

ITEM 10 - Information

May 16, 2012

Briefing on the Results of Recently Completed Projects under the Continuous Airport Systems Planning (CASP) Program

Staff

Recommendation: Receive briefing on the results of recently completed projects under the CASP program, including trends and forecasts for air passenger originations and air cargo, and ground access travel times to the three airports.

Issues: None

Background: The CASP program supports the planning, development and operation of airport and airport-serving facilities for the Baltimore Washington International Thurgood Marshall Airport, the Ronald Reagan Washington National Airport, and the Washington Dulles International Airport.

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MEMORANDUM

TO: Transportation Planning Board

FROM: Richard I. Roisman, AICP
Continuous Airport System Planning Program Manager

DATE: May 9, 2012

RE: Background for TPB Meeting of May 16, 2012 – Agenda Item #10

At its May 16, 2012 meeting, the Board will receive a briefing on recently completed projects under the Continuous Airport System Planning (CASP) Program. Staff has prepared this memorandum for inclusion in the mailout packet to provide Board members with background information on the CASP Program prior to the briefing on the 16th.

CASP has been part of the TPB work program since 1978. Funding for the program does not come from the FHWA and FTA funds that support the rest of the region's Unified Planning Work Program; rather, COG (as the entity that provides staff to the TPB) is the recipient of an annual planning grant from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP, which is 90% federal funds with a 10% local match). AIP funds are used for air systems planning in the Washington-Baltimore region, which extends beyond the TPB planning area and includes all three area commercial service airports: Ronald Reagan Washington National Airport (DCA) Washington Dulles International Airport (IAD), and Baltimore-Washington International Thurgood Marshall Airport (BWI [see shaded area of Figure 1, attached]). COG must re-apply for FAA funding each year.

The CASP Program is developed, implemented and monitored with the assistance of the Aviation Technical Subcommittee of the TPB Technical Committee. The Subcommittee is composed of representatives from the District Department of Transportation, the Metropolitan Washington Airports Authority (the owner and operator of both DCA and IAD), the Maryland Aviation Administration of the Maryland Department of Transportation (the owner and operator of BWI), as well as a representative from FAA and the Virginia Department of Aviation. While the primary focus of the CASP program is on the three commercial service airports in the region, smaller airports are represented on the Subcommittee by staff from the City of Frederick and City of Manassas, both of which operate general aviation airports in their respective cities. In addition to program oversight, the subcommittee is responsible for the integration of airport system planning with the regional transportation planning process.

The goal of the CASP program is to provide a process that supports the planning, development and operation of airport facilities and transportation facilities that serve the airports in a systematic framework for the Washington-Baltimore region. In support of the CASP program, the Aviation Technical Subcommittee develops an Airport Capital Improvement Program (ACIP). The ACIP, a five-year program, identifies airport system planning projects expected to be accomplished during the program period with anticipated available AIP funds and is a required element of COG's annual grant application to FAA.

In general, the airport system planning process consists of a continuous cycle that begins with a regional air passenger survey. Since 2005, the survey has been performed every two years. Staff is currently processing the 2011 survey and anticipates presenting findings from it to the TPB sometime in the fall of this year. The results from the survey are then used to develop forecasts of future air passenger travel and the ground travel of these air passengers to and from the region's three commercial airports. These forecasts are then integrated with the regional travel demand forecasting model, and in turn lead to the development of a revised airport ground access plan for the region. The issues identified in the revised airport ground access plan are then integrated into the next update of the TPB's regional Constrained Long Range Plan.

In addition to the planning cycle described above, periodically the CASP program also includes a regional analysis of air cargo, and a study of highway travel times from regional activity centers to the three commercial airports. The staff presentation on the 16th will review the results of the 2011 travel time survey and compare them with the previous analysis performed in 2003. Finally, staff routinely tracks data on air passenger enplanements (trips) at the three regional airports as well as air passenger forecasts produced by the FAA. This information will also be included in the presentation to the Board.

The three commercial airports are of great importance to the economy of the region, and airport access is included as a goal in the TPB Vision. In addition, airport-related measures will be addressed in the Regional Transportation Priorities Plan.

Figure 1: Washington-Baltimore Air Systems Planning Region

