

# **Results of Recently Completed Projects Under the Continuous Airport System Planning (CASP) Program**

TPB Freight Subcommittee  
July 12, 2012

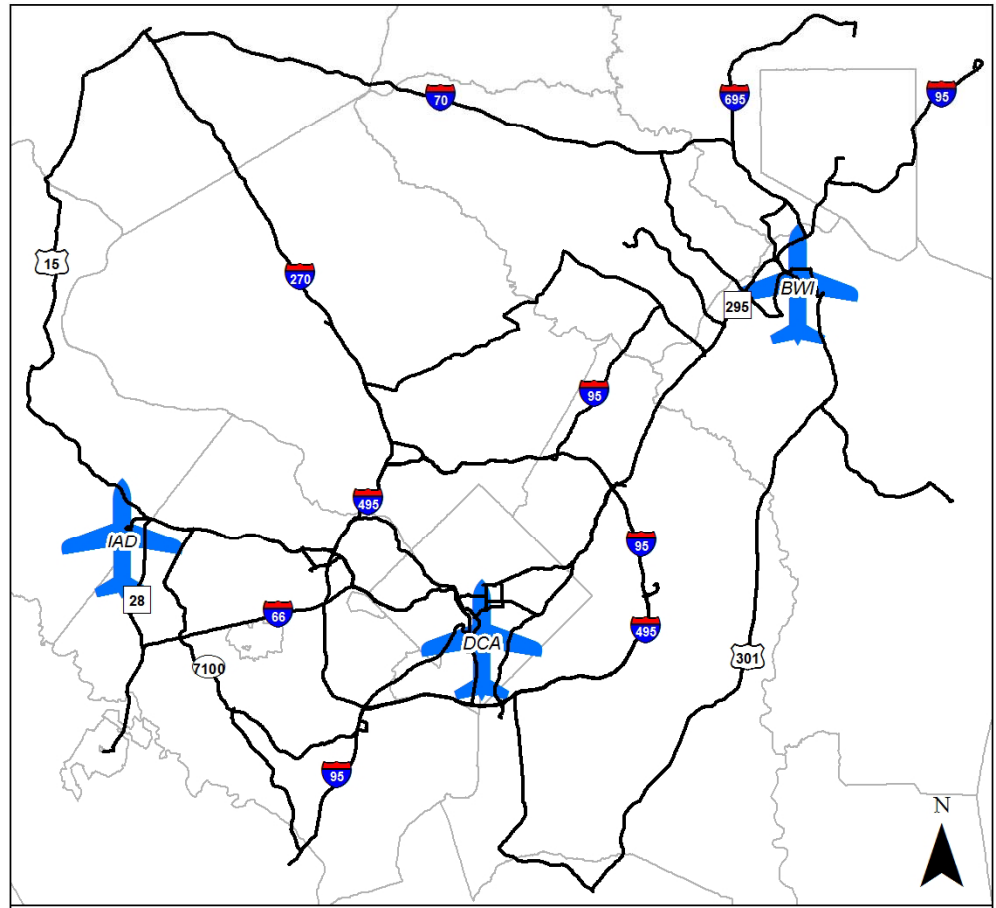
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CASP Program Manager

# Introduction

- ▶ TPB has conducted metropolitan airport systems planning for 30 years through the CASP Program
- ▶ Purpose: provide a regional process that supports planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore region
- ▶ The TPB's Aviation Technical Subcommittee develops, implements and monitors CASP Program activities, and is responsible for the integration of airport system planning with the regional transportation planning process.

# CASP Partner Agencies

- ▶ Federal Aviation Administration (FAA)
- ▶ Maryland Aviation Administration (MAA)
- ▶ Virginia Department of Aviation (DOAV)
- ▶ District Department of Transportation (DDOT)
- ▶ Metropolitan Washington Airports Authority (MWAA)

