

**REPORT TO THE
STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE**

**INFORMATION REPORT ON
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
SUPPORT TO REGIONAL TRANSPORTATION
PLANNING EFFORTS**

JUNE 2013

Purpose

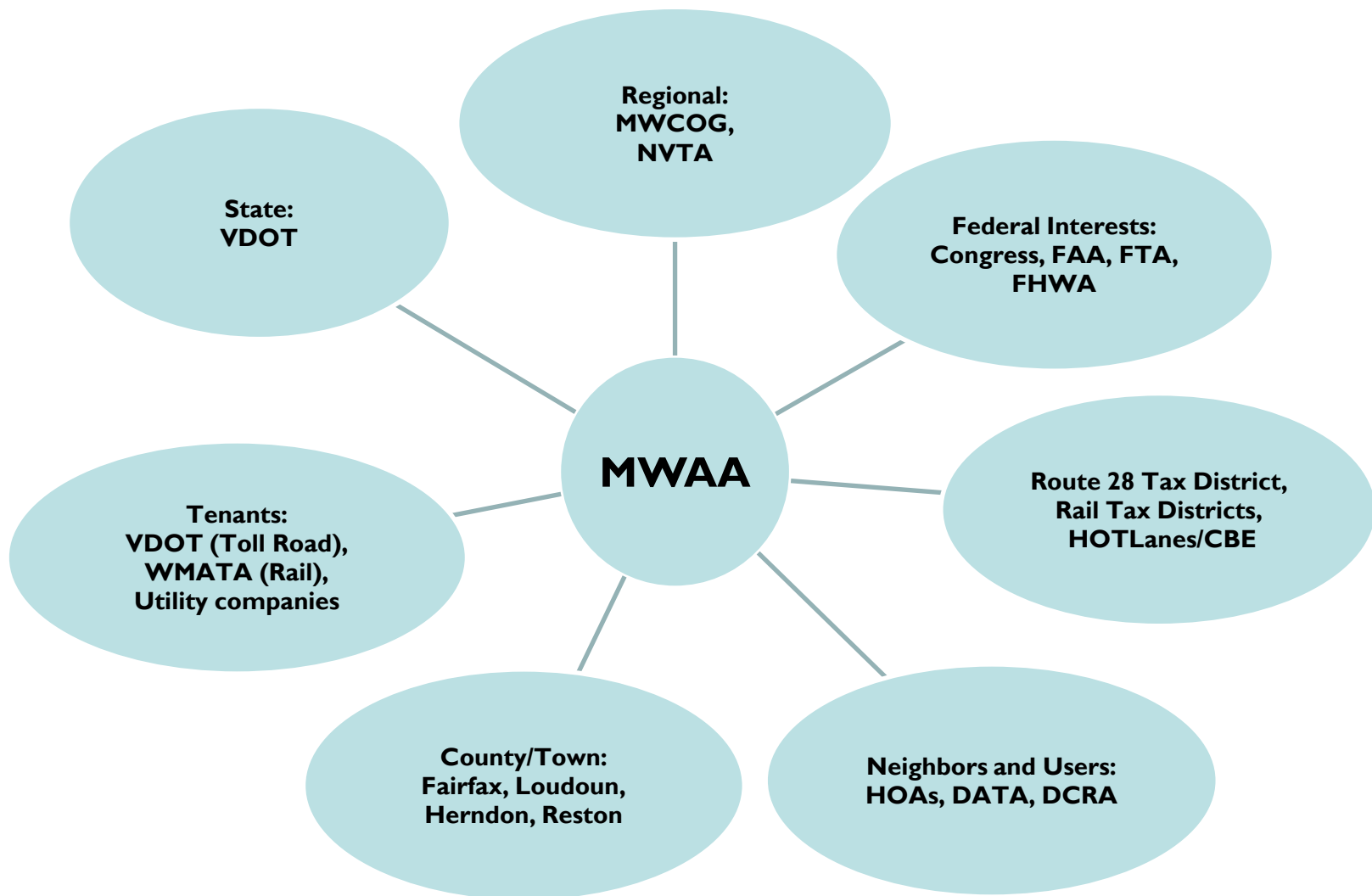
To inform the Committee on intergovernmental coordination between the Metropolitan Washington Airports Authority (Airports Authority) and other local, regional, and state transportation agencies regarding highway and road planning with specific focus on highway planning around Washington Dulles International Airport (Dulles International).

