



RESOLUTION NO. 09-7

Approving Model for Operation of Dulles Toll Road

WHEREAS, effective November 1, 2008, the Commonwealth of Virginia transferred the authority and responsibility to operate the Dulles Toll Road (Toll Road) to the Metropolitan Washington Airports Authority;

WHEREAS, effective November 1, 2008, the Airports Authority retained the Virginia Department of Transportation (VDOT), on an interim basis, to operate Toll Road on its behalf;

WHEREAS, under agreements with the Commonwealth of Virginia, the Airports Authority may continue to retain VDOT to operate the Toll Road on its behalf for up to one year following execution of a Full Funding Grant Agreement providing federal New Starts funds for construction of the Dulles Corridor Metrorail project, at which time the Airports Authority must have put into effect its own operating system;

WHEREAS, in August 2006, the Board of Directors received a staff presentation on a number of alternative models that the Airports Authority could utilize in operating the Toll Road;

WHEREAS, between October 2008 and February 2009, the Dulles Corridor Committee received four separate staff briefings and engaged in substantial discussion on these alternative models for operating the Toll Road;

WHEREAS, the alternative operational models presented to the Dulles Corridor Committee included the following: (1) an "In House" model under which all operating responsibilities would be performed by Airports Authority staff; (2) A "Multiple Operating Contracts" model under which the Airports Authority would enter multiple contracts to secure the services required to operate the Toll Road, and Airports Authority staff would manage these contracts; (3) A "Turnkey Operating Contract" model under which the Airports Authority would contract with a single entity to provide, either with its own staff or through subcontracts, the services required to operate the Toll Road; (4) A "Program Management" model under which the Airports Authority would enter multiple contracts to secure the services required to operate the Toll Road and, in addition, would contract with a single entity for the management of these contracts; and (5) A "Concession Contract" model under which the Airports Authority would enter a concession contract for the operation of the Toll Road and, pursuant to this contract, the concessionaire would assume responsibility either for the complete operation of the Toll Road or for certain defined operational functions with the remainder being performed by Airports Authority staff;

WHEREAS, in its evaluation of the different operational models, the Dulles Corridor Committee identified and utilized three criteria: the seamlessness of the transition from VDOT's to the Airports Authority's operation of the Toll Road; maximization of operational efficiencies; and reasonableness of operating costs;

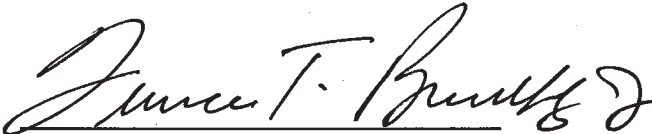
WHEREAS, at its February 18, 2009, meeting, the Dulles Corridor Committee determined that the second operational model identified above in the fifth Whereas paragraph (Operational Model 2) best satisfied the above-identified criteria, and recommended that the Board approve Operational Model 2 for use by the Airports Authority initially in operating the Toll Road;

NOW, THEREFORE, BE IT RESOLVED;

1 That Operating Model 2, as described above and as more fully described in the staff paper presented to the Board of Directors at its March 4, 2009, meeting, is hereby approved as the model to be used initially by the Airports Authority in operating the Dulles Toll Road;

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

Adopted March 4, 2009

  
Quince T. Brinkley, Jr., Secretary