

# Metropolitan Washington Airports Authority Dulles Toll Road

## “A Snowy White Crisis”

Presented by

Cyndi Ward

Dulles Toll Road Manager

September 12, 2011

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**2** Background MWWA

**3** Background Dulles Toll Road

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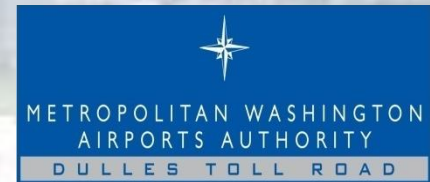
**5** Gaps in Preparation by Public & DTR

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# Washington Metro Area



- The Washington Metro Area was identified by the 2010 census as having over 6 million people living in the area.

This is also the 7<sup>th</sup> largest metropolitan area in the country.

The most populous County in the Metropolitan Washington Area is Fairfax County that has a population exceeding 1 million.

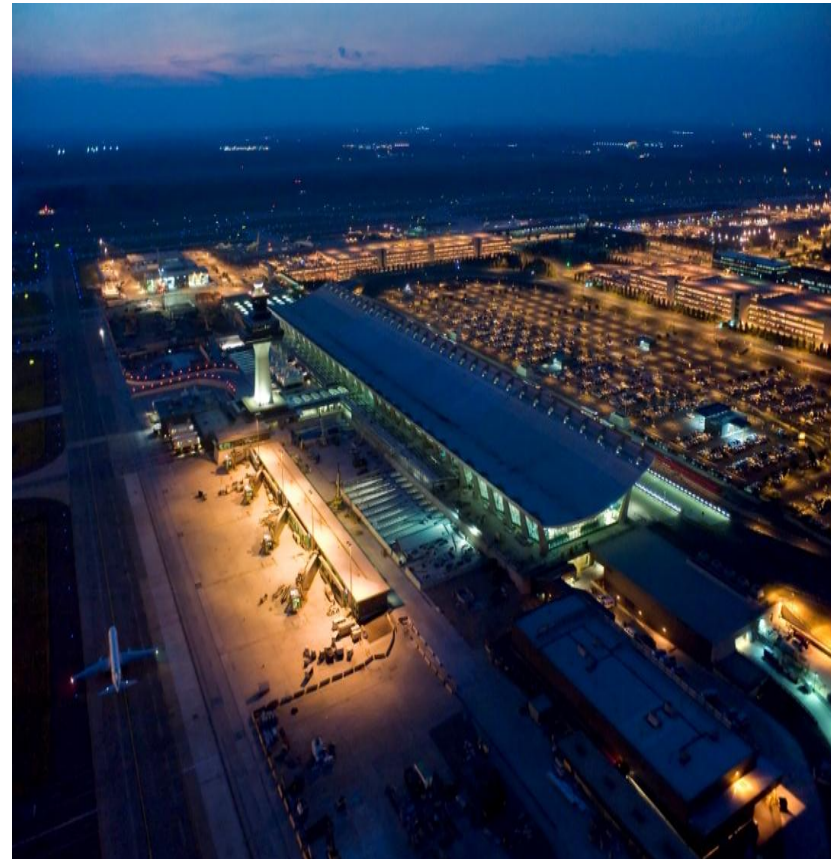
Dulles Toll Road is located in Fairfax County.

Statistics indicate that 61% of the drivers in the area are single drivers.



## Background MWA

- Operates two-airport system (DCA and IAD), providing domestic and international air service for the mid-Atlantic region.
- In 2008, daily operation, maintenance and control of Dulles Toll Road transferred to the Airports Authority.
- Currently managing Metrorail extension of the Orange Line to Dulles Airport and Loudoun County, of which construction began in 2009.
- Dulles International is one of four airports in the United States that is currently designed to handle the Super Jet A380. The A380 is the largest capacity airplane which can hold up to 853 economy class passengers and has a wing span of 261 feet.



# Background of Dulles Toll Road



- Eight-lane, 14-mile highway in Northern Virginia
- VDOT transferred Toll Road operation to Airports Authority in 2008.
- Airports Authority has been sole operator of the Toll Road since 2009.
- Purpose in operating to Toll Road includes financing the construction on Metrorail in the corridor using Toll Road revenue to support the sale of bonds.



# Dulles Toll Road



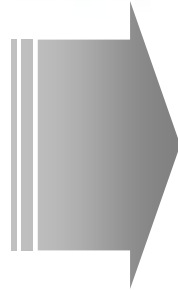


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# Leading Up to the Crisis.....

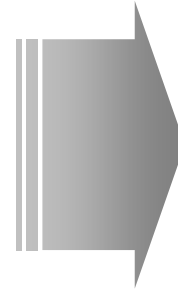
## Circumstances

**Public did not believe  
the forecast and  
timing**



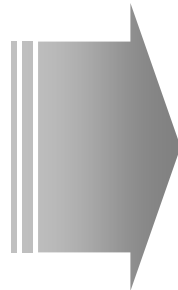
**Public skeptical of storm  
magnitude and timing, unprepared**

