Dulles International to the Metrorail system and had operated the Washington Flyer Bus service for a number of years to connect the West Falls Church bus station to Dulles International. Once the Wiehle Avenue station of Phase 1 of the Silver Line opened, the Authority would make the connection to Dulles International even more convenient for passengers. Ms. McKeough reported that the Authority is announcing the Silver Line Express Bus, which will provide a greater frequency of service, reduced fees and enhanced facilities. She noted that the new buses will be specially equipped with Wi-Fi service and the ability for passengers to immediately

access information from the flight screens and Transportation Security Administration wait times as if they were already at the Airport. Ms. McKeough stated that these enhanced efforts would serve as a great connection point for Dulles International and the Metrorail until direct service is achieved in Phase 2.

Ms. McKeough recalled that staff had recently presented an award to the recipient of Dulles International's 2013 Going the Extra Mile (GEM) of the Year. She reported that Greg Locher, a customer service agent for US Airways/American Airlines for almost 10 years, had been selected as Reagan National's 2013 GEM of the Year. Mr. Locher had been instrumental in creating memorable experiences for many of the World War II veterans as their honor flights arrived at Reagan National and they traveled through the Airport. The World War II veteran who had nominated Mr. Locher for the GEM award recognizing exemplary customer service had stated that he made each veteran feel like he is the only one being honored. Ms. McKeough presented several slides from Mr. Locher's flawless operation and sincerely thanked him for his extraordinary efforts. She recognized Mr. Locher, who was in attendance, and he received a round of applause from everyone. The Chairman also thanked Mr. Locher.

IV. NEW BUSINESS

a. Adoption of Amendment to Metropolitan Washington Airports Regulations Regarding Ground Transportation

Mr. Session noted that staff had made several administrative revisions since the Committee had approved the amendments on April 16. He reported that the revisions were not substantive and do not change the Committee's action in any way. Mr. Session then moved the adoption of the following resolution, which was approved:

WHEREAS, On November 13, 2013, the Business Administration Committee authorized the staff to publish notice of proposed amendments to the Metropolitan Washington Airports Regulations (Regulations) to require that taxicab drivers dispatched from Ronald Reagan Washington National Airport (Reagan National) have electronic credit card processing equipment in their taxicabs and accept credit cards as payment of taxicab fares; to increase the taxicab dispatch fee at Reagan National from \$2.50 to \$3.00; to increase the fee for a

Taxi Operator's Permit at Reagan National from \$40.00 to \$100.00; to standardize the fees for those conducting the business of renting cars at either airport without a contract from the Airports Authority; and to reduce the number of free trips each hotel shuttle may make from 300 per month to 0 per month;

WHEREAS, In accordance with Airports Authority regulatory procedures, on December 19, 2013, and again on January 5, 2014, staff published notice of upcoming public hearings on the proposed amendments and thereafter conducted those public hearings, as follows: January 7, 2014, at Washington Dulles International Airport (Dulles International); January 9, 2014, at Reagan National; and January 22, 2014, at Reagan National;

WHEREAS, In light of comments made at the public hearings, staff proposes to extend the term of a Reagan National Taxi Operator's Permit from one year to two years;

WHEREAS, The Business Administration Committee considered the revised, proposed amendments at its April 16, 2014, meeting and recommended their adoption by the Board of Directors;

WHEREAS, After consideration of comments from the public, the Airports Authority has determined that such amendments are necessary to be accorded the force and effect of law in the public interest; now, therefore, be it

RESOLVED, That Section 5.6 of the Metropolitan Washington Airports Regulations is hereby amended effective September 1, 2014, with the force and effect of law, to read as set forth below:

“§ 5.6. Operating Conditions for the Taxicab Dispatch System.

In addition to the requirements of Section 5.4, no person shall operate a taxicab in National's taxicab dispatch system unless he is at that time in compliance with each of the following conditions:

(1) The driver must have a current, valid Airport Taxi Operator's Permit issued to him by the Airport Manager. This Permit must be kept in the driver's possession at all times that he is operating a taxicab at the airport and prominently displayed according to the Airport Manager's directions while the taxicab is on the airport.

(2) The driver must display in the taxicab in a place conspicuous to passengers his local license to operate a taxicab (the so-called "face card") and a schedule of the rates issued by the Washington Metropolitan Area Transit Commission and the jurisdiction that has licensed or certificated his taxicab.

(3) The driver must, upon the request of an Authority police officer, a taxicab dispatcher, or the taxicab official, surrender for inspection the Permit required by paragraph (1) of this section. The driver must permit the Authority police, the taxicab dispatcher, and the taxicab official to inspect his taxicab to determine if he is displaying the license and rate schedule required by paragraph (2) of this section.

(4) The driver must wear a shirt with a collar, long pants or a skirt, and shoes (not sandals) and socks or stockings.