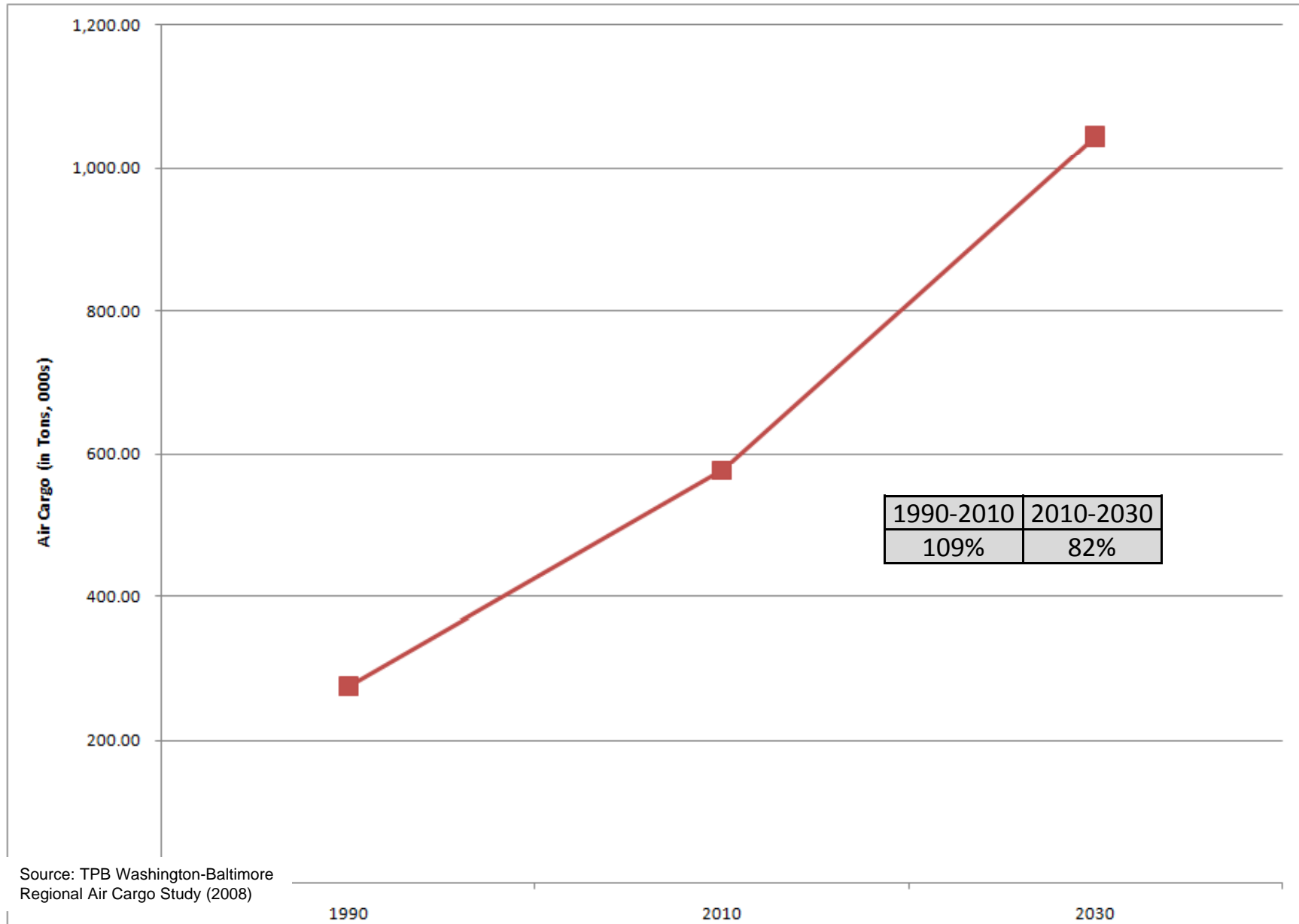


In addition, representatives from the Frederick and Manassas airports and the Washington Airports Task Force attend Aviation Technical Subcommittee meetings.

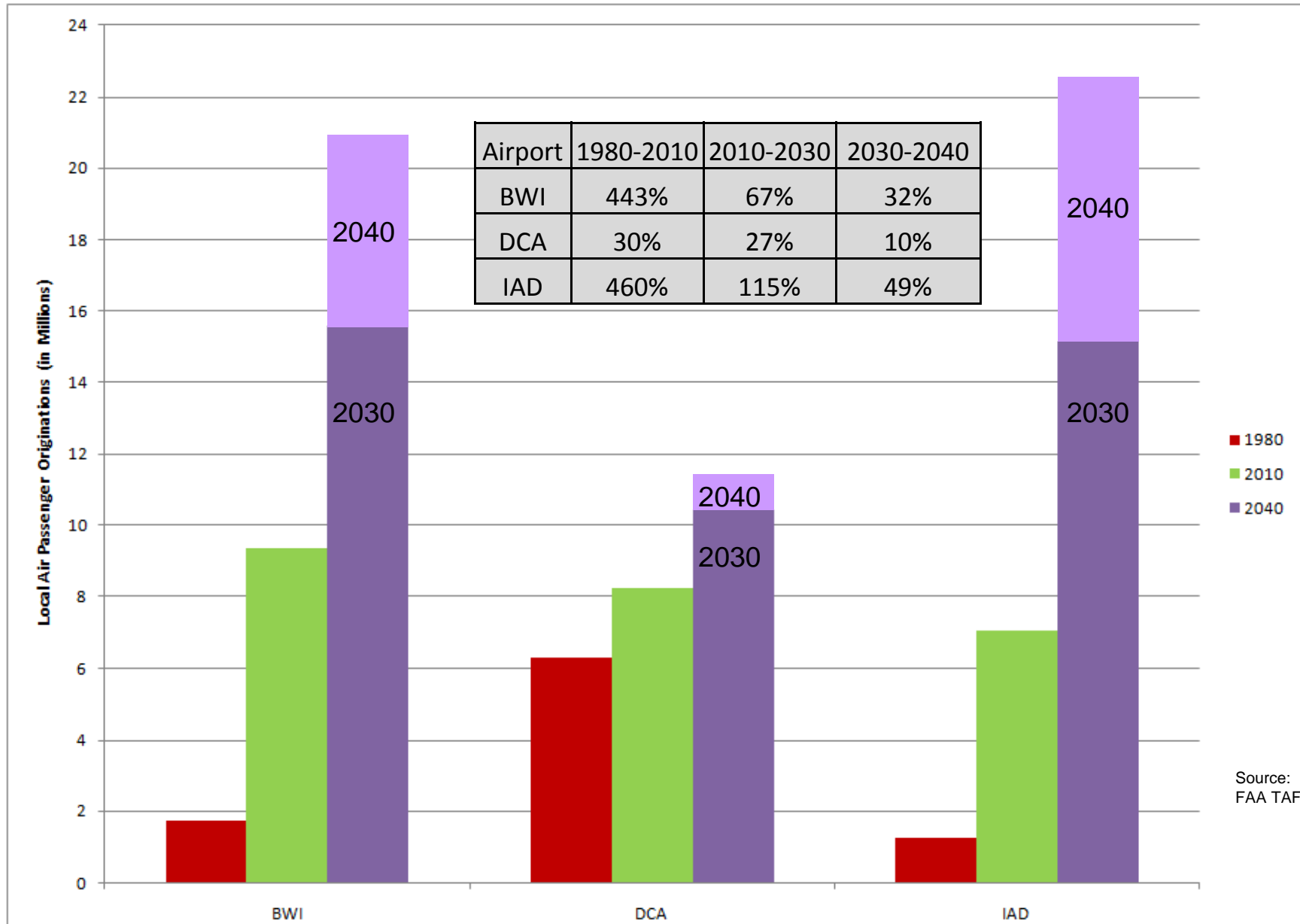
# Regional Air Systems Planning and the TPB Vision

- ▶ **TPB Vision Goal 8:** The Washington metropolitan region will support options for international and inter-regional travel and commerce.
  - Objective 3: Connectivity to and between Washington Dulles International, National, and Baltimore-Washington International airports.
  - Strategy 1: Maintain convenient access to all of the region's major airports for both people and goods.
  
