

# **Washington-Baltimore Regional Airport System Plan**

## **2010 Update of the Ground Access Element**

Robert E. Griffiths, Technical Services Director  
Transportation Planning Board Meeting  
December 15, 2010

# TPB Vision: Goal 8

**The Washington metropolitan region will support options for international and inter-regional travel and commerce.**

(1) The Washington region will be among the most accessible in the nation for international and inter-regional passenger and goods movements.

(2) Continued growth in passenger and goods movement between the Washington region and other nearby regions in the mid-Atlantic area.

(3) Connectivity to and between Dulles, Reagan National, and BWI Marshall Airports.

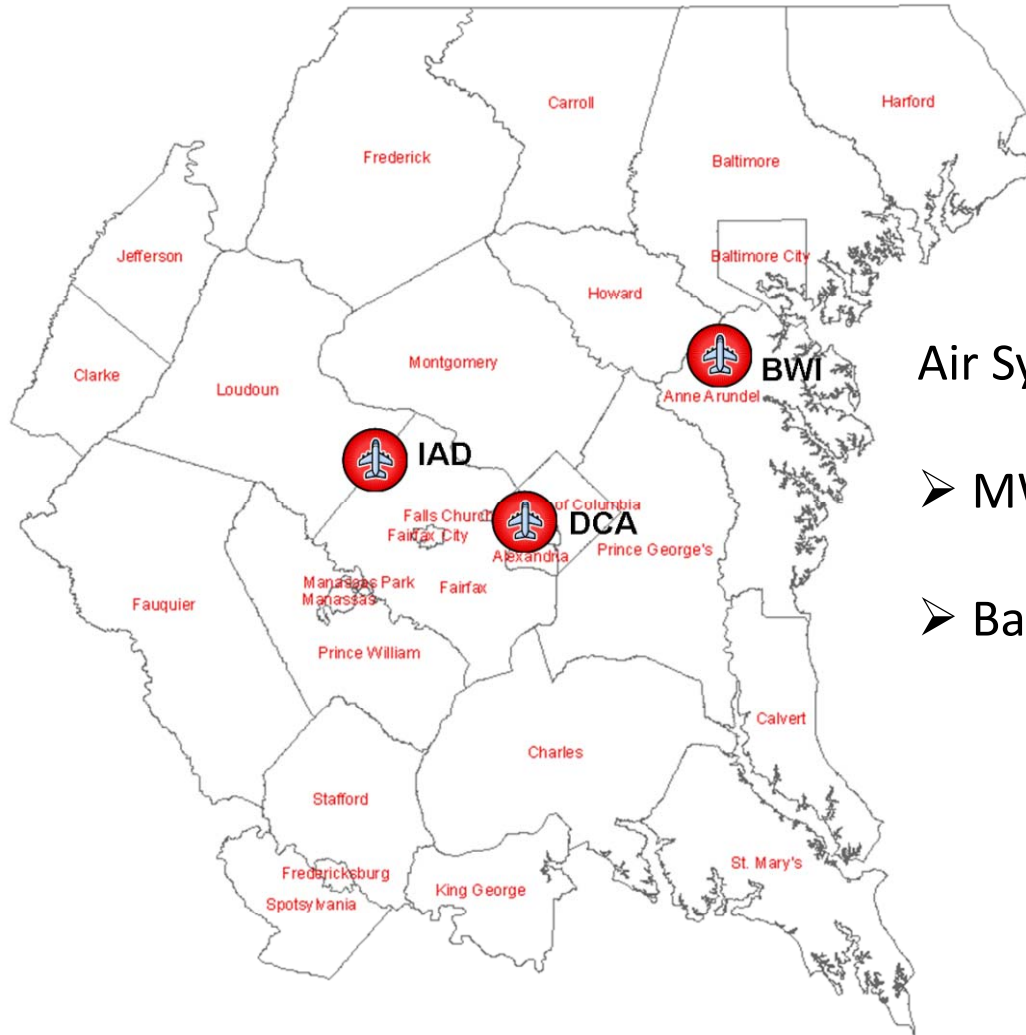
Strategy to Achieve Vision Goal:

***“Maintain convenient access to all of the region’s major airports for both people and goods.”***

# TPB conducts metropolitan airport systems planning through the Continuous Airport Systems Planning (CASP) Program.

- ➔ Purpose: Provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air System Planning Region.
- ➔ CASP planning activities are carried out in cooperation with:
  - ➔ Federal Aviation Administration (FAA)
  - ➔ Metropolitan Washington Airports Authority (MWAA)
  - ➔ Maryland Aviation Administration (MAA)
  - ➔ Virginia Department of Aviation (VDOA)
  - ➔ District Department of Transportation (DDOT)
  - ➔ City of Frederick, Maryland
  - ➔ City of Manassas, Virginia
  - ➔ Baltimore Metropolitan Council (BMC)
- ➔ The TPB's Aviation Technical Subcommittee develops, implements and monitors CASP Program activities.