(5) The driver must operate a taxicab that is clean and maintained in good repair including, by way of illustration and not limitation, the tires, headlights, brake lights, turn signals, windshield wipers, brakes, window glass, doors, fenders, paint, passenger compartment, trunk, seat belts, and upholstery.

(6) The driver must operate a taxicab that is not more than eight years old based on the taxicab's model year; i.e., the difference between the taxicab's model year and the current calendar year is not greater than eight.

(7) The driver must operate a taxicab which is equipped with air conditioning which is in good repair. The driver shall turn on the air conditioning when the outside tem-

perature exceeds 80 degrees Fahrenheit and he is directed to do so by the dispatcher. Notwithstanding the foregoing, the driver shall comply in all circumstances with the request of a passenger to turn on or turn off the air conditioning.

(8) The driver must not smoke in the taxicab when passengers are present. If the driver wishes passengers not to smoke, he must post a "No Smoking" sign readily visible to passengers in the taxicab.

(9) The driver must obey all directions and signals of the taxicab dispatcher regarding the orderly flow of traffic and the accommodation of passengers.

(10) The driver must accept any orderly passenger and convey any passenger where directed upon dispatch by the taxicab dispatcher.

(11) The driver must transport only those persons assigned to him by the taxicab dispatcher.

(12) The driver must not act in a discourteous manner towards passengers or persons seeking transportation.

(13) The driver must give a receipt showing the driver's name, name of the taxicab company (if any), the taxicab number, the time and place of origin and destination of each trip, and the amount of the fare on an authorized form when requested to do so by a passenger.

(14) The driver must not breach the peace on the Airport. The driver must not impede the operation of the dispatch system, other airport operations, or the flow of traffic to and from the Airport.

(15) The driver must remain within five feet of his taxicab at all times except while it is in the taxicab holding structure or when it is legally parked.

(16) The driver must not give or offer to give any money or anything of monetary value to a taxicab dispatcher.

(17) The driver shall pay a dispatch fee of three dollars (\$3.00) each time he picks up a passenger or group.

(18) The driver must maintain in his taxicab electronic credit card processing equipment that enables passengers to use credit cards to pay taxicab fares.

(19) The driver must accept major credit cards as payment for taxicab fares.

(20) The driver must permit the Authority police or the taxicab official to inspect his taxicab to determine whether the vehicle meets the standards set forth in this section. The driver shall not operate a vehicle in the dispatch system that has failed such an inspection until an Authority police officer or the taxicab official has determined that the condition causing the vehicle to fail has been corrected.”

2. That Section 5.7 of the Regulations is hereby amended effective September 1, 2014, with the force and effect of law, to read as set forth below:

“§ 5.7. Airport Taxi Operator’s Permit.

The Airport Manager shall issue an Airport Taxi Operator’s Permit to each person whom he finds to be of good, moral character and who:

(1) completes and submits an application to the Airport Manager in a form approved by the Airport Manager for that purpose;

(2) is currently licensed to operate a taxicab by one or more of the following: Montgomery County, Prince Georges County, Maryland; the District of Columbia; City of Alexandria, City of Falls Church, Arlington County, Fairfax County, Virginia;

(3) presents an official copy of his current driving record from the jurisdiction by which he is licensed and of his criminal record if any (the Airport Manager may require

applicants to submit a complete set of legible fingerprints in order to request a criminal background record check from the Federal Bureau of Investigation);

(4) is in compliance with all the licensing jurisdiction's regulations including, by way of illustration and not limitation, the minimum insurance requirement for the taxicab he is operating;

(5) has more than six months driving experience in the Washington, D.C., metropolitan area (the Airport Manager may require applicants to demonstrate a working knowledge of the metropolitan area by means of an examination);

(6) is at least twenty-one years of age;

(7) is not currently subject to an unexpired order of suspension or revocation of a previously issued Airport Taxi Operator's Permit; and

(8) pays a permit fee of \$100.00.”

3. That Section 5.9 of the Regulations is hereby amended effective September 1, 2014, with the force and effect of law, to read as set forth below:

“§ 5.9. Terms and Conditions.

(1) The term of an Airport Taxi Operator's Permit shall expire every other year on the last day of the month of the Permit holder's birthday.

(2) The Permit remains the property of the Authority, and its use by the taxicab driver is subject to the following requirements:

(a) The Permit is issued for the exclusive use of the named driver and shall not be made available by him for the use of any other person.

(b) The Permit shall not be altered or defaced in any way after it is issued to the named driver.

(c) The Permit shall be invalid and may not be used after the expiration date shown on the Permit.

(d) The Permit shall be returned to the Authority immediately upon an order of suspension or revocation of the Permit by the Airport Manager.

(e) The Permit holder shall notify the taxicab official within seventy-two (72) hours of being convicted of committing a felony; any sex offense; soliciting for prostitution; crime involving alcohol, marijuana, or any drugs classified as controlled substances; or a moving vehicle violation.”