- ▶ CASP activities work directly to support this goal, objective and strategy through the regional transportation planning program

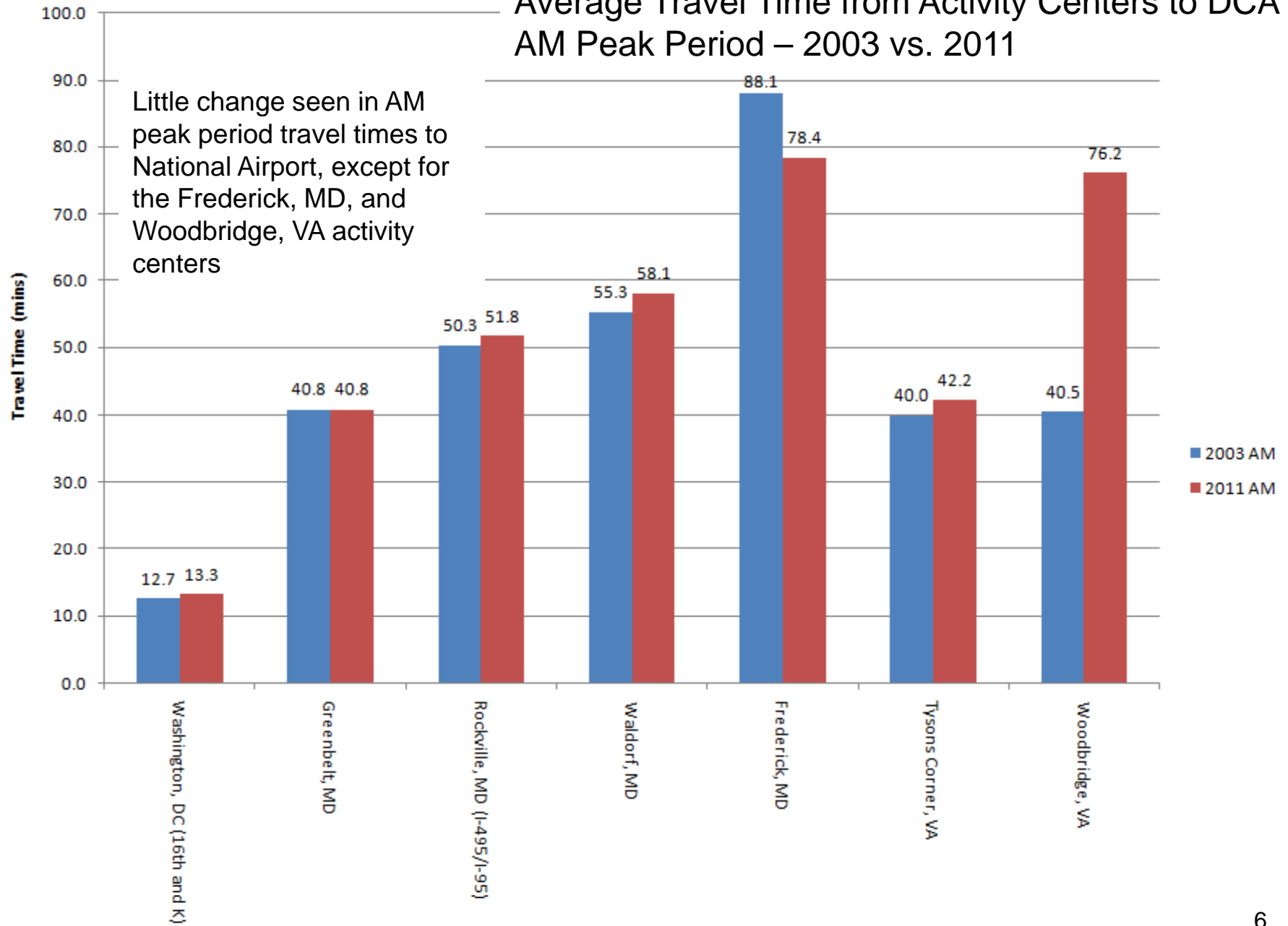
# Historic and Forecast Growth in Air Cargo (BWI and IAD combined)