**Release of federal  
employees was not  
mandatory**



**Federal workers unwilling to take  
personal leave, therefore, most  
left between 3-5 p.m., peak travel  
time**

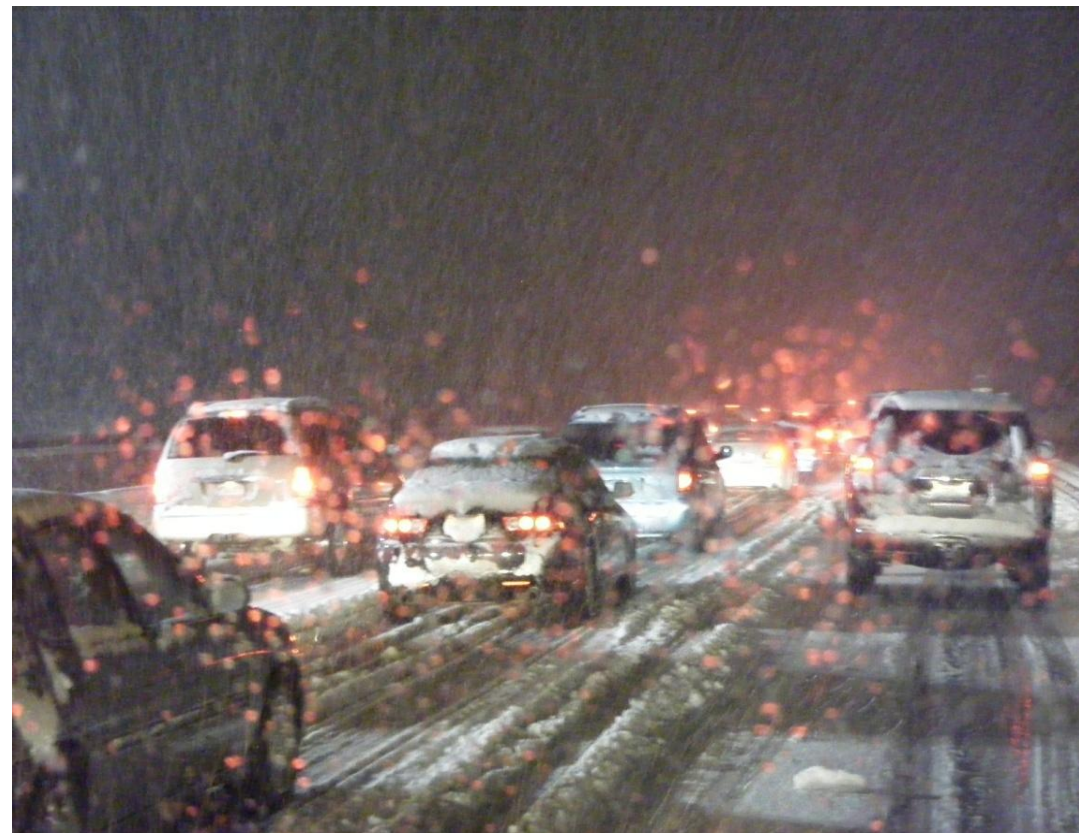
**Schools did not  
release students  
until an hour prior to  
end of school day**



**Once reality of storm was  
apparent, suddenly influx of  
people on the roads, including  
many school age children,  
increasing hazards**



The first big wave hit around 3pm,  
the beginning of rush hour in  
metropolitan Washington, DC.



**Preparation Gaps**

**By**

**Dulles Road Road/MWAA**

**&**

**Public**



# The Washington Post

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Partly sunny 36/23 • Tomorrow: Snow showers 20/26 • WEDNESDAY, JAN 26

THURSDAY, JANUARY 27, 2011

washingtonpost.com • 20¢

## Record U.S. deficit projected this year

CBO forecasts tax cuts will push budget gap to \$1.5 trillion

BY LOUI MONTAGNARI

The still-fragile economy and fresh tax cuts approved by Congress last month will drive the federal deficit to nearly \$1.5 trillion this year, the biggest budget gap in U.S. history, congressional budget analysts said Wednesday.

The grim forecast from the nonpartisan Congressional Budget Office came hours after President Obama called in his State of the Union address for Republicans and Democrats to work together to rein in record deficits but are pushing the national debt into uncharted territory. At \$1.5 trillion, the deficit would equal 3.4 percent of the economy, the CBO said, making it one of the largest by that measure since the end of World War II.

Lawmakers scrambled on Wednesday to respond to the ballooning budget picture, with Republicans pressing their call

## 'Thundersnow' rumbles across area



### ALMOST 400,000 WITHOUT POWER

Massive traffic jams lead to area-wide gridlock

BY ANDREW HAINES III

With rumbles of thunder more common to a summer squall, winter descended in force on the Washington region late Wednesday, icing the area down before switching to snow, extending rush hour to an agonizing night-long crawl and turning out the lights for hundreds of thousands as power lines snapped.

Just when the region would get moving again because the question of the hour for public officials still reeling from the hushing they took after last year's winter storm.

With snow forecast to continue into the early morning, there were no bold predictions about what residential streets would require — or whether routes would still be clogged with cars abandoned during exercising commuters that stretched for hours.

"If this was the first big test of the year, we flunked it," said John B. Townsend II, a spokesman for ASA, after he spent two hours

Thundersnow of Arlington gets a little ice with his ice cream as he returns back to work in the District on Wednesday. More photos, 33.

# Gaps

## **DTR/MWAA:**

- Insufficient equipment
  - Ineffective chemicals and equipment on ice
- Lack of comprehensive needs analysis for staff
  - On-site staff lacked sufficient food and water for long shifts.
  - No way to bring in supplies
  - No way for staff to leave
- Limited ability for communication

## **Public:**

- Lacked sufficient understanding of the severity of the situation
- Did not have proper supplies, such as gasoline/food/water
- Stranded on DTR for hours, up to 6 – 8 hours and in some cases cars were abandoned in the middle of the roadway.



**Mobility Disaster  
Safety Hazards**

# Results



# Dulles Toll Road January 26, 2011







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# Lessons Learned Dulles Toll Road & Public





## Lessons Learned for Dulles Toll Road

**Have a documented crisis  
management plan**

**Develop a comprehensive needs  
analysis for staffing and supplies**

**Reassess needs, such as on-site  
tow truck, emergency generator**

**Develop methods of  
communications with your  
customers via non-traditional  
means**

**Work with public & private  
employers to develop a “mobility  
plan” for crisis**



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# Conclusion