



Committee for Dulles

**Position of the Committee for Dulles
With Respect to
The Alignment of the
Tri-County Parkway
In
Loudoun, Fairfax and Prince William Counties**

The Committee for Dulles represents the interests of individuals, organizations and businesses, both on and off Dulles Airport that are dedicated to developing and utilizing the full potential of Washington Dulles International Airport. The Committee for Dulles (the Committee) advocates the interests of airport-oriented businesses and airport users in close cooperation with the Metropolitan Washington Airports Authority (MWAA) and air service providers. Founded in 1966, the Committee, which is entirely privately funded, is the oldest organization fostering the growth and development of the airport and its environs.

The Committee is strongly dedicated to assuring that effective highway connections are developed and maintained linking Prince William County and southern Fairfax and Loudoun Counties with Dulles International Airport. Effective ground access is absolutely essential to the economic well-being of residents and businesses of these counties, and to the airport itself.

Current north-south highway capacity connecting Prince William County west of Manassas with the employment areas surrounding Dulles International Airport is grossly inadequate to meet even today's traffic demand. With tens of thousands of additional residents moving into this broad highway corridor each year, this currently deficient highway capacity will become a traffic crisis before a new roadway can be built. This is true because the lead time for new road construction is so great. Also, this will be true regardless of which highway corridor is selected for the Tri-County Parkway. Funding resources available to meet the cost of building this required new capacity are grossly inadequate at this time, and little significant additional funding seems possible within the next ten years.

Nevertheless, adequate and effective traffic movement among the three major Northern Virginia jurisdictions affected by this proposed Parkway is essential to the economies of all three communities, and to the safety of their commuting residents. Traffic gridlock is unacceptable. Therefore, to build nothing is not a reasonable option.

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Today's rapid growth of new residents and new jobs is but the beginning of what is expected to be very significant growth over the next twenty-five years. In large measure, the presence of Dulles Airport as a major US international port of entry and commerce fuels this rapid growth. Because the growth of this region results from its dynamic position as the seat of the nation's capital, it is absolutely inevitable that this region will continue rapid growth of population and commerce.

Long range planning in Loudoun, Fairfax and Prince William Counties anticipated this surge in growth. Land use and transportation plans for all three jurisdictions have designated a highway corridor to serve this anticipated growth. This corridor is represented on the "Tri-County Parkway Study Area Candidate Build Alternatives" document as Alignment E-F-F', intersecting with the Loudoun County Parkway just west of Dulles Airport.

Reflecting this multi-county agreement concerning the corridor, this alignment has been formally adopted as part of the metropolitan Washington area's 2004 fiscally Constrained Long Range Plan, an essential step toward eventual construction.

This cooperative effort among these three major Northern Virginia jurisdictions, reflecting the careful planning and analysis of their professional staffs, is sufficient justification for the selection of this Comprehensive Plan alignment by Virginia Department of Transportation. In the course of the Environmental Impact review just completed no circumstances that would preclude the selection of this alignment have been determined.

An additional alignment, designated C-D, several miles to the west of the Comprehensive Plan alignment also represents a significant north-south corridor of importance to this region. That alignment should be maintained as a supplementary future north-south parkway alignment that will also be necessary to meet traffic demand at some point in the near future. At some point, a connecting link, designated as Alignment G, should also be built.

However, today Alignment E-F-F' should be selected as the alignment of the immediate Tri-County Parkway.