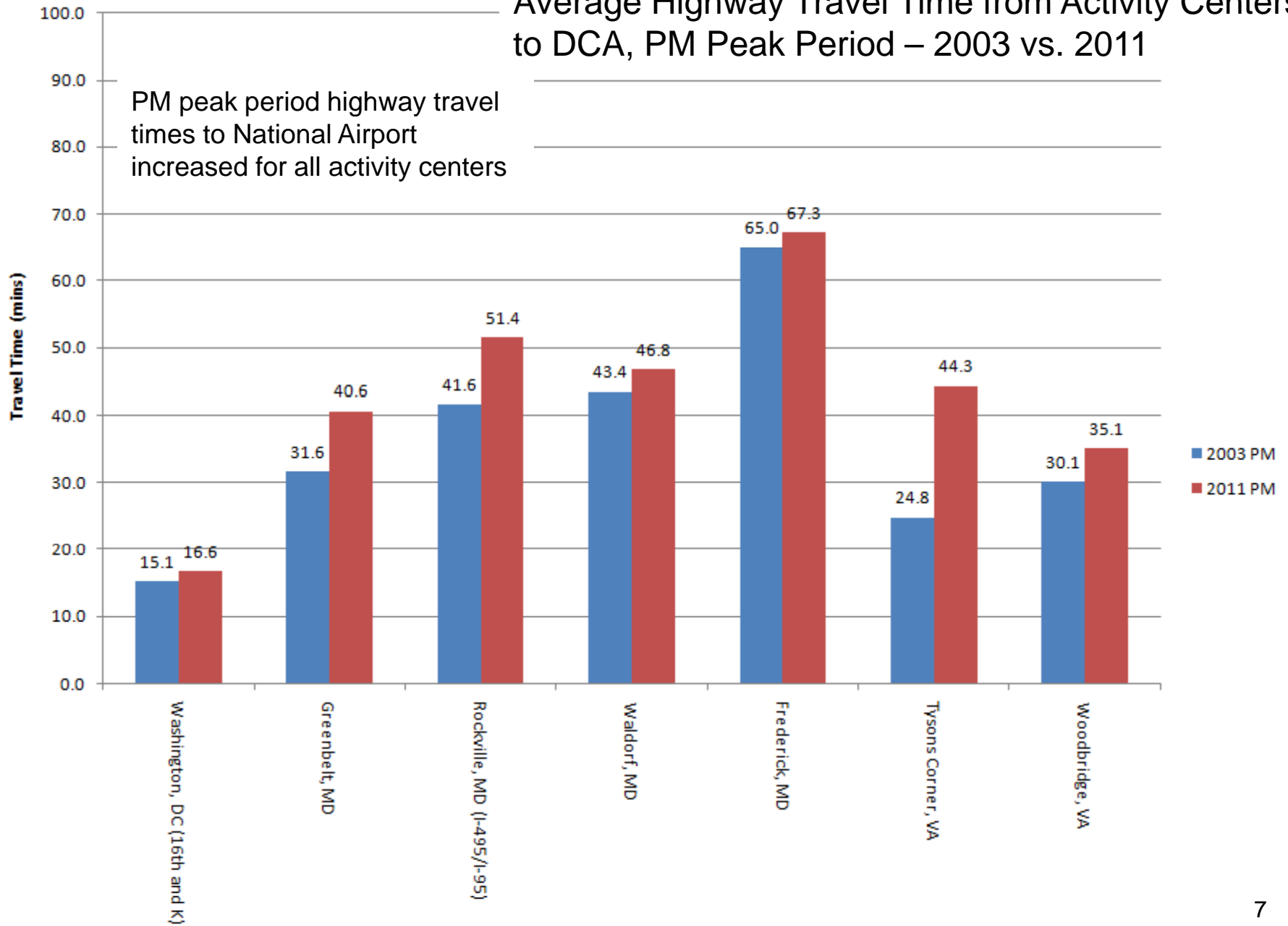
# Historic and Forecast Growth in Local Air Passenger Originations