4. That Section 6.2 of the Regulations is hereby amended effective immediately, with the force and effect of law, to read as set forth below:

“§ 6.2. Rental Car Business; Contract or Permit Required.

No person shall conduct the business of renting cars on either Airport unless he has first obtained a permit under Section 6.4 or entered a contract from the Authority authorizing the conduct of such business on that Airport. “Conducting the business of renting cars on either Airport” includes, but is not limited to, transporting a customer or a potential customer between an Airport and a rental car facility located off the Airport and picking up from or delivering to an Airport a rental car that is stored in a rental car facility located off the Airport.”

5. That Section 6.3 of the Regulations is hereby amended effective immediately, with the force and effect of law, to read as set forth below:

“§ 6.3. Parking Lots; Contract or Permit Required.

No person shall conduct the business of operating a parking lot on either Airport unless he has first obtained a permit un-

der Section 6.4 or entered a contract from the Authority authorizing the conduct of such business on that Airport. "Conducting the business of operating a parking lot on either Airport" includes transporting a customer or potential customer between an Airport and a parking facility located off the Airport."

6. That Section 6.4 of the Regulations is hereby amended effective immediately, with the force and effect of law, to read as set forth below:

"§ 6.4. Permit.

(1) The President shall set the requirements for obtaining and retaining a permit, except as provided in Subsection

(2) below. The permit terms shall include:

(a) the minimum insurance coverage considering the risk of conducting the business, including operating shuttle busses, industry practice, and insurance requirements imposed on other businesses at the Airports;

(b) the dates on which payments of the fee are due;

(c) the term of permit; and

(d) such other reasonable requirements as the President deems necessary to protect airport users and Authority revenue and foster efficient administration of the permit requirements.

(2) The fee for the permit shall be:

(a) for those conducting the business of renting cars on either Airport, \$100.00 per year plus eight percent (8%) of the annual gross receipts derived from conducting the business on the Airport that exceed \$300,000.00 and

(b) for those conducting the business of operating a parking lot on either Airport, \$100.00 per year plus

ten percent (10%) of the annual gross receipts derived from conducting the business on the Airport that exceed \$30,000.00.

(3) For ease of accounting, the Authority will assume that ninety-five percent of the gross receipts of rental car companies and parking lot operators conducting business on the Airport without a contract with the Authority is derived from the Airport unless the permit holder proves through auditable, financial data that a lesser percentage of its gross receipts was in fact derived from the Airport.”

7. That Section 6.6 of the Regulations is hereby amended effective January 1, 2015, with the force and effect of law, to read as set forth below:

“§ 6.6 Hotel Shuttles; Permit or Contract Required.

(1) No person shall engage in the commercial activity of providing hotel shuttle service at the Airports unless the person has first obtained a permit from or entered a contract with the Authority. The provision of hotel shuttle service at the Airports shall mean the transporting in a motor vehicle, and the picking up and discharging, of guests or potential guests within an Airport, as part of the carrying of such guests between an Airport terminal and a hotel or other business that provides lodging for compensation; provided that, for purposes of this subsection, guests shall not include airline crew members.

(2) When the commercial activity of providing hotel shuttle service is authorize by permit:

(a) the permittee shall not use any vehicle in the provision of such service unless it is specifically identified in the permit;

(b) the driver of each vehicle identified in the permit shall comply with the provisions of Section 4.5 of these Regulations, which addresses the location at

the Airports where vehicles providing hotel shuttle service must pick up and discharge passengers;

(c) the permittee shall comply with requirements established by the Airport Manager to facilitate the computation of the per trip fee established by this subsection;

(d) the permittee shall, for each vehicle identified in the permit, carry the minimum insurance coverage set by the President who, in setting the minimum coverage, shall consider the risk of operating shuttle vehicles, industry practice, and insurance requirements imposed on other businesses at the Airports;

(e) the permittee shall pay an annual fee, due on or before January 31 of each year, for each vehicle identified in the permit according to the following schedule:

Vehicles with a seating capacity, including the driver, of	Annual fee
1-16	\$500
More than 16	\$750

(f) the permittee shall pay a fee of one dollar (\$1.00) for each occasion that a vehicle identified in the permit enters the vehicle lane designated by the Airport Manager for hotel shuttles to pick up passengers;

(g) in addition to the fees imposed by Subsections (e) and (f), the permittee shall pay a dwell fee of one dollar (\$1.00) for each ten-minute period of time (or portion thereof) beyond the first ten minutes that a vehicle identified in the permit remains in the vehicle

lane designated by the Airport Manager for hotel shuttles to pick up passengers; and

(h) provided, however, that permitted vehicles that use fuel other than solely gasoline or diesel and are eligible for clean, special fuel license plates according to the standards of the Virginia Department of Motor Vehicles shall only be obliged to pay one half of the annual fee imposed by Subsection (e) and one half the per trip fee imposed by Subsection (f).

