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

National Capital Region Transportation Planning Board
May 16, 2012

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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)

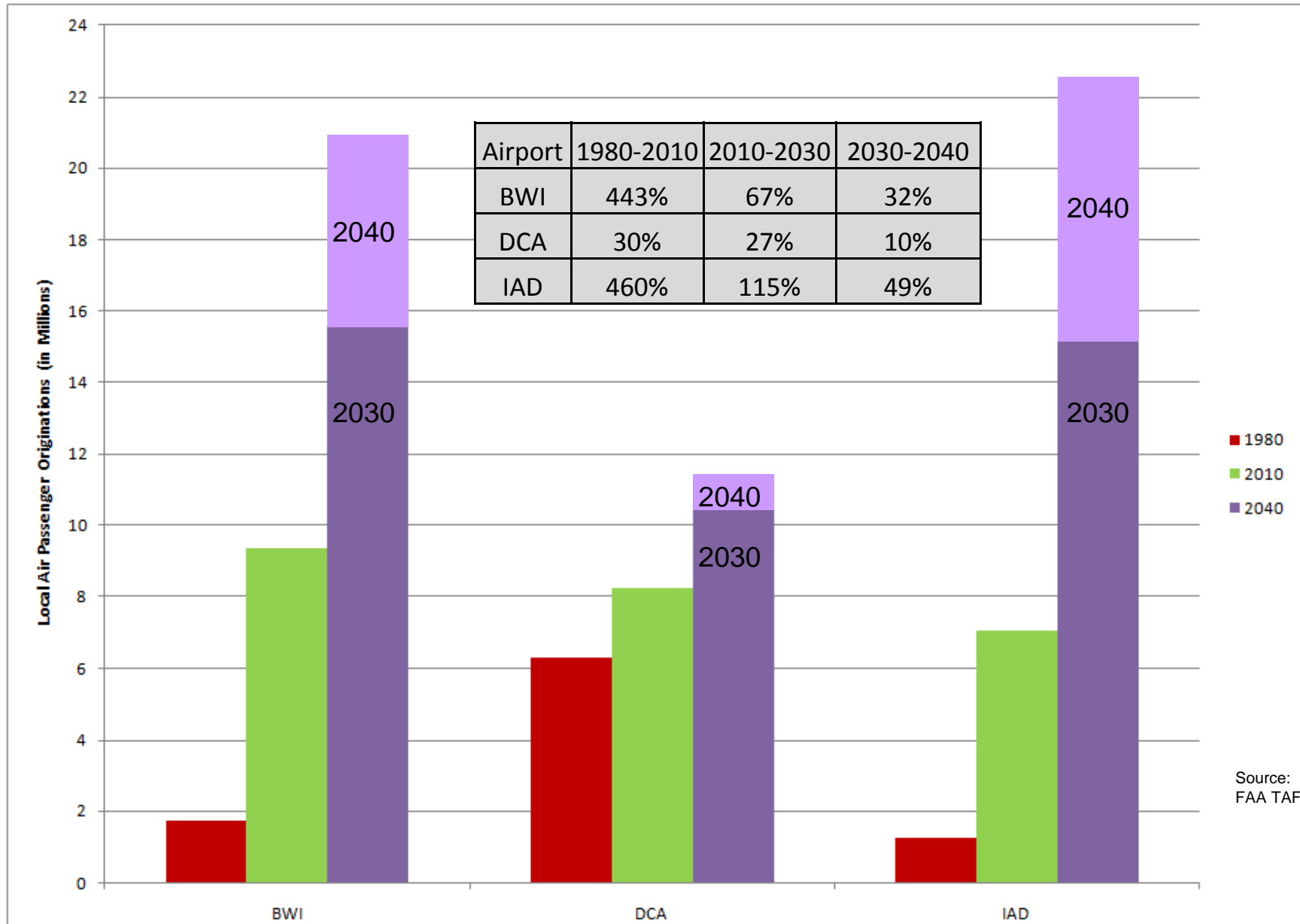▶ Metropolitan Washington Airports Authority (MWAA)
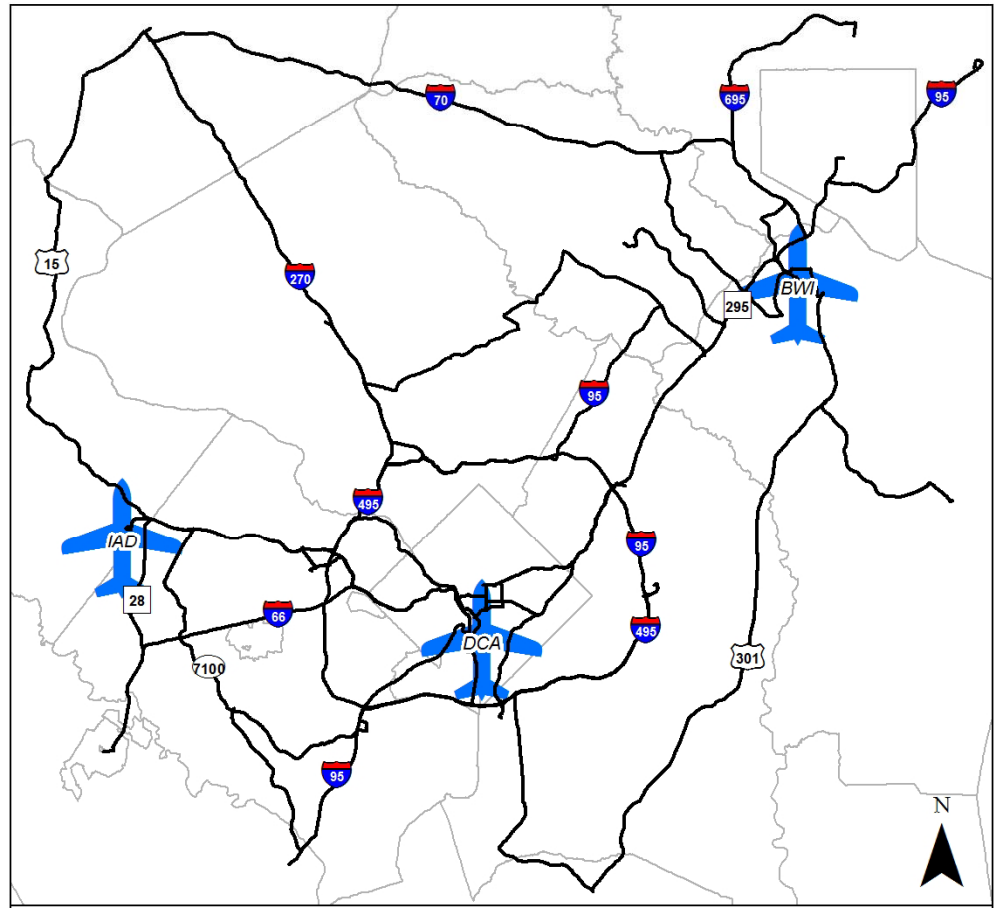
In addition, representatives from the Frederick