## Average Travel Time from Activity Centers to DCA AM Peak Period – 2003 vs. 2011

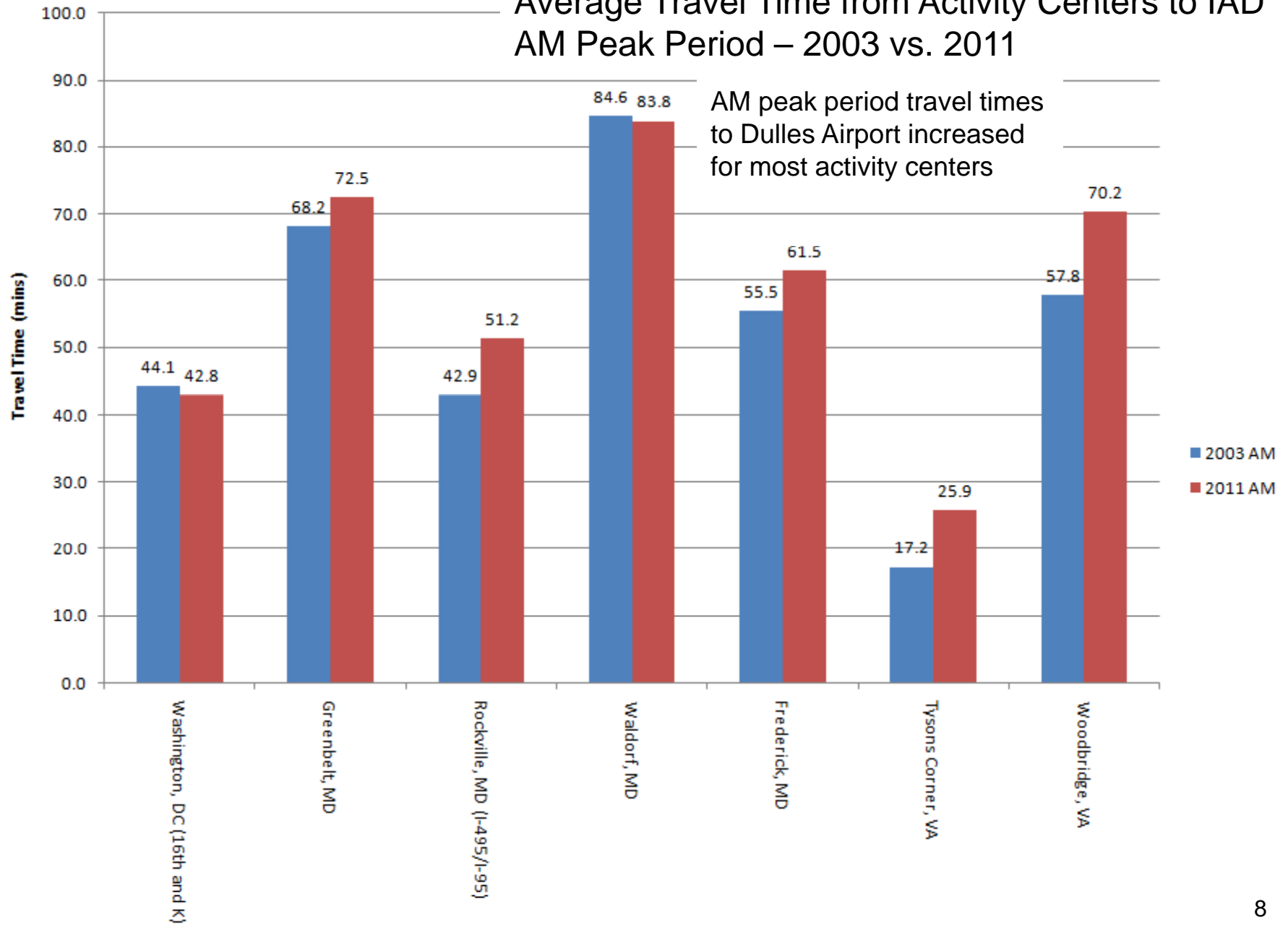


# Average Highway Travel Time from Activity Centers to DCA, PM Peak Period – 2003 vs. 