(3) The failure by a permittee to comply with any provision of Subsection (2) shall be grounds to revoke the permit.

(4) The President is authorized to establish rules reasonably necessary to foster the efficient administration of the permit system created by this section.”

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

b. Recommendation to Purchase Airport Shuttle Buses for Reagan National and Dulles International Airports

Mr. Session moved the adoption of the following resolution:

WHEREAS, The Airports Authority is undertaking a multi-year program to replace aging shuttle buses operating at both Airports;

WHEREAS, The staff has established that “clean diesel” buses are the most economical option currently available;

WHEREAS, Section 1.3.1 of the Contracting Manual permits the Airports Authority to obtain required goods by utilizing a contract previously awarded by a government entity using competitive procedures;

WHEREAS, The staff has found the best purchase option is the existing Metropolitan Washington Council of Governments

purchasing agreement between Fairfax County and New Flyer of America, Inc., a competitively awarded contract;

WHEREAS, The staff has estimated that the purchase of eight buses through this purchasing agreement at a cost of \$3.6 million will save the Airports Authority money instead of conducting its own procurement;

WHEREAS, Acquisition of goods through such government-sponsored purchasing agreements is authorized in the Contracting Manual, but only up to a cost of \$3 million without Board approval; and

WHEREAS, The Business Administration Committee has reviewed the terms of this purchase as presented by staff, and recommended that the purchase should be made; now, therefore, be it

RESOLVED, That the President and Chief Executive Officer is authorized and directed to acquire eight shuttle buses through the Metropolitan Washington Council of Governments purchasing agreement, consistent with the terms presented to the Business Administration Committee at its April 16, 2014 meeting.

Mr. Williams inquired whether Mr. Carter's request for staff to complete a comparative analysis to determine whether it was advantageous for the Authority to lease these shuttle buses instead of purchasing them had been fulfilled. Mr. Rountree stated that Authority staff had been provided with a set of assumptions and a purchase cost of \$3.68 million for each New Flyer bus. He reviewed the estimated capital lease terms for a seven-year lease, as well as the Net Present Value calculation, and concluded that it would be prudent to purchase the eight shuttle buses, which would be approximately \$100,000 less than leasing.

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

c. Recommendation to Enter into a Contract to Purchase Electricity from Dominion Virginia Power for Reagan National and Dulles International Airports and the Dulles Toll Road

Mr. Session moved the adoption of the following resolution, which was approved by 13 Directors:

WHEREAS, The Airports Authority currently purchases electricity for all of its facility needs from Dominion Virginia Power through membership in the Virginia Energy Purchasing Governmental Association (VEPGA) which allows the Authority to use the rate structure that VEPGA has negotiated with Dominion Virginia Power;

WHEREAS, The Airports Authority's current contract with Dominion Virginia Power will expire June 30, 2014;

WHEREAS, Dominion Virginia Power is the sole provider of electricity in the region in which all Airports Authority facilities are located;

WHEREAS, The Contracting Manual, in paragraph 1.4.1(3)(d), authorizes the award of sole source contracts "when utility services or supplies are available from only one actual, or practicable, source";

WHEREAS, A contract with Dominion Virginia Power that utilizes the VEPGA rate structure will save the Airports Authority approximately \$540,000 over commercial rates during the one-year contract term;

WHEREAS, As required by the Contracting Manual, notice of this intended sole source award was published on the Authority's website for the required time period; now, therefore, be it

RESOLVED, That the President and Chief Executive Officer is authorized and directed to award a sole source contract to Dominion Virginia Power for the purchase of electricity, consistent with the terms presented to the Business Administration Committee at its April 16, 2014 meeting.

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

d. Recommendation to Award a Sole Source Contract for Renewal of Technical Support Services for Public Safety Department Software

Mr. Session moved the adoption of the following resolution, which was approved by 13 Directors:

WHEREAS, The Airports Authority acquired the Intergraph Corporation (Intergraph) Computer Aided Dispatch (CAD) system in 2008 to support the Public Safety Communications Center operation;

WHEREAS, Intergraph is the manufacturer and owner of the rights to the proprietary CAD system, as well as the Records Management System (RMS) software products used by the Public Safety Department and does not distribute its source code or license to third-party maintenance service providers;

WHEREAS, Intergraph is a primary integrator for public safety agencies in the National Capital Region;

WHEREAS, The technical support provided by Intergraph is critical to maintaining the stability, interoperability and reliability of the CAD system, as well as the RMS, both of which are core systems used by the Public Safety Department;

WHEREAS, The current contract with Intergraph expires in May 2014;

WHEREAS, Changing from the software to a different solution would require significant investment and jeopardize integration of the Authority's CAD system with CAD solutions of other jurisdictions in the National Capital Region;

WHEREAS, As required by the Contracting Manual, notice of this intended sole source award was published on the Authority's website for the required time period; now, therefore, be it

RESOLVED, That the President and Chief Executive Officer is authorized and directed to enter into a sole source contract for one-year, with two option years, with Intergraph Corporation to support the maintenance of software for the Authority's Public Safety Department CAD and RMS, consistent with the terms presented to the Business Administration Committee at its April 16, 2014 meeting.