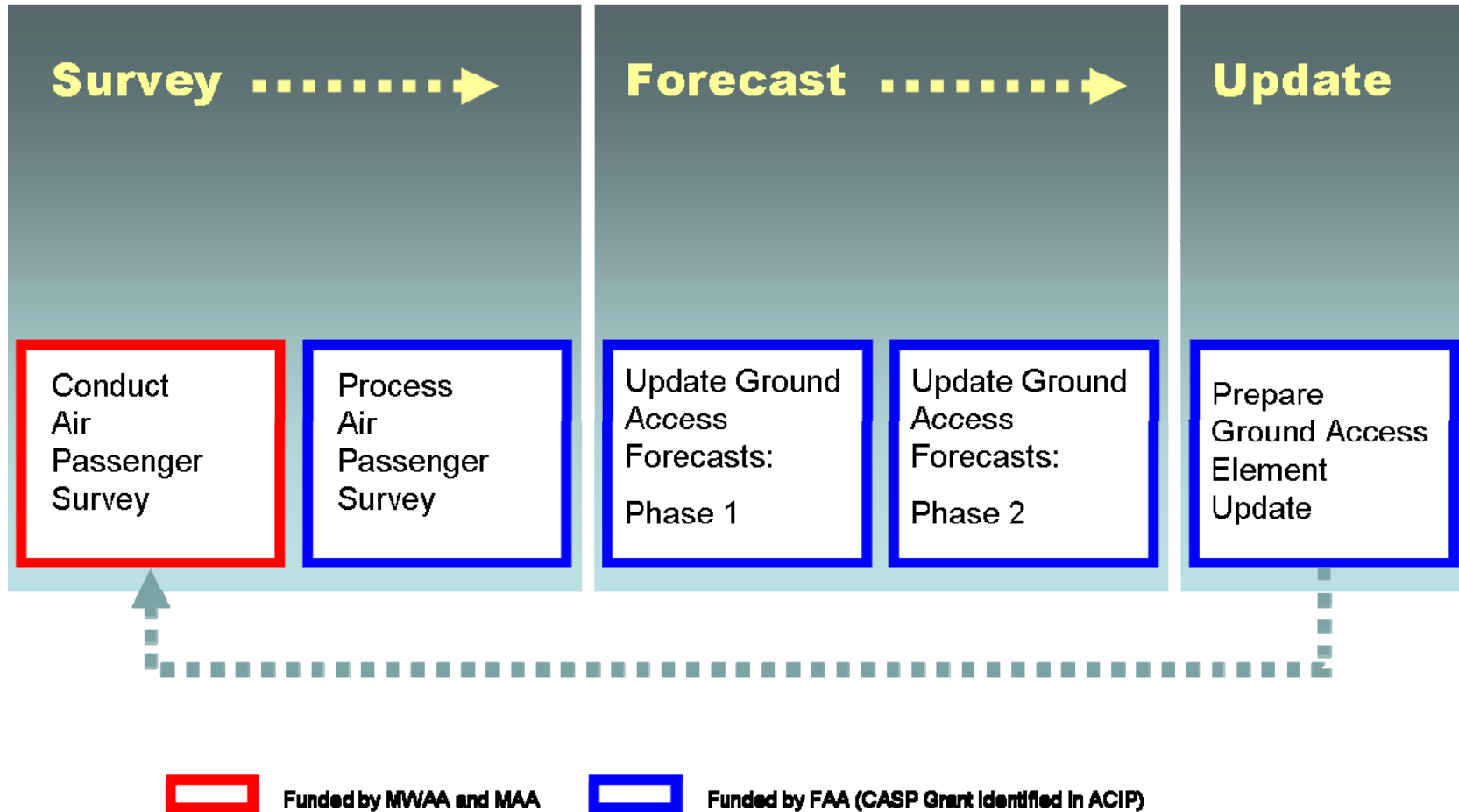
# Washington-Baltimore Air System Planning Region