2011

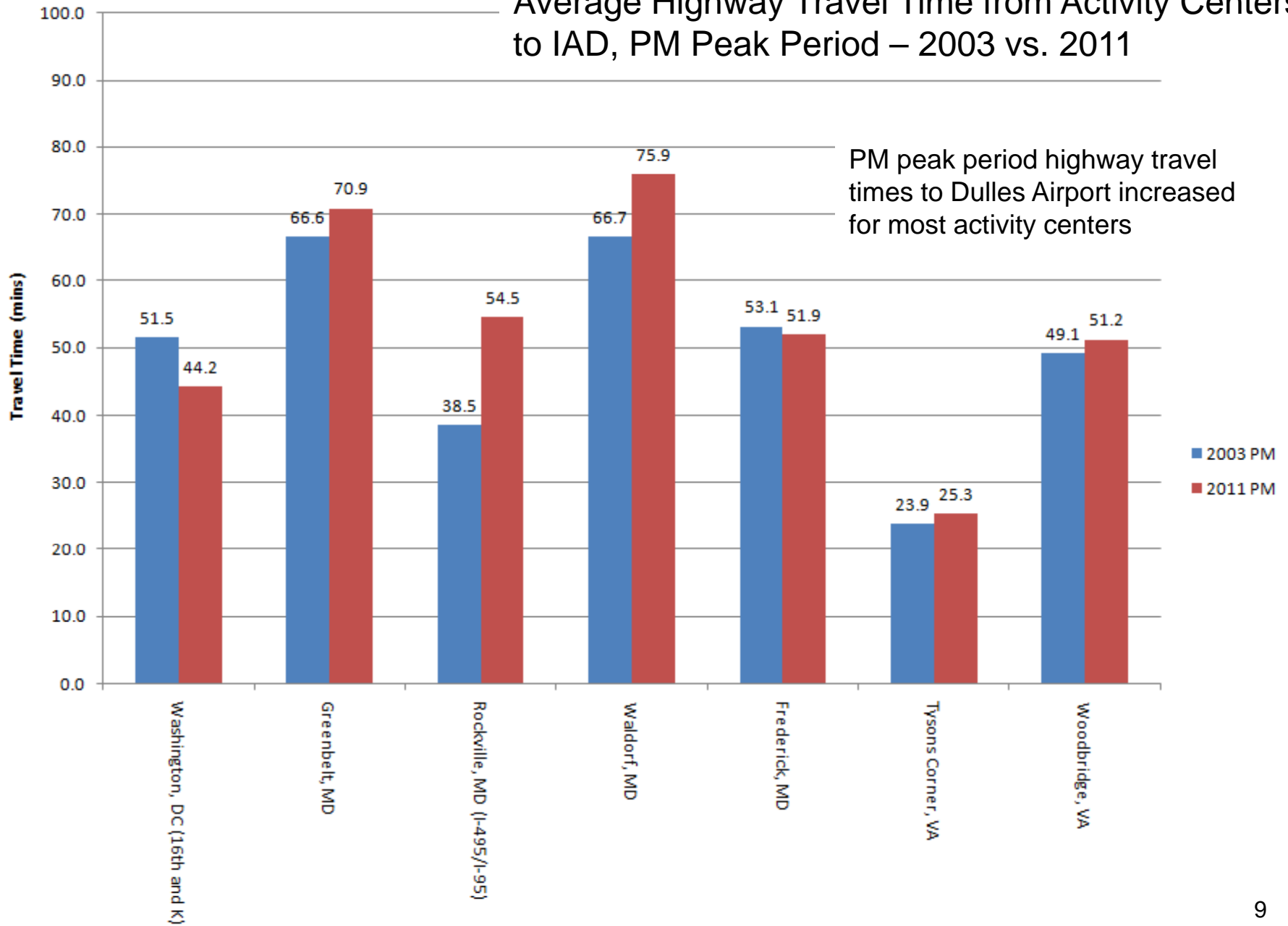


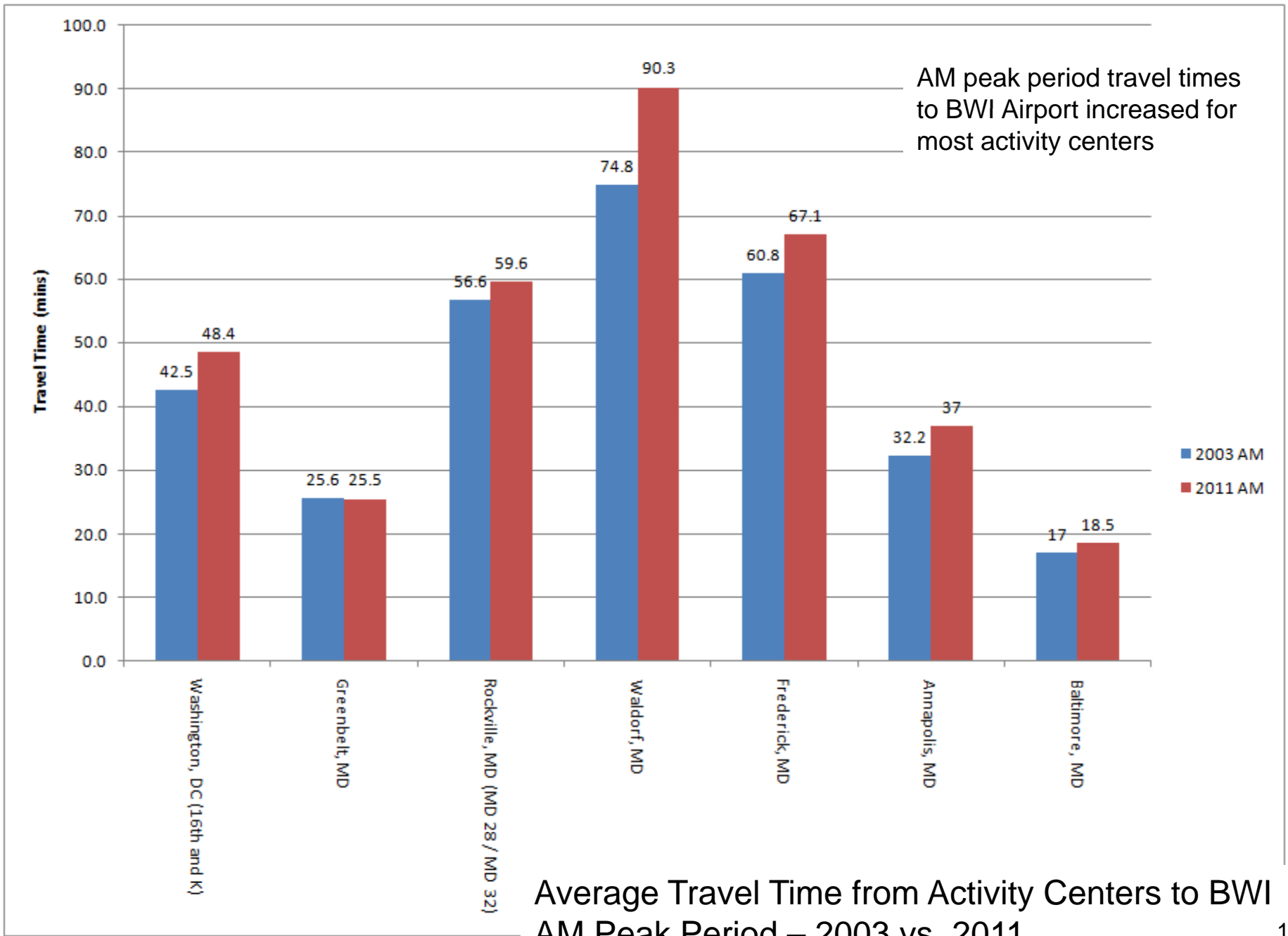


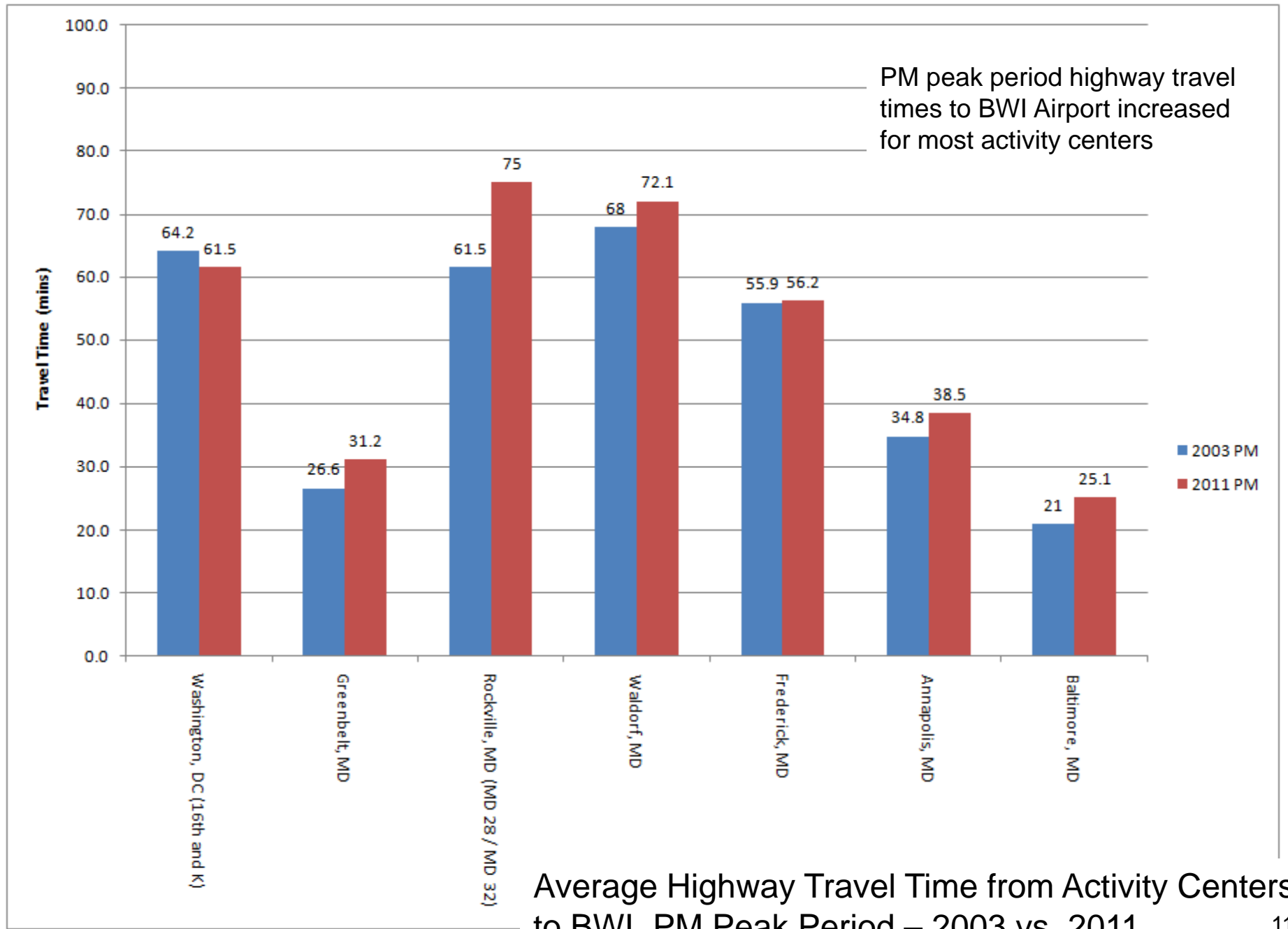
# Average Travel Time from Activity Centers to IAD AM Peak Period – 2003 vs. 2011