Airports Authority Participation in Regional Planning

Background

- Access and Mobility to and around the Airports are explicit objectives in many regional transportation plans
- Airports Authority representatives actively participate in the regional transportation planning process

Airports Authority Participation in Regional Planning and Coordination



Regional Transportation Highway Planning Dulles International Airport 1988-Present

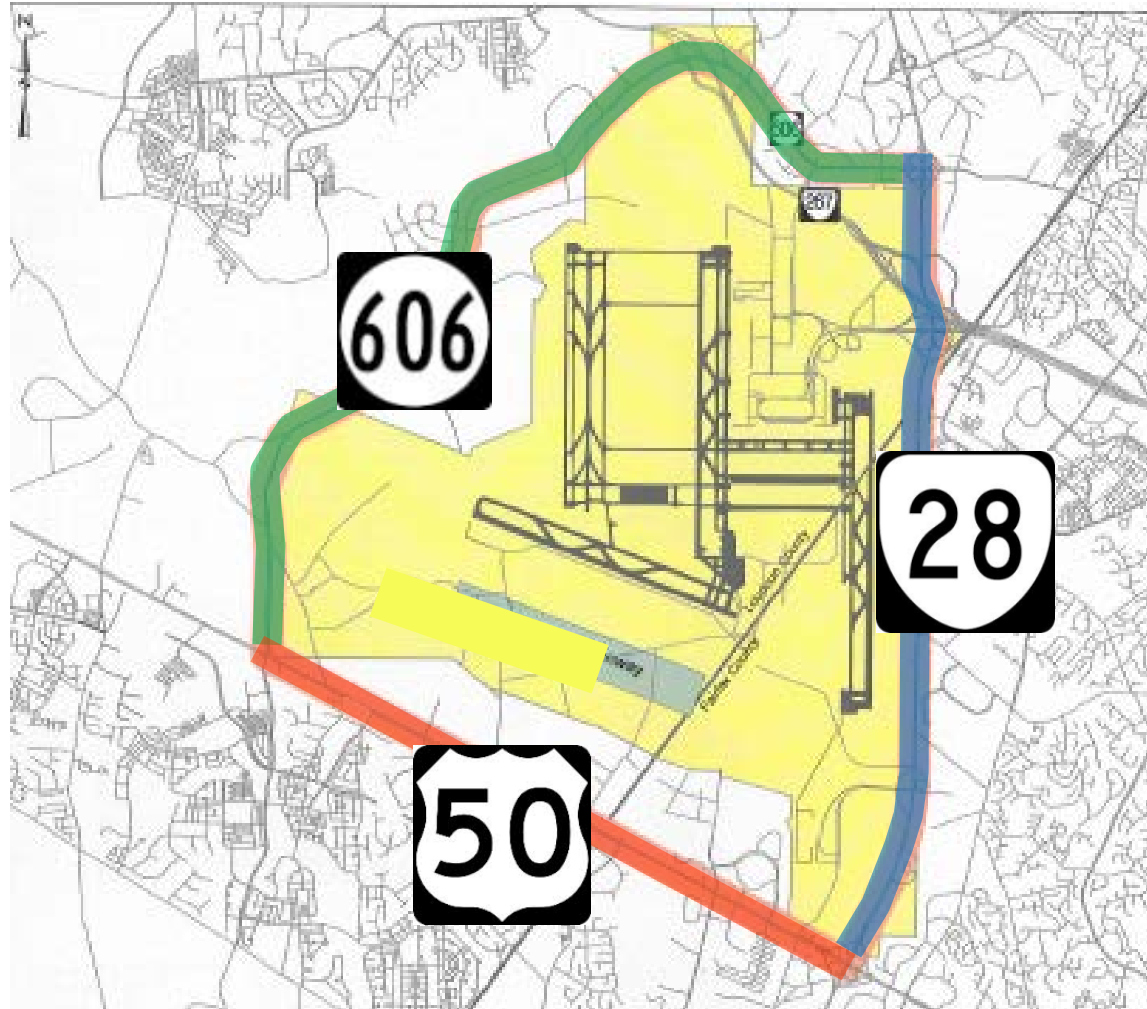
- 1988, Western Bypass
- 1996, Western Transportation Corridor
- 2006 - 2011, Dulles Loop
- 2013, North-South Corridor of Statewide Significance

Regional Transportation Highway Planning Dulles International Airport 1988-Present