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

e. Recommendation for Revisions to the Airports Authority Contracting Manual

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

WHEREAS, the U.S. Department of Transportation Office of Inspector General (OIG) issued a November 1, 2012 report (OIG Report), which contained several recommendations that the Airports Authority should address, some of which were related to procurement activities and procedures;

WHEREAS, in March 2013, in response to recommendations in the OIG Report, the Board of Directors approved the Fourth Edition of the Contracting Manual, effective April 1, 2013;

WHEREAS, the OIG has reviewed the Fourth Edition of the Contracting Manual and has suggested certain clarifications in the areas of Evaluation Committees, Sole Source Negotiations and Task Orders;

WHEREAS, the procurement and purchasing functions which currently exist at Ronald Reagan Washington National Airport and Washington Dulles International Airport are being transferred to the Procurement and Contracts Department;

WHEREAS, as a result of this consolidation of procurement and purchasing activities, certain amendments need to be made to the Contracting Manual;

WHEREAS, The Business Administration Committee has approved the draft revisions to the Fourth Edition and has recommended to the Board of Directors that it formally approve and adopt it as the Fourth Edition, Revision 1 of the Contracting Manual; now, therefore, be it

RESOLVED, That the Board approves and adopts the Fourth Edition, Revision 1 of the Contracting Manual as presented for its consideration on May 21, 2014, and as it may be modified by the President and Chief Executive pursuant to Paragraph 2 of this resolution;

2. That the President and Chief Executive Officer is authorized and directed to publish the Fourth Edition, Revision 1 of the Contracting Manual in the form presented to the Board on May 21, 2014, with such modifications as are determined by the President and Chief Executive Officer to be necessary or desirable to address errors in grammar, spelling, punctuation and format and similar non-substantive matters, and as are made prior to June 15, 2014;

3. That the Fourth Edition, Revision 1 of the Contracting Manual shall be effective on June 15, 2014;

4. That the Fourth Edition, Revision 1 of the Contracting Manual shall apply to all Airports Authority solicitations issued, and other procurement actions initiated, on or after June 15, 2014, and to contracts that are executed on the basis of and following these solicitations and procurement actions; that the Fourth Edition, Revision 1 shall not apply to solicitations or other procurement actions initiated before and ongoing as of June 15, 2014, which shall continue to be governed by the Fourth Edition, but shall apply to contracts executed on the basis of and following such solicitations and procurement actions; and that the Fourth Edition, Revision 1 shall apply to contracts in effect on June 15, 2014, that were executed on the basis of and following a solicitation or other procurement action undertaken pursuant to a prior edition of the Contracting Manual, except to the extent application of the Fourth Edition, Revision 1 to any such contract would diminish, enlarge or otherwise alter a contractual right or obligation of any party to the contract, in which case the Fourth

Edition of the Contracting Manual shall apply to and govern the contract to the extent necessary to avoid such alteration of right or obligation.

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

f. Recommendation on the Proposed Amendment to the Airports Authority Statement of Functions

Mr. Gates offered a motion to amend the Statement of Functions, consistent with the information presented at the day's Special Human Resources Committee Meeting, which was unanimously approved.

A copy of the staff recommendation paper is on file in the Board of Directors Office.

g. Recommendation to Approve the Proposed Resolution Authorizing Issuance of Airport System Revenue and Refunding Bonds, Series 2014A

Mr. McDermott noted that he was recusing himself from participating in this agenda item, and he stepped away from the table. A copy of his recusal is attached as part of the official records.

Mr. Curto moved the adoption of the following resolution, which was approved by 13 Directors:

WHEREAS, The Metropolitan Washington Airports Authority (the "Airports Authority") desires to authorize the issuance of Airport System Revenue and Refunding Bonds, Series 2014A (AMT) (the "Series 2014A Bonds"), within the Airports Authority's Aviation Enterprise Fund, which may be issued in one or more series or subseries in an aggregate principal amount not to exceed \$625,000,000 to finance and/or refinance a portion of the costs of certain capital improvement projects (the "Projects") at Ronald Reagan Washington National Airport and Washington Dulles International Airport (the "Airports") and for other purposes identified below;

WHEREAS, A public hearing has been held relating to the Projects to the extent required by Section 147 of the Internal Revenue Code of 1986, as amended (the “Code”);