and Manassas airports and the Washington Airports Task Force attend Aviation Technical Subcommittee meetings.
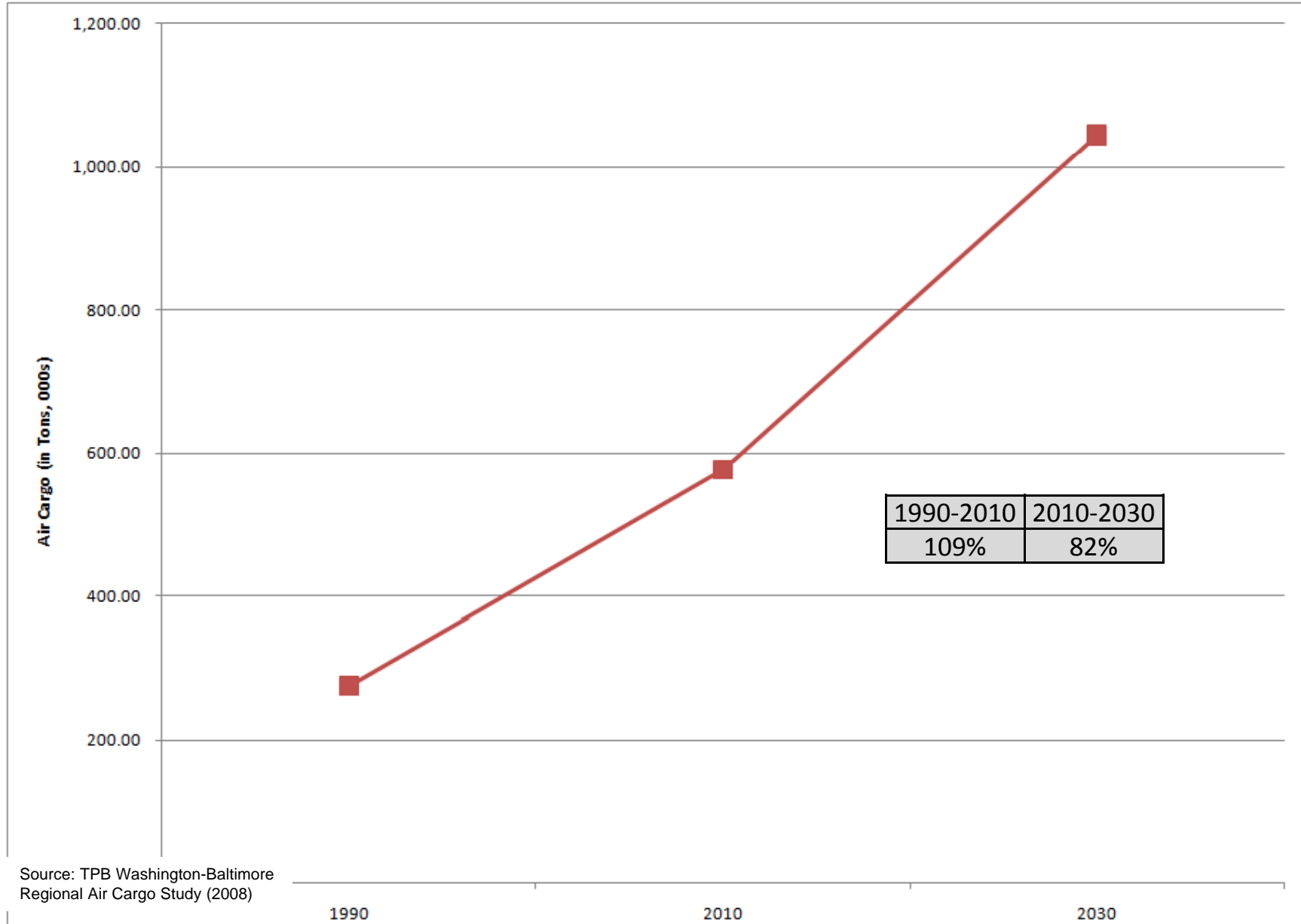
Regional Air Systems Planning and the TPB Vision