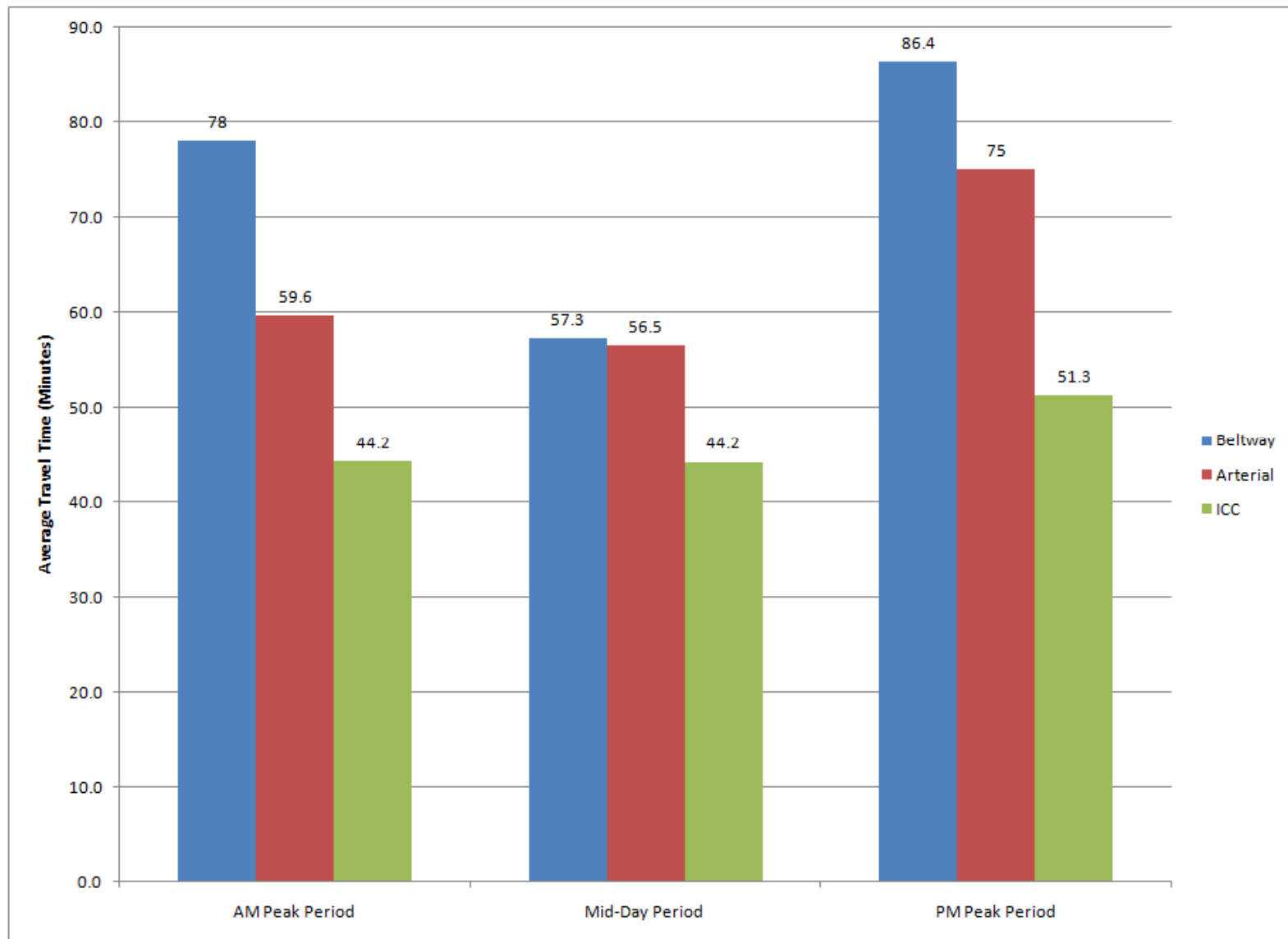
# Average Highway Travel Time from Activity Centers to IAD, PM Peak Period – 2003 vs. 2011