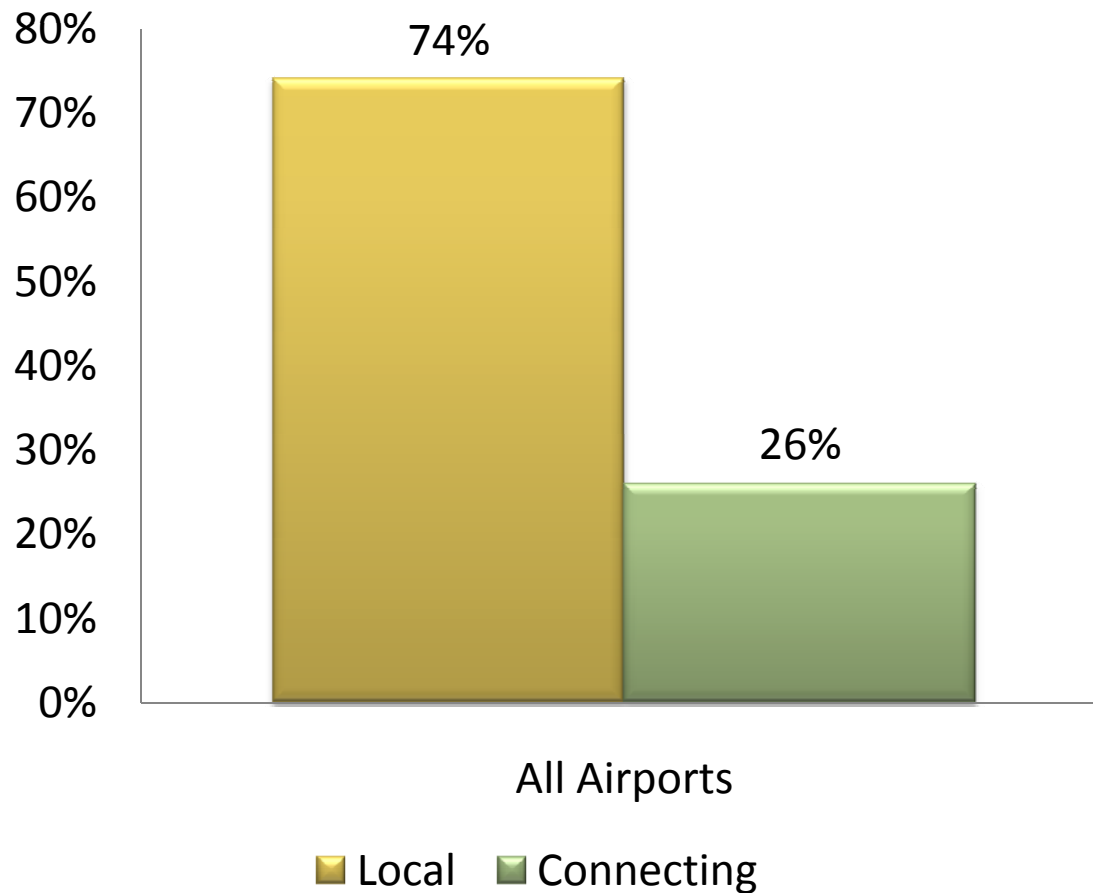
Air System Planning Region Includes:

- MWCOG Planning Area
- Baltimore Metropolitan Council Area

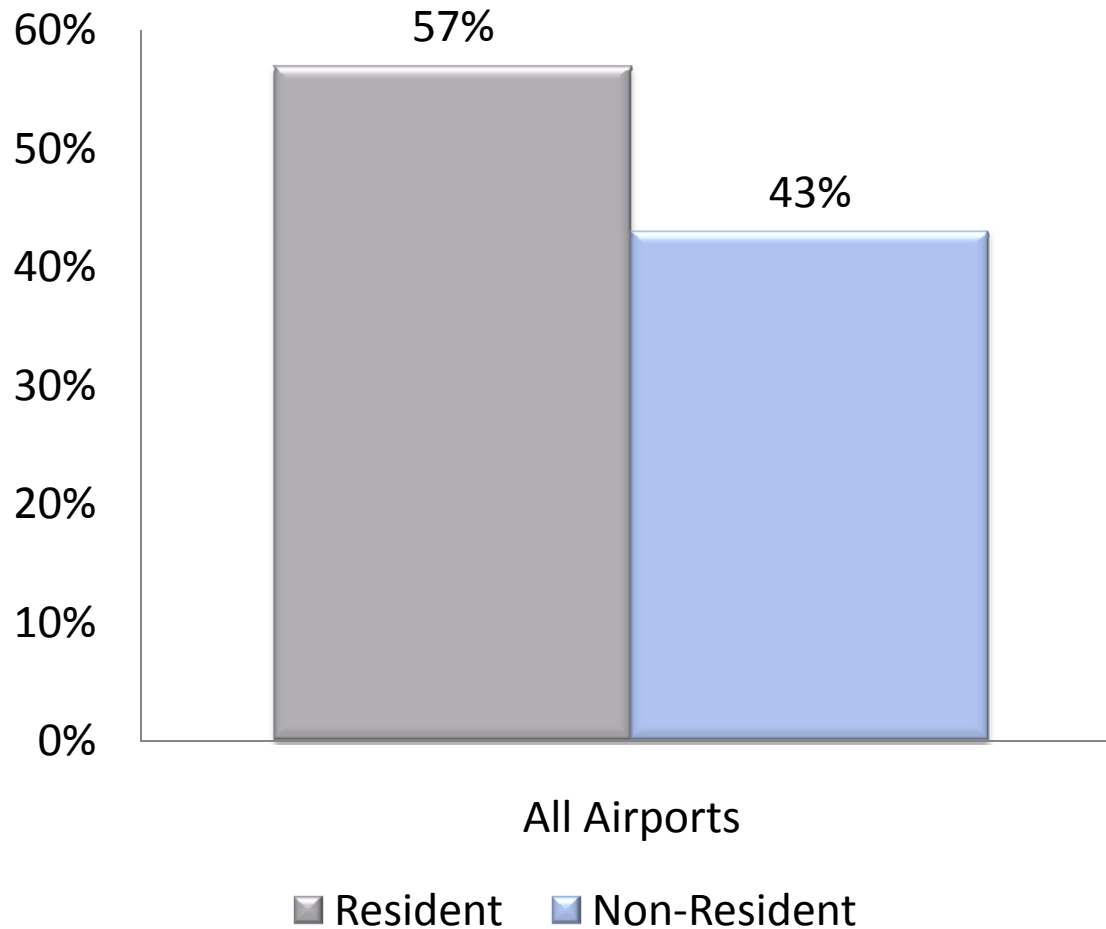
# Continuous Airport System Planning (CASP) Cycle