WHEREAS, The Governor of Virginia and the Mayor of the District of Columbia have approved the issuance of the Series 2014A Bonds, to the extent that such bonds are subject to Section 147 of the Code;

WHEREAS, The Airports Authority has selected a syndicate of investment banking firms to serve as underwriters for the program of financing and refinancing the costs of certain capital improvements at the Airports and has appointed from the syndicate of investment banking firms Merrill Lynch, Pierce, Fenner & Smith Incorporated to serve as senior bookrunning manager (the “Managing Underwriter”) and Citigroup Global Markets Inc. to serve as the co-senior managing underwriter for the Series 2014A Bonds;

WHEREAS, The Airports Authority desires to authorize the refunding of all or a portion of its outstanding Airport System Revenue Bonds, Series 2004B (the “Series 2004B Bonds”), of its outstanding Airport System Revenue Refunding Bonds, Series 2004C-1 (the “Series 2004C-1 Bonds”), of its outstanding Airport System Revenue Refunding Bonds, Series 2004C-2 (the “Series 2004C-2 Bonds”), and of its outstanding Airport System Revenue Refunding Bonds, Series 2004D (the “Series 2004D Bonds;” all or the portions of the Series 2004B Bonds, the Series 2004C-1 Bonds, the Series 2004C-2 Bonds and the Series 2004D Bonds to be refunded are the “Refunded Bonds”);

WHEREAS, The Airports Authority desires that proceeds of the Series 2014A Bonds be used (1) for the current refunding of the Refunded Bonds, (2) to pay a portion of the cost of the Projects, (3) to fund a deposit to the common reserve account for the Series 2014A Bonds and other common reserve bonds, if necessary, (4) to pay capitalized interest on the Series 2014A Bonds and certain of the Airports Authority’s outstanding bonds, and (5) to pay costs of issuance of the Series 2014A Bonds;

WHEREAS, The Airports Authority desires to set forth guidelines for determining the interest rate or rates, maturities, and other terms of the Series 2014A Bonds; and

WHEREAS, There has been presented to the Airports Authority the form of the following documents for execution in connection with the issuance of the Series 2014A Bonds, copies of which documents shall be filed in the records of the Airports Authority:

(a) the Forty-fifth Supplemental Indenture of Trust (the "Forty-fifth Supplemental Indenture"), between the Airports Authority and Manufacturers and Traders Trust Company (successor to Allfirst Bank), as Trustee (the "Trustee"), relating to the issuance of the Series 2014A Bonds, which supplements the Amended and Restated Master Indenture of Trust, dated as of September 1, 2001, as amended (the "Master Indenture");

(b) the form of the Series 2014A Bonds, attached as Exhibit A to the Forty-fifth Supplemental Indenture;

(c) the form of the Bond Purchase Agreement relating to the Series 2014A Bonds (the "Purchase Contract"), between the Airports Authority and the Managing Underwriter and the other underwriting firms named therein (collectively, the "Underwriters");

(d) the Preliminary Official Statement relating to the public offering of the Series 2014A Bonds (the "Preliminary Official Statement;" the final Official Statement, in substantially the form of the Preliminary Official Statement and including the terms of the Series 2014A Bonds, is the "Official Statement"); and

(e) the Refunding Agreements between the Airports Authority and the Trustee relating to the refunding of the Refunded Bonds (collectively, the "Refunding Agreements"); now, therefore, be it

RESOLVED, That the Underwriters are authorized to distribute the Preliminary Official Statement to prospective purchasers of the Series 2014A Bonds;

2. That the Series 2014A Bonds shall be issued in book entry form, pursuant to the Master Indenture and the Forty-fifth Supplemental Indenture and sold to the Underwriters pursuant to the Purchase Contract, all upon the terms and conditions specified therein;

3. That the Chairman or Vice Chairman, and at least one of the Co-Chairmen of the Finance Committee are authorized until December 31, 2014, and directed to jointly determine, after the Series 2014A Bonds have been priced in the market, the following:

(a) the exact principal amount, series, and subseries designation of the Series 2014A Bonds, provided that the aggregate principal amount of the Series 2014A Bonds shall not exceed \$625,000,000;

(b) the interest rate or rates of each series or subseries of the Series 2014A Bonds;

(c) the maturity or maturities of each series or subseries of the Series 2014A Bonds, including the amount and date of any mandatory sinking fund redemption for a maturity;

(d) the provisions for redemption of each series or subseries of the Series 2014A Bonds prior to maturity;

(e) the amount and extent of any credit facility for the Series 2014A Bonds and the provider thereof;

(f) the amount of the debt service reserve requirement, if any, and the provider of any debt service reserve fund surety bond for each series or subseries of the Series 2014A Bonds;

(g) the amount of the purchase price for each series or subseries of Series 2014A Bonds;