- All initiatives address a similar concept and have received Airports Authority support:
 - north/south connectivity throughout the region and
 - enhanced access to Washington Dulles International Airport (Dulles International)
- Board of Directors Resolution 88-53 (Adopted November 2, 1988): Western Bypass Support
- Board of Directors Resolution 96-12 (Adopted December 4, 1996): Western Transportation Corridor Support
- More recent planning efforts include the Dulles Loop and the North-South Corridor of Statewide Significance



The Dulles Loop (2006 – 2011)



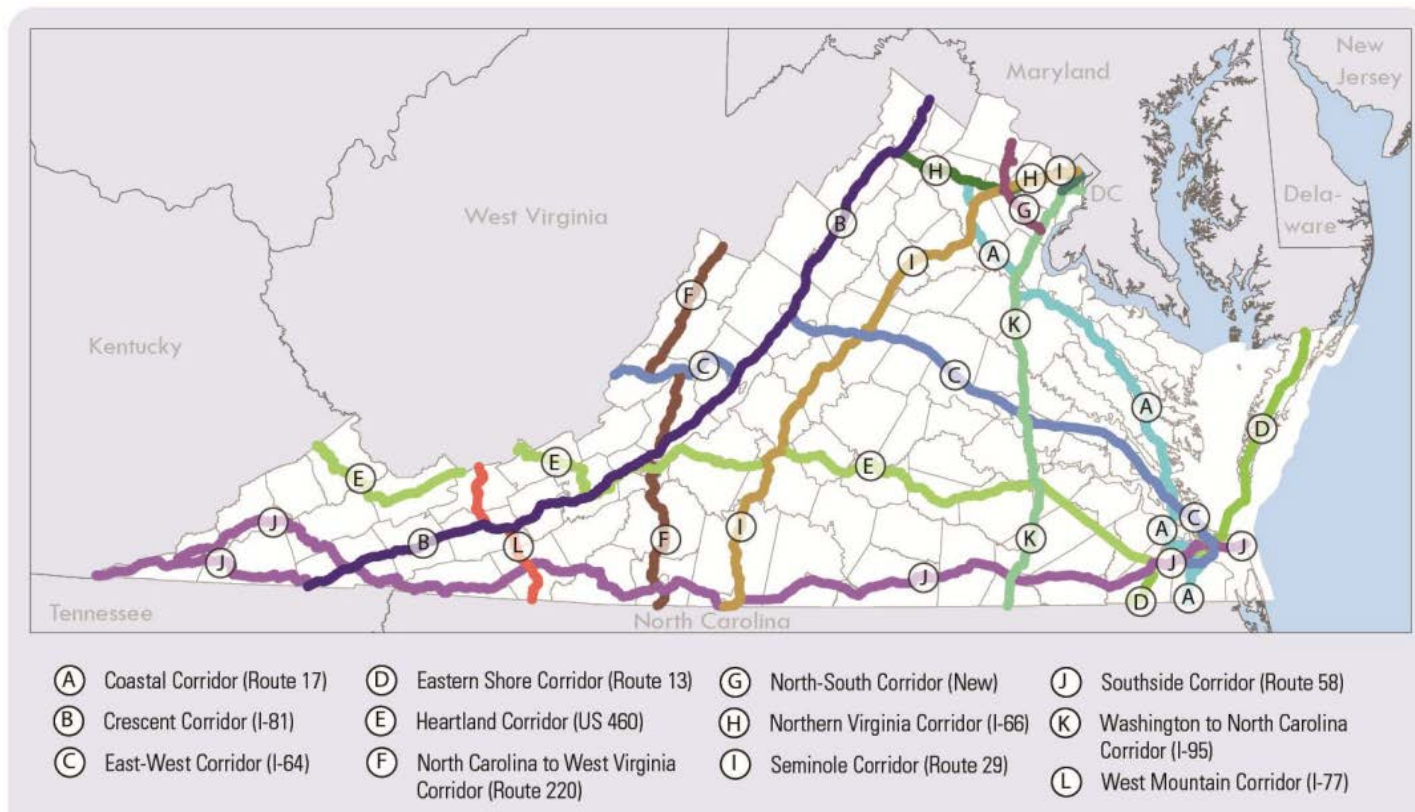
- An 18 mile loop around Dulles International
- Approximately 20 percent of the traffic on the loop is connected with the Airport



Corridors of Statewide Significance

(Designated by the Commonwealth Transportation Board)

“An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state.”