▶ **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 Local Air Passenger Originations

Airport	1980-2010	2010-2030	2030-2040
BWI	443%	67%	32%
DCA	30%	27%	10%
IAD	460%	115%	49%

Source:
FAA TAF

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

Source: TPB Washington-Baltimore
Regional Air Cargo Study (2008)

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

PM peak period highway travel times to National Airport increased for all activity centers
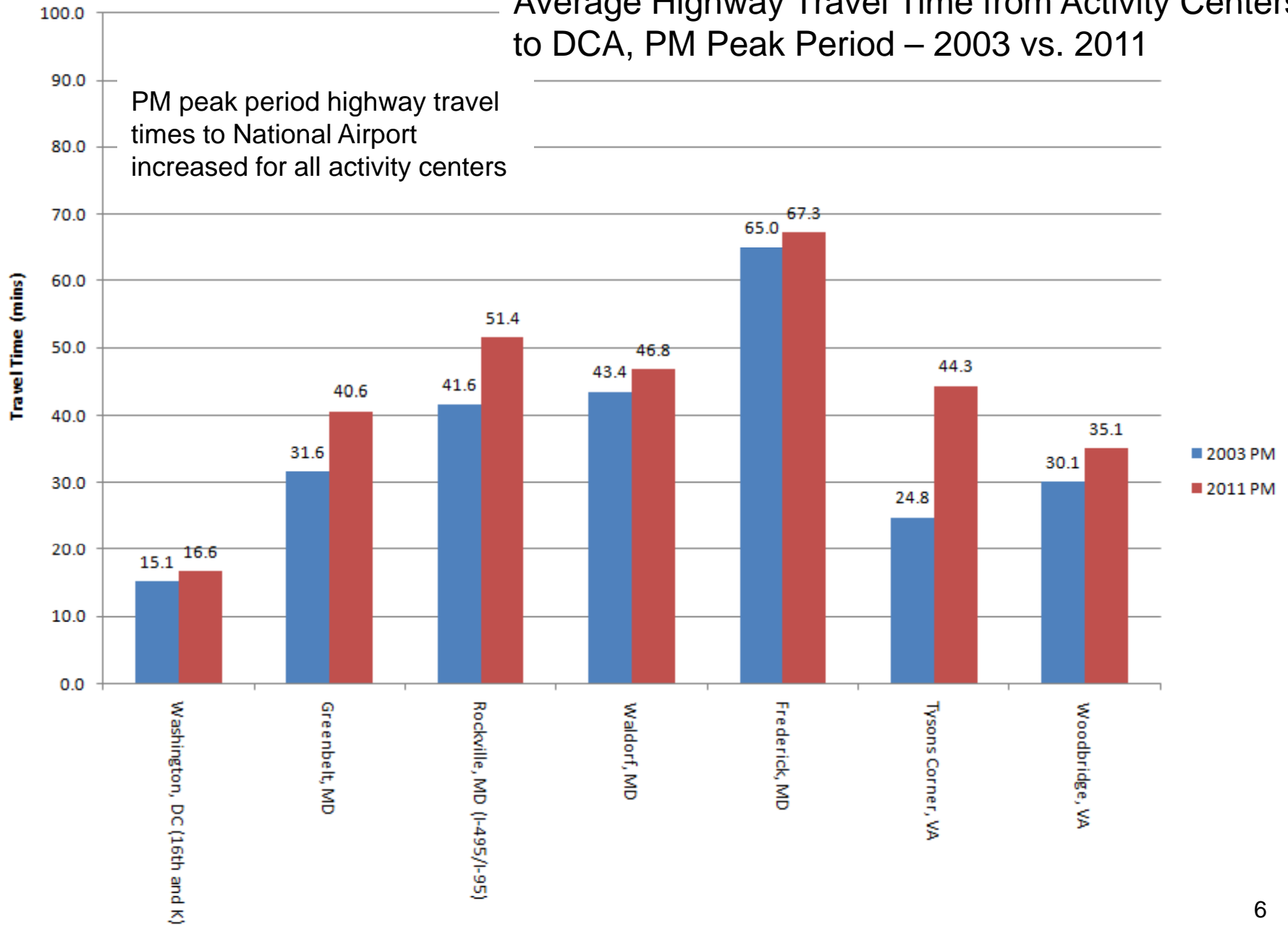
Average Highway Travel Time from Activity Centers to IAD, PM Peak Period – 2003 vs. 2011

PM peak period highway travel times to Dulles Airport increased for most activity centers