(h) the investment, if any, of the defeasance escrows under the Refunding Agreements; and

(i) the par amount of the Series 2004B Bonds, the Series 2004C-1 Bonds, the Series 2004C-2 Bonds and the Series 2004D Bonds, if any, to be refunded pursuant to the Refunding Agreements;

all in a manner to achieve the most favorable net effective interest rate while balancing the Airports Authority's exposure to interest rate and market risks on the entire long-term debt within the Airports Authority's Aviation Enterprise Fund, including the Series 2014A Bonds; provided, that the determinations made pursuant to this paragraph 3 shall comply with the following requirements: (i) the maximum term of the Series 2014A Bonds shall not exceed 32 years; (ii) no Series 2014A Bonds shall be subject to redemption at a redemption premium exceeding three percent (3%) of the principal amount thereof; (iii) the Underwriters' discount relating to the Series 2014A Bonds shall not exceed two percent (2%) of the principal amount thereof; (iv) the true interest cost of the Series 2014A Bonds shall not exceed six percent (6%) per annum; and (v) the Series 2014A Bonds shall be offered to the public at a price of not less than 95 percent (95%) and not more than 130 percent (130%) of the principal amount thereof, plus accrued interest, if any;

4. That the payment or redemption of the Refunded Bonds with a portion of the proceeds of the Series 2014A Bonds, together with any other funds of the Airports Authority, is authorized and directed in the manner and the amounts set forth in the respective Refunding Agreements;

5. That the Chairman or the Vice Chairman is authorized and directed to execute, by manual or facsimile signature, the Forty-fifth Supplemental Indenture, the Series 2014A Bonds, the Purchase Contract, the Official Statement, and the Refunding Agreements, all of which forms are hereby approved, with such changes, insertions, completions, and omissions as are necessary to reflect the bond principal amounts, the series or subseries designations, and other terms determined pursuant to paragraph 3 of this Resolution, and the execution

of these documents by the Chairman or Vice Chairman shall constitute conclusive evidence of their approval by the Airports Authority;

6. That the Secretary or Assistant Secretary is authorized and directed to affix the Seal of the Airports Authority or a facsimile thereof on the Forty-fifth Supplemental Indenture, the Series 2014A Bonds and the Refunding Agreements, after their execution by the Chairman or Vice Chairman, to attest the same, by a manual or facsimile signature, and to deliver the Series 2014A Bonds to the Trustee for authentication upon the terms provided in the Master Indenture and the Forty-fifth Supplemental Indenture;

7. That the Chairman, the Vice Chairman, the President and Chief Executive Officer, and the Vice President for Finance and Chief Financial Officer are each authorized and directed, with respect to the Series 2014A Bonds, to execute one or more tax compliance certificates on behalf of the Airports Authority in implementation of the covenants and agreements set forth in the Forty-fifth Supplemental Indenture and to make any election permitted by the Internal Revenue Code of 1986, as amended, that is determined by such officer to be to the advantage of the Airports Authority; and the representations, agreements and elections set forth in the executed tax compliance certificates shall be deemed to be the representations, agreements and elections of the Airports Authority, as if the same were set forth in the Forty-fifth Supplemental Indenture;

8. That the President and Chief Executive Officer and the Vice President for Finance and Chief Financial Officer are each authorized and directed to execute, deliver and file any other certificates and instruments related to the issuance and sale of the Series 2014A Bonds, including Internal Revenue Service Form 8038, any reimbursement agreement relating to any debt service reserve fund surety bond, and any agreement for the investment of proceeds from the sale of the Series 2014A Bonds, and to take any further action as the officer may consider necessary or desirable in connection with the issuance and sale of the Series 2014A Bonds, the refunding of the Refunded Bonds, and any other actions undertaken

to implement the determinations made pursuant to paragraph 3 of this Resolution;

9. That any authorization provided in this Resolution to execute a document shall include authorization to deliver the document to the other parties thereto; and

10. That any other acts of the Chairman, the Vice Chairman, the President and Chief Executive Officer, the Vice President for Finance and Chief Financial Officer or any other officer of the Airports Authority that are in conformity with the purposes, intent and conditions of this Resolution and in furtherance of the execution, delivery and performance by the Airports Authority of the Forty-fifth Supplemental Indenture are hereby authorized, and the authorizations granted herein to any such officers of the Airports Authority shall apply equally to any person serving in such capacity on an interim or acting basis, except that the Airports Authority reserves unto itself the authority to appoint or remove any person or entity named, appointed or described in this Resolution or in the form of the Forty-fifth Supplemental Indenture presented to the Airports Authority who is to serve as underwriter, trustee, or provider of a credit facility, if any, or in a similar role relating to the Series 2014A Bonds or the Refunded Bonds.

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

V. UNFINISHED BUSINESS

There was not any unfinished business.