North-South Corridor of Statewide Significance 2013

- Connects Interstate 95 to Route 7
- Provides enhanced access to the Dulles Loop and Dulles International from the west
- Master Plan completed by Commonwealth Office of Intermodal Planning and Investment
- Four major sections:
 - Northstar Boulevard (I-95 to I-66)
 - Tri-County Parkway (I-66 to Route 50)
 - Belmont Ridge Road (Route 50-Route 7)
 - Connection to Dulles International



North-South Corridor of Statewide Significance (2013)

Route 7



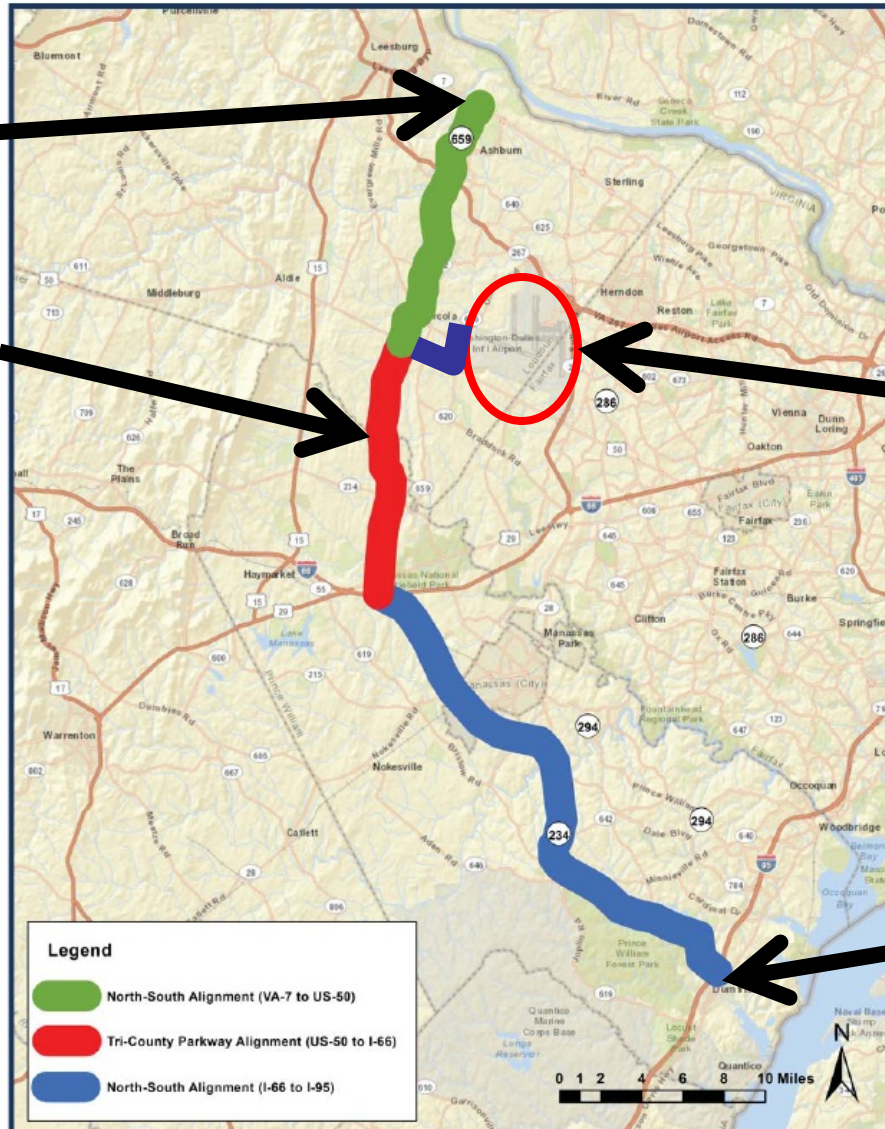
Tri-County Parkway



Dulles Airport



I-95



Conclusion

The Airports Authority consistently participates in planning and implementation in regional efforts to improve roadway access to and around Dulles International.

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**INFORMATION REPORT ON METROPOLITAN WASHINGTON AIRPORTS
AUTHORITY SUPPORT TO REGIONAL TRANSPORTATION PLANNING EFFORTS**

JUNE 2013

PURPOSE

To inform the Committee on intergovernmental coordination between the Metropolitan Washington Airports Authority (Airports Authority) and other local, regional, and state transportation agencies regarding highway and road planning with specific focus on highway planning around Washington Dulles International Airport (Dulles International).