# Survey: Local origination v. Connecting Air Passengers



# Survey: Resident v. Non-Resident Air Passengers



Source: 2007 Washington Regional Air Passenger Survey

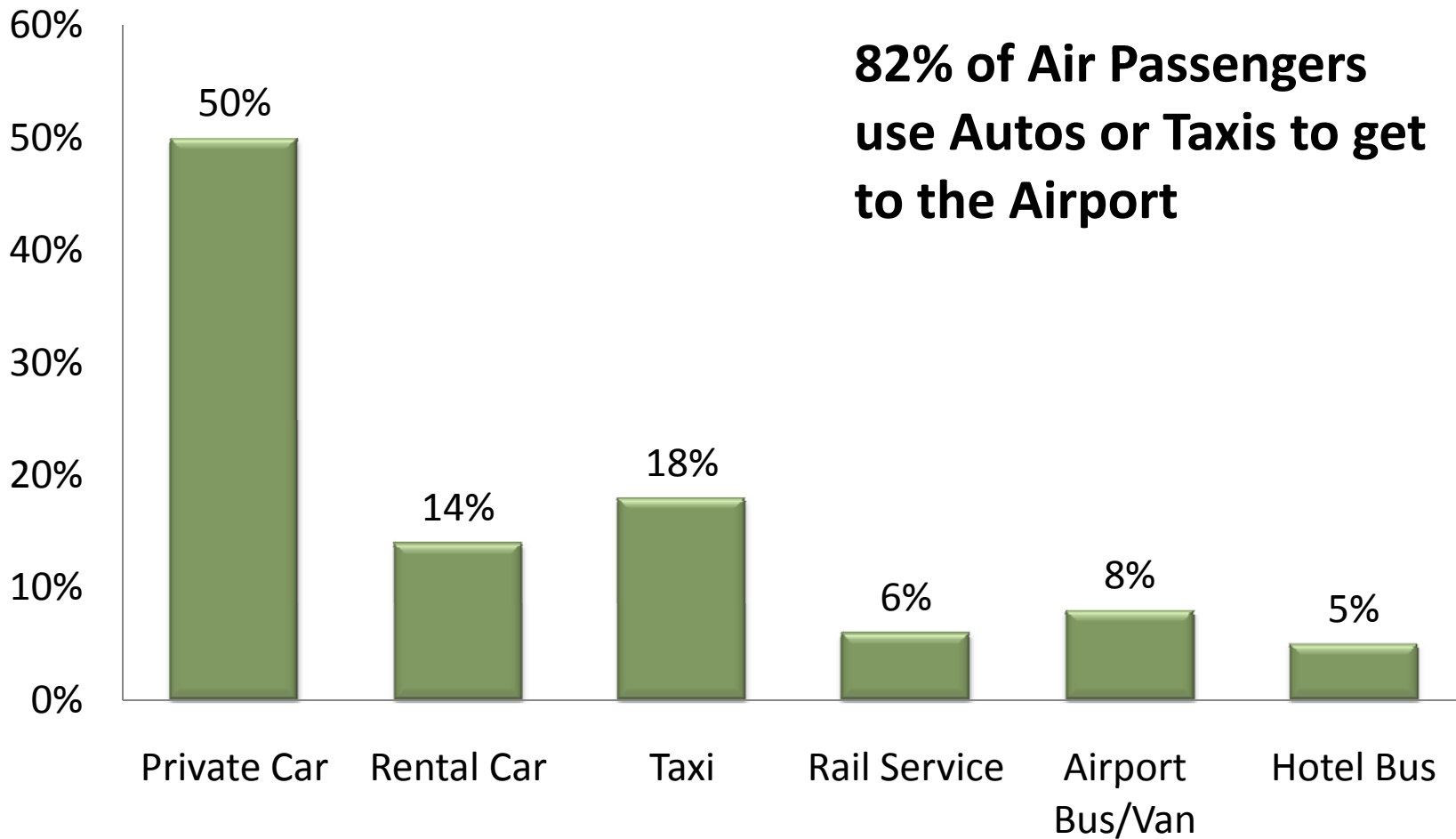
# Survey: Business-Related v. Non-Business Trip Purpose