VI. OTHER BUSINESS & ADJOURNMENT

Mr. Conner reported that staff would present a special Valor Award to a deserving member of the Authority's law enforcement personnel. Ms. McKeough explained that the Law Enforcement Valor Award is a recognition that was created to honor those in uniform who have gone above and beyond in the execution of their duties. It is the highest honor that a police officer can earn and is presented to those who are distinguished for their bravery and heroism by knowingly putting their lives in great danger and while demonstrating extraordinary judgment in performing

their duties and saving lives. The Authority is honored and privileged to present a Valor Award to Corporal Keith Shibley who represents the Authority on the Federal Bureau of Investigation Joint Terrorism Task Force. Ms. McKeough announced that Corporal Shibley is being recognized for his actions in response to the tragic Navy Yard shooting last year. She invited Directors Conner and Session, Mr. Potter, Mr. Norwood, Chief of Police Holl, Corporal Shibley and his entire family to come forward. Ms. McKeough introduced Deputy Chief Czlonka, who read the citation (which is attached) while Chief Holl formally presented the Valor Award to Corporal Shibley. Corporal Shibley received a standing ovation and introduced his family. He stated that he was proud to serve with the finest law enforcement team and thanked Chief Holl for allowing him the opportunity to return to the Authority for a second time. Corporal Shibley thanked everyone for recognizing him with the prestigious Valor Award. Mr. Conner thanked Corporal Shibley for his service and stated that it is the Authority's fortune that he had returned and was proud that he is a member of the organization and community.

The Meeting was thereupon adjourned at 10:20 a.m.

Respectfully submitted:



Quince T. Brinkley, Jr.
Vice President and Secretary

Approved 6/18/14

MWAA Board of Directors Recusal Agreement

FROM: William Shaw McDermott

TO: Naomi Klaus, Ethics Officer


This is to affirm that I am disqualified from participating in the following Authority matter(s) due to my substantial financial interest in the business below:

Authority Transaction or Matter	Disqualifying Interest
All decisions that directly affect Bank of America	Spouse holds ownership interest greater than \$15,000 in Bank of America

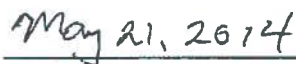
In accordance with the Authority's Code of Ethics for Members of the Board of Directors, I am recused from participating in the above-listed matters. My recusal prohibits me from approving, disapproving, making, undertaking, influencing, or attempting to influence any action or decision of the Authority with regard to Bank of America.

For the purpose of this recusal, the Board Secretary has been advised of the identity of the particular entity and to screen incoming matters to ensure that such matters relating to the above-listed interests are not brought to my attention.

I will seek the assistance of the Ethics Officer if I am ever uncertain whether or not I may participate in a particular matter.



Signature of Director



Date



Signature of Board Secretary



Date



Signature of Ethics Officer



Date

Corporal Keith Shibley of the Metropolitan Washington Airports Authority Police Department is presented the Valor Award for his immediate response and courageous actions during the shooting rampage at the Washington Navy Yard on September 16, 2013.

Corporal Shibley was in the District of Columbia serving as a member of the Federal Bureau of Investigation's Joint Terrorism Task Force. Upon learning the Washington Navy Yard was under assault by gunfire, he immediately notified his Task Force counterpart, Detective Shay Mattera, of the Metropolitan Police Department and they responded directly to the scene of rapidly evolving chaos and violence.

Arriving at the front gate of the complex within minutes of receiving the call, he donned his tactical vest, and without hesitation, proceeded to the building that was under attack. Armed only with his handgun, Corporal Shibley advanced towards a scene that, at that time, was reporting that the attacker(s) were using assault rifles. Corporal Shibley and his partner traversed the remaining three-block distance on foot, with limited cover and concealment.

The on-scene MPD building's entrance commander initially did not want the two officers to go into the building due to the even greater danger of being non-uniformed personnel armed only with handguns. After a brief conversation, they were permitted to integrate with two different contact teams consisting of uniformed personnel armed with rifles. Not only were Corporal Shibley and Detective Mattera amongst the initial contact teams to enter the building, they were the first plainclothes officers to respond inside.

Upon entering the building, Corporal Shibley met innocent civilians who were fleeing, hiding and seeking rescue. After he directly escorted their evacuation, he voluntarily returned back inside with a different team in effort to search for more people to evacuate and to stop the ongoing shooting.

Corporal Shibley responded into the building three times during the course of the day. Each was a distinct and separate act of unselfishness in which he witnessed the horror of victims while within earshot of gunfire that was ringing inside the same structure. All the while, the information available at that time was still unclear of how many shooters were present and what type of weapons they possessed.

His courageous actions while in the face of real and imminent danger saved numerous lives that day.

Corporal Shibley's actions are in keeping with the highest traditions of law enforcement and truly merit the Valor Award.

This 21st day of May 2014

Stephen L. Holl, Chief of Police