BACKGROUND

Ronald Reagan Washington National (Reagan National) and Dulles International are considered intermodal ports in the regional transportation network, facilitating the interstate and international movement of people and goods between the Metropolitan Washington Area and surrounding states. Providing and maintaining access and mobility to and around the Airports are explicit objectives in many of the region's government policies and plans for surface transportation. Continuous regional planning processes, such as those occurring at the Metropolitan Washington Council of Government's Transportation Planning Board (COG-TPB) and the Northern Virginia Transportation Authority (NVTa) include Airports Authority representatives and provide for consistent representation of the airports' interests in the regional highway and surface transportation planning processes.

As an important stakeholder, the Airports Authority provides comments regarding policies and technical matters. Plans for major projects, such as developing new access and highway infrastructure, require extensive input and coordination regarding political, financial, and environmental issues, as they are developed over several years.

In general regional planning, Airports Authority policy has consistently been to urge other agencies to consider mutual needs for mobility in the airport vicinity, and to remind policy-makers of their economic opportunities by considering access to the airports.

DISCUSSION

When Dulles International opened in 1962, regional highway transportation plans anticipated a pair of outer circumferential highways, one located east of Dulles International and a second highway to the west of Dulles International. Both highways

were intended to complement the Capital Beltway, Interstate 495, but these concepts were not immediately pursued at the regional level.

In 1988, the Airports Authority participated in an Environmental Impact Study, conducted by Virginia, of Western and Eastern Bypasses around Washington. Subsequently, several studies for a highway west of Dulles International were performed. The Airports Authority supported the Western Bypass and the Western Transportation Corridor Study, and the Board of Directors adopted resolutions in November 1988 and December 1996 (Attachments 1 and 2). The Airports Authority has continued to participate in various project-specific planning efforts since those resolutions were adopted.

In recent years, two significant highway planning efforts have been studied including the Dulles Loop and, most recently, the Commonwealth of Virginia's planning for the Corridor of North-South Significance (Attachments 3 and 4).

CONCLUSION

The Airports Authority has maintained a consistent role in surface transportation planning both to the question of highway improvements on the west side of Dulles International and generally to regional transportation issues throughout the metropolitan area. Current efforts with the North-South Corridor of Statewide Significance and its constituent elements are being closely coordinated among agencies, including the Airports Authority. Established Airports Authority policies associated with western access improvements have consistently supported these initiatives and continue to be applied by staff in the on-going discussions with Virginia, Loudoun County and Prince William County.

Prepared by:
Office of Engineering
June 2013

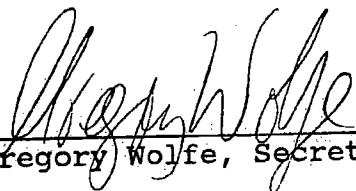
Resolution No. 88-53

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RESOLUTION

RESOLVED, That the Board of Directors supports the long-range planning for the eventual construction of both an Eastern and Western limited access bypass around Washington, including a crossing of the Potomac River above Washington Dulles International Airport; and

RESOLVED, That such action is necessary for long-term planning of adequate access to both Dulles and National Airports by diverting through traffic away from Washington and from the Capital Beltway.


Gregory Wolfe, Secretary

(Adopted November 2, 1988)



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

44 Canal Center Plaza → Alexandria, Virginia 22314-1562

RESOLUTION NO. 96-12

Endorsing a Build Option for the Western Transportation Corridor

WHEREAS, In 1988, the Authority in Resolution No. 88-53 endorsed the construction of a western limited access highway to assure adequate access to Washington Dulles International Airport in the future;

WHEREAS, The Virginia Department of Transportation is now conducting a Major Investment Study on alternatives for a Western Transportation Corridor on new highway right-of-way;

WHEREAS, The staff has been restating the Authority's position in public information hearings on the Corridor held by the Virginia Department of Transportation;

WHEREAS, A limited access highway on a new location would in the near term improve access to Washington Dulles from Loudoun and Prince William Counties;

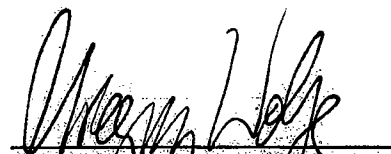
WHEREAS, In the long term, such a highway would provide access to the south through the Interstate Highway network, important to the economic development of the entire Commonwealth;

WHEREAS, Dulles serves as the premier international and cargo airport for the entire Commonwealth; now, therefore, be it

RESOLVED, That the Airports Authority supports the selection of a "build option" for the Western Transportation Corridor; and

RESOLVED, That the Commonwealth Transportation Board should proceed with the selection of the Western Transportation Corridor on a new alignment as soon as possible.