**41% of local  
originating passengers  
travel for Business**

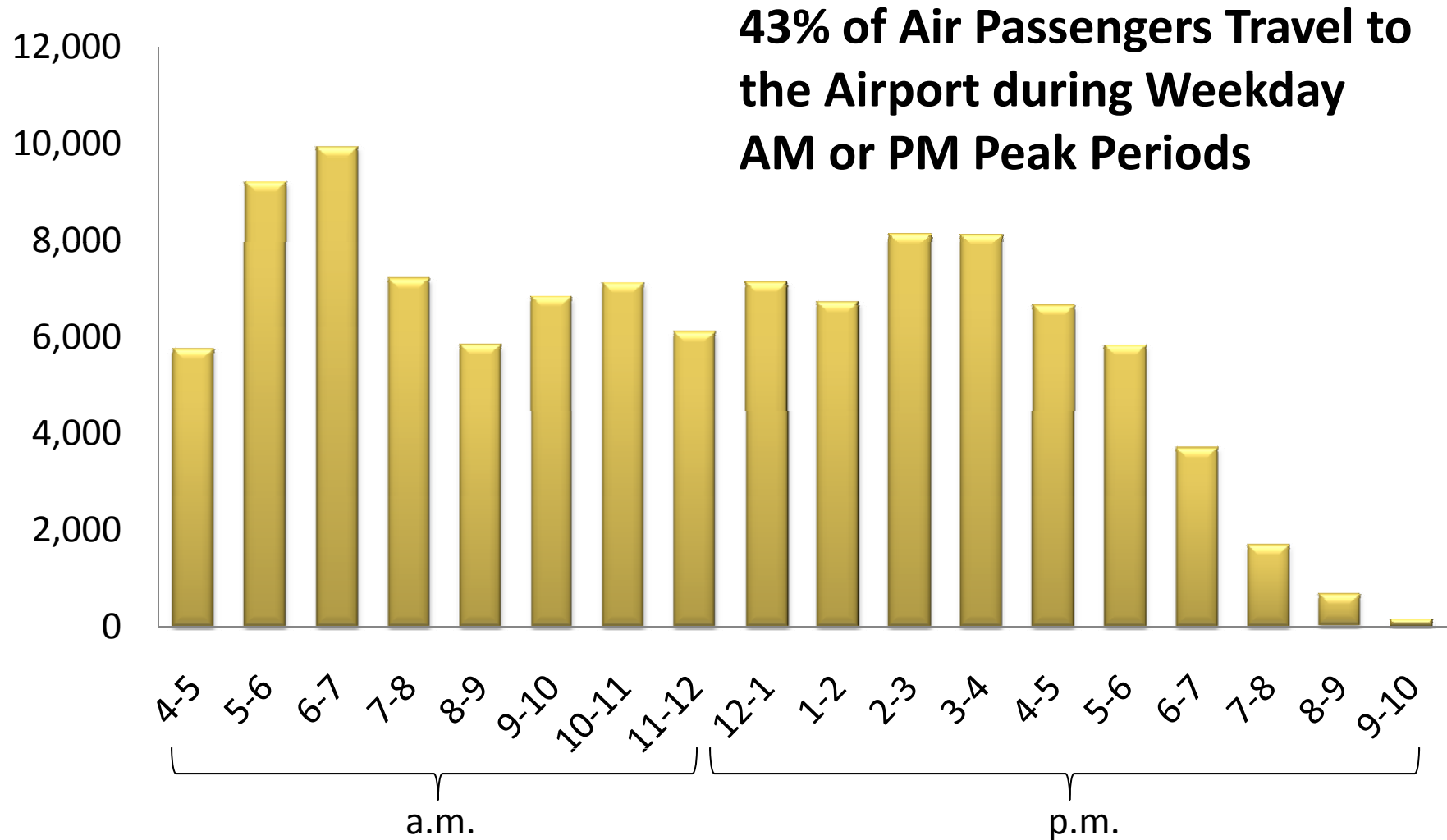


# Survey: Air Passenger Mode of Travel to Airport



Source: 2007 Washington Regional Air Passenger Survey

# Survey: Air Passenger Travel to Airport by Time of Day

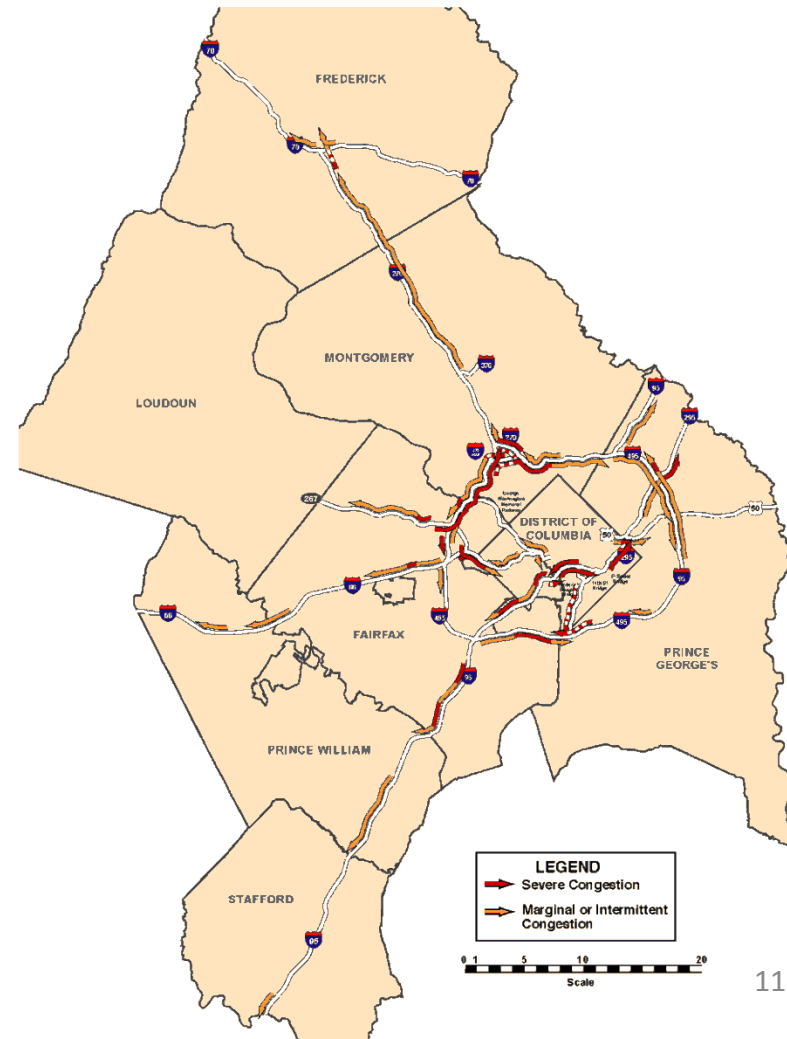