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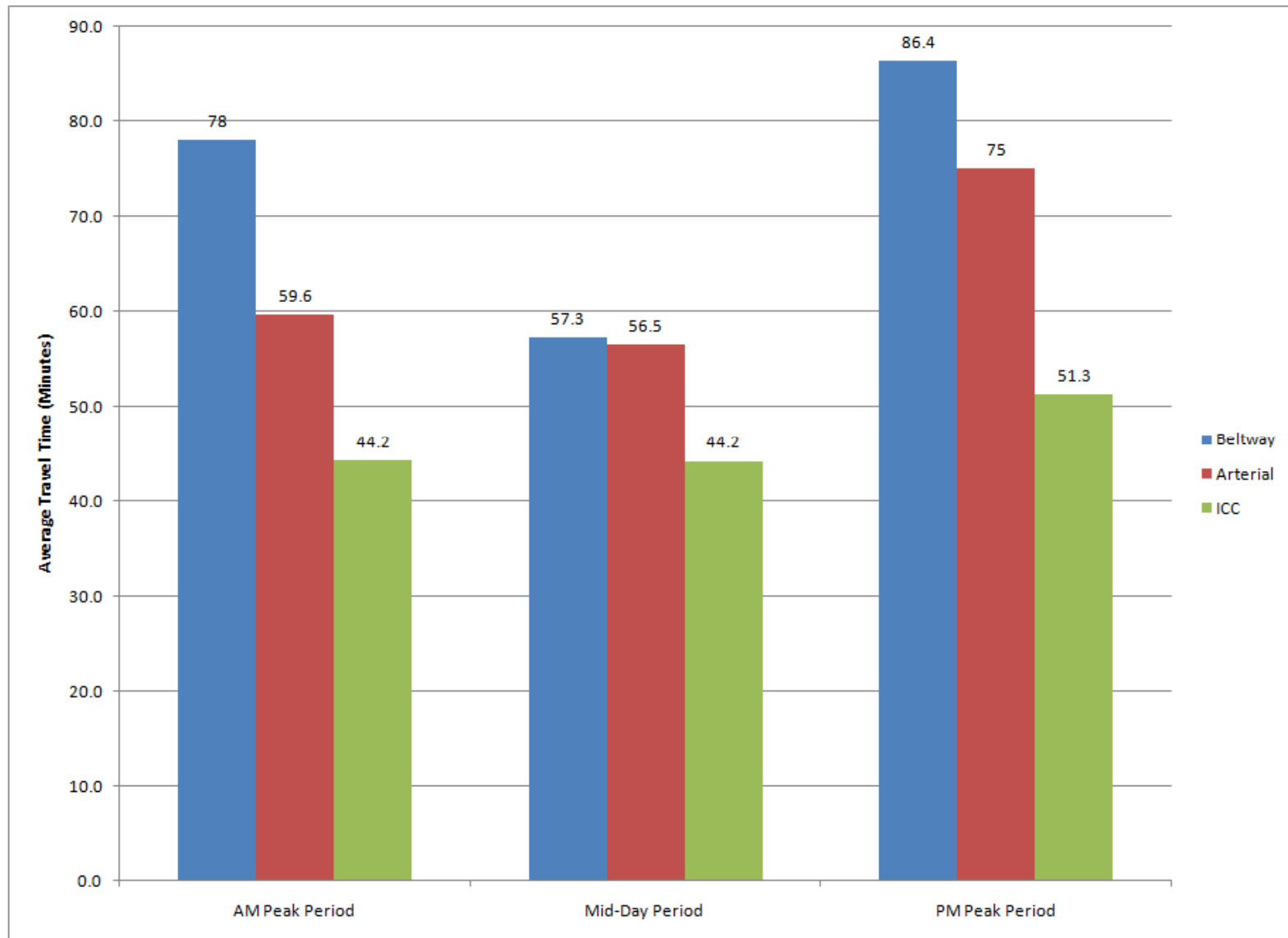PM peak period highway travel times to BWI Airport increased for most activity centers