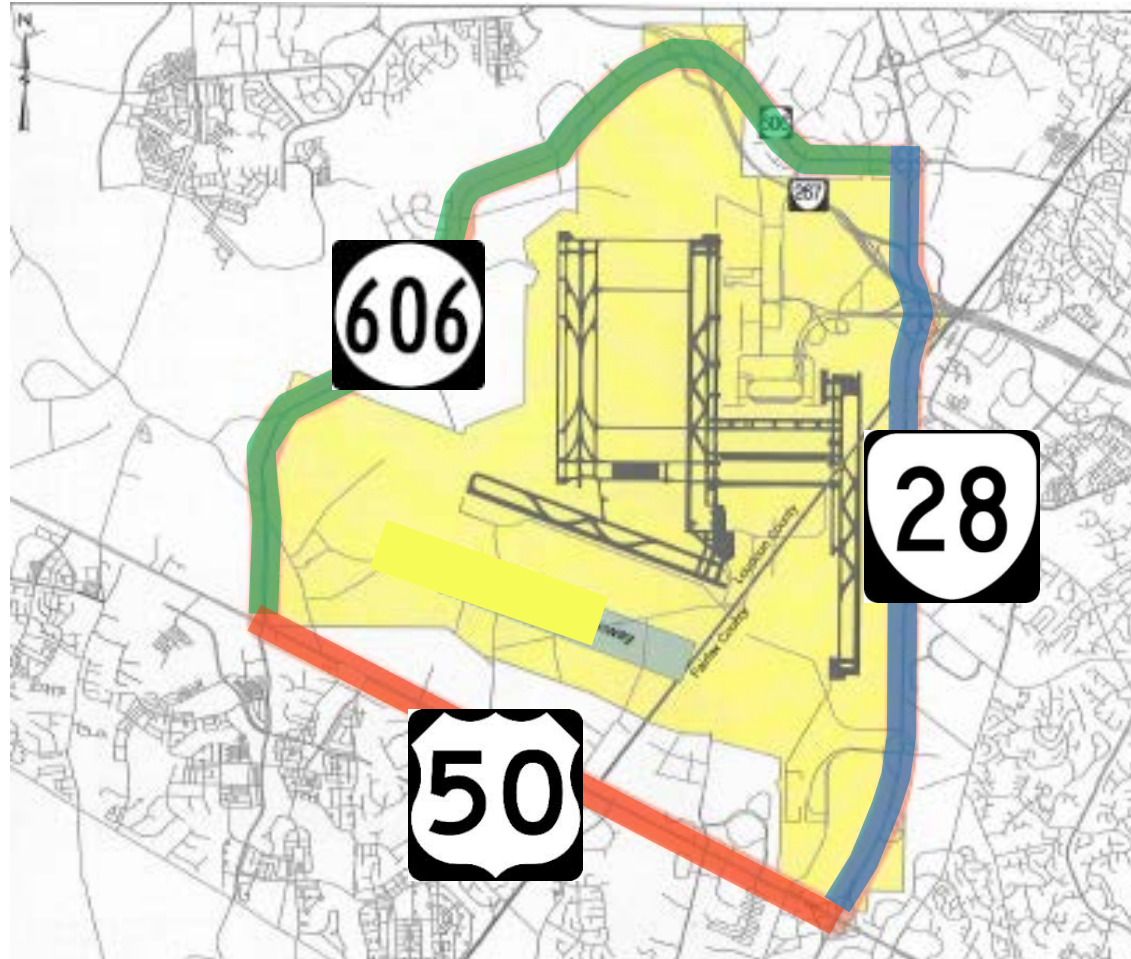
Adopted December 4, 1996


Gregory Wolfe, Secretary



Attachment 3

The Dulles Loop (2006 – 2011)

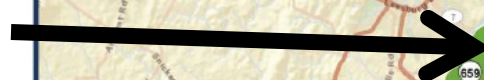


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- Approximately 20 percent of the traffic on the loop is connected with the Airport



Attachment 4 North-South Corridor of Statewide Significance (2013)

Route 7



Tri-County Parkway



Dulles Airport



I-95