# Survey: Peak Period Congestion Affecting Airport Ground Access by Auto

Morning Peak



Evening Peak



# Survey: Factors Influencing Air Passenger Airport Choice

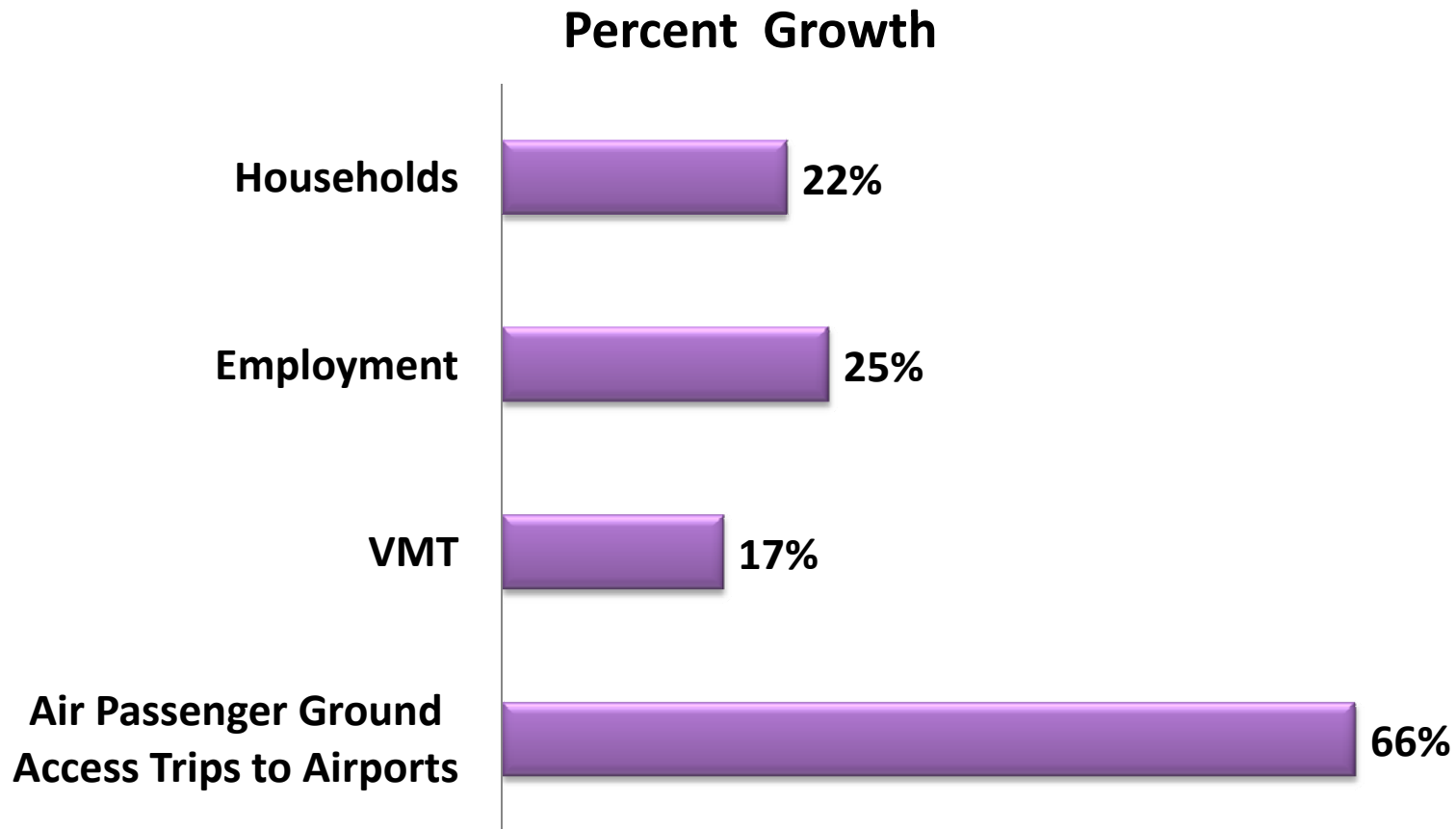
Two-thirds of passengers cited airport accessibility as the most important reason for choosing an airport.