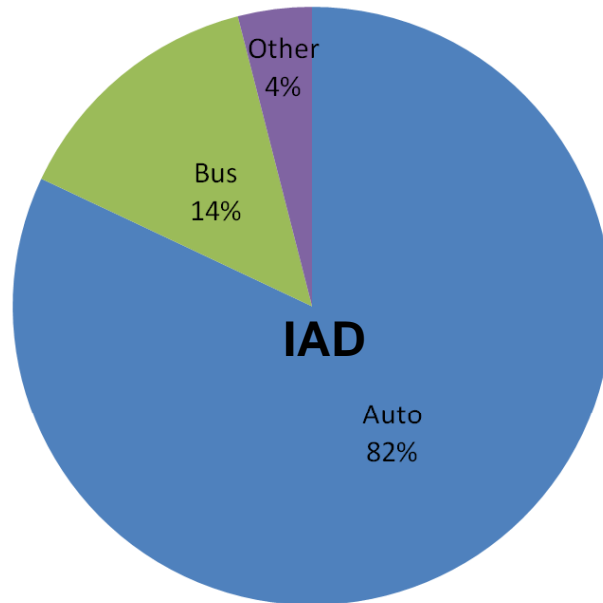
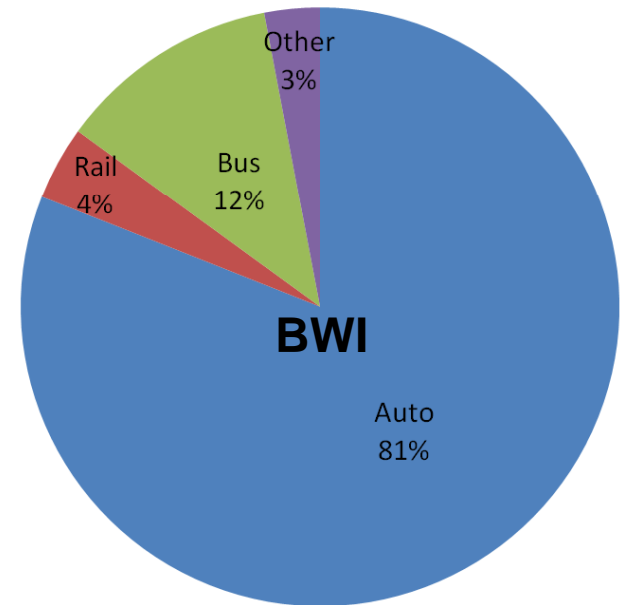
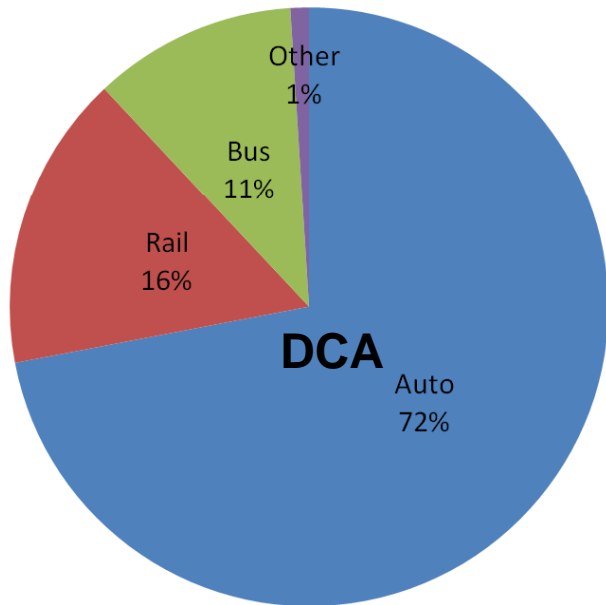
# Impact of the ICC (MD 200) on Highway Travel Times from Rockville to BWI (Average 2011-2012)



# Transit Access to Airports

- ▶ Bus passengers subject to same travel times and bottlenecks as auto drivers and passengers
- ▶ In outlying activity centers, infrequent or non-existent service or trips requiring multiple transit modes makes transit a less competitive option to automobiles
- ▶ Transit travel times to DCA and BWI are better than driving for some activity centers, particularly for locations close to Metrorail and MARC service
- ▶ Silver Line completion will improve transit access to IAD

# Originating Air Passenger Mode of Access



# Regional Surface Transportation Projects To Improve Airport Access

- ▶ Completed projects previously identified in CASP Program and included in the TPB's Constrained Long Range Plan
  - I-495 OL ramp to WB VA 267 (improved access to IAD)
  - Wilson Bridge replacement (improved access to DCA, IAD, BWI)
  - MD 200 / ICC (improved access to BWI)
- ▶ Major ongoing and future projects included in the CLRP
  - Metrorail Silver Line (improves access to IAD)
  - I-95 and I-495 HOT lanes (improves access to DCA and IAD)
  - I-66 spot improvements inside the Beltway (improves access to IAD)



# State of Regional Air Systems and Ground Access Network

- ▶ Recent air cargo and air passenger trends and forecasts show continued strong growth and significant future growth
- ▶ Air cargo and air passenger growth mean increased demand to access the airports using the surface transportation network
- ▶ In general, travel times from major regional activity centers to the airports are increasing
- ▶ Previous TPB actions have resulted in surface network improvements that improved airport access

# Airports Are Vital to the Region's Economic Health

- ▶ **Annual Regional Economic Impact of Commercial Airports: More than \$30 Billion and 250,000 jobs**
- ▶ Airport ground access problems impact both passengers and air cargo
- ▶ Airport-related measures have been included in the Regional Transportation Priorities Plan (RTPP)
- ▶ Airport access must continue to be addressed as part of TPB work program