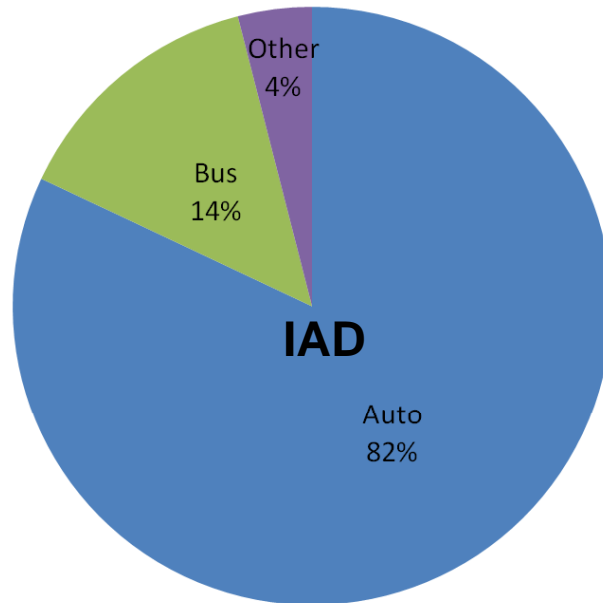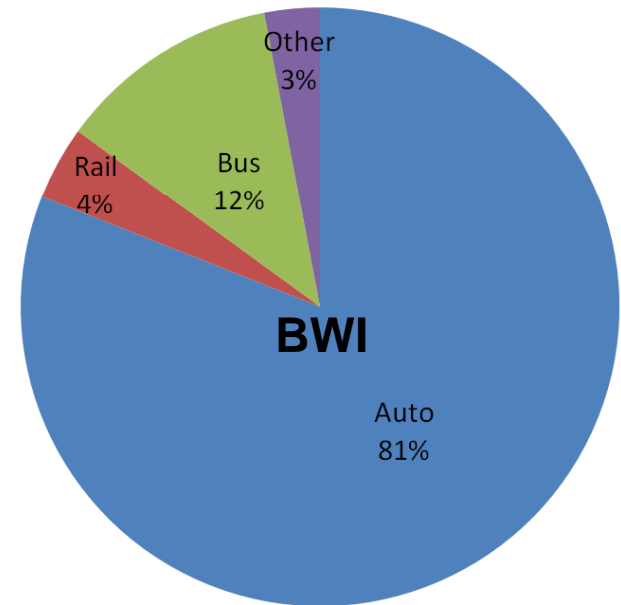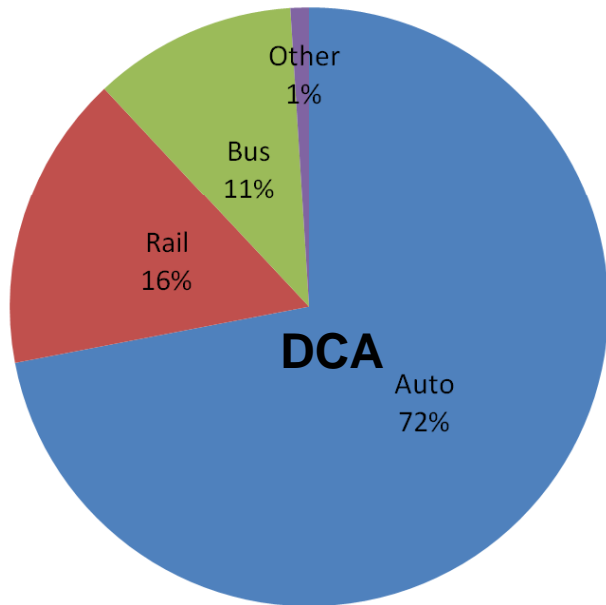Average Highway Travel Time from Activity Centers to BWI, PM Peak Period – 2003 vs. 2011

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