Reasons for Airport Choice included:

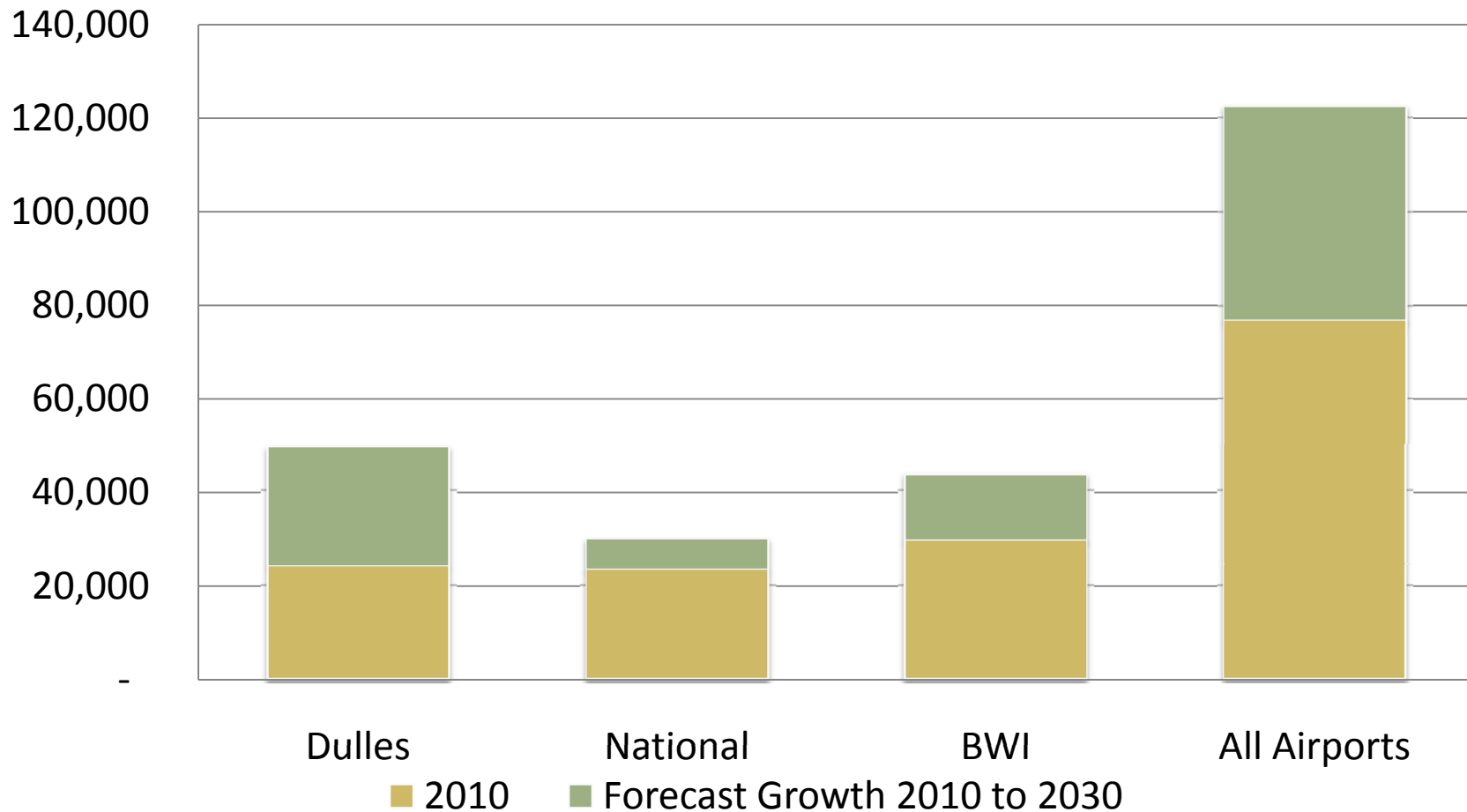
- ➔ distance to airport
- ➔ availability of public ground transportation
- ➔ road access and parking



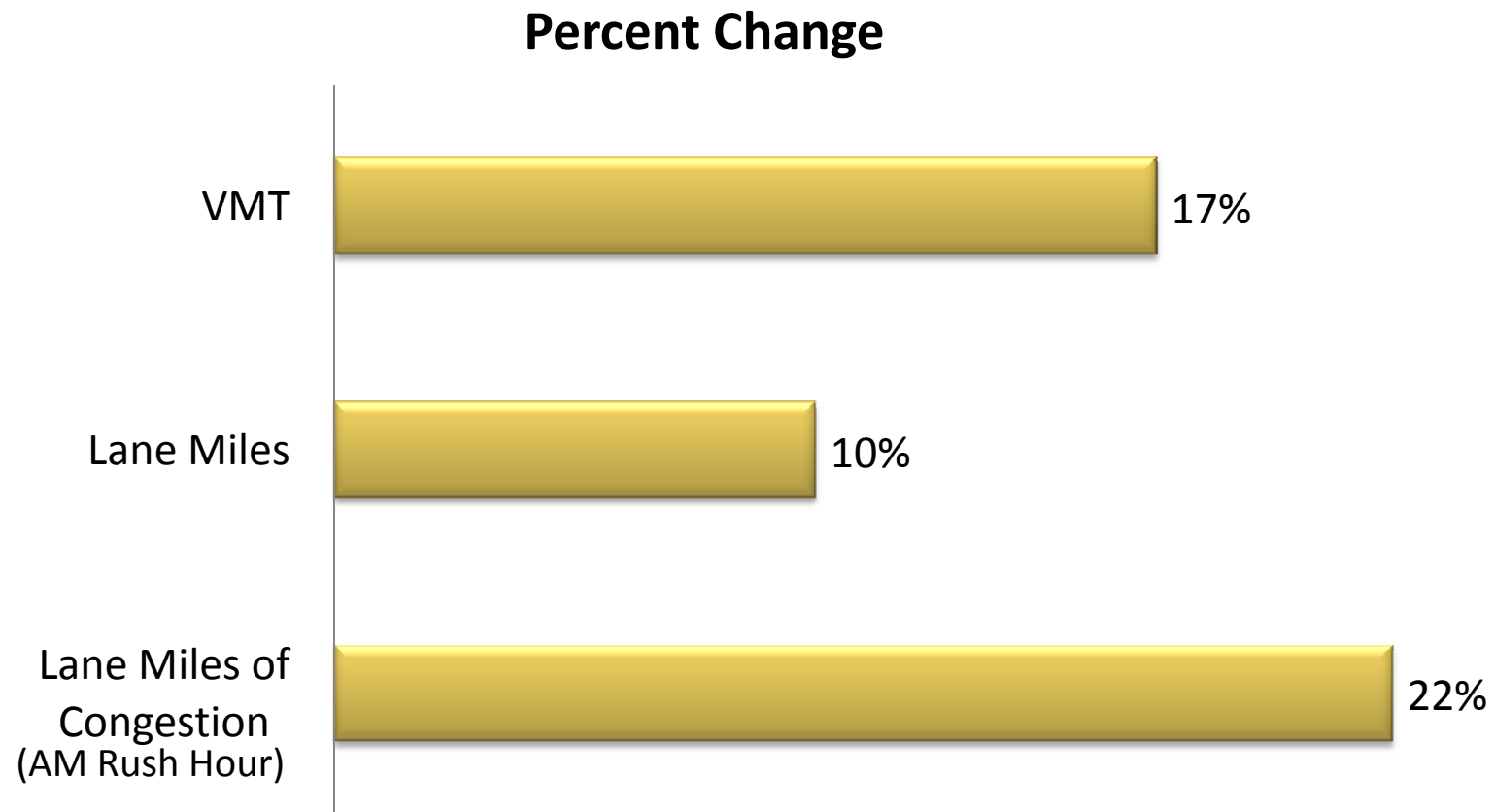
# Forecast: Projected Growth in Airport Ground Access Trips (2010 to 2030)



# Forecast: Projected Growth in Average Weekday Ground Access Trips by Airport



# Forecast: Increase in Regional Lane Miles of Congestion 2010-2030



# Plan Update: Critically Important Transportation Improvements for Maintaining Airport Access

Transportation Improvement	Scheduled Completion Date	2011-2040 CLRP Update Status/Change
Inter County Connector (ICC)	2012	No Change
Construction of HOT lanes along I-495 (VA)	2012/2030	No Change
Silver Line Extension to Dulles	2015	Delayed to 2016
Widening of Dulles Access Road	2017	No Change
Widening I-95 Prince George/Howard Cty to I-695*	2020	No Change
Widening of John Mosby Highway (US 50)	2012	No Change
Widening/Upgrade VA 606	2015	No Change
Widening of Sully Road (VA 28)	2015	Delayed to 2025
Widening of Sections of Fairfax County Parkway	2015	Delayed to 2020
Express Bus Service along I-495	2013	Delayed to 2025

\*Baltimore Metropolitan Council Area



# Plan Update: Critically Important Transportation Improvements for Airport Access (continued)

Transportation Improvement	Scheduled Completion Date	2011-2040 CLRP Update Status/Change
Widening of Norbeck/Spencerville Rd (MD 28/MD 198)	2020	Delayed to 2025
Widening of Sections of Prince William Parkway	2020	Delayed to 2025
Widening of Leesburg Bypass (VA 7/US 15)	2025	Delayed to 2035
Construction of Tri-County Parkway	2025	Delayed to 2035
Jefferson Davis Hwy (US 1) Transit Improvements	2025	Delayed to 2035
Widening Arlington Blvd (US 50)	2020	Delayed to 2025
Widening/Upgrade Branch Avenue (MD 5)	2020	Accelerated
Widening of Sections of I-270	2030	No Change
Widening Sykesville Rd / Patuxent Freeway (MD 32)*	2030	No Change

# Importance of Maintaining Convenient Access to the Region's Airports

## Economic Impact of Airports on Region's Economy (2009):

Direct/Indirect/Induced Jobs: 400,000+ jobs

State and Local Tax Revenue: \$ 1.9 Billion

Total Regional Economic Impact: \$20.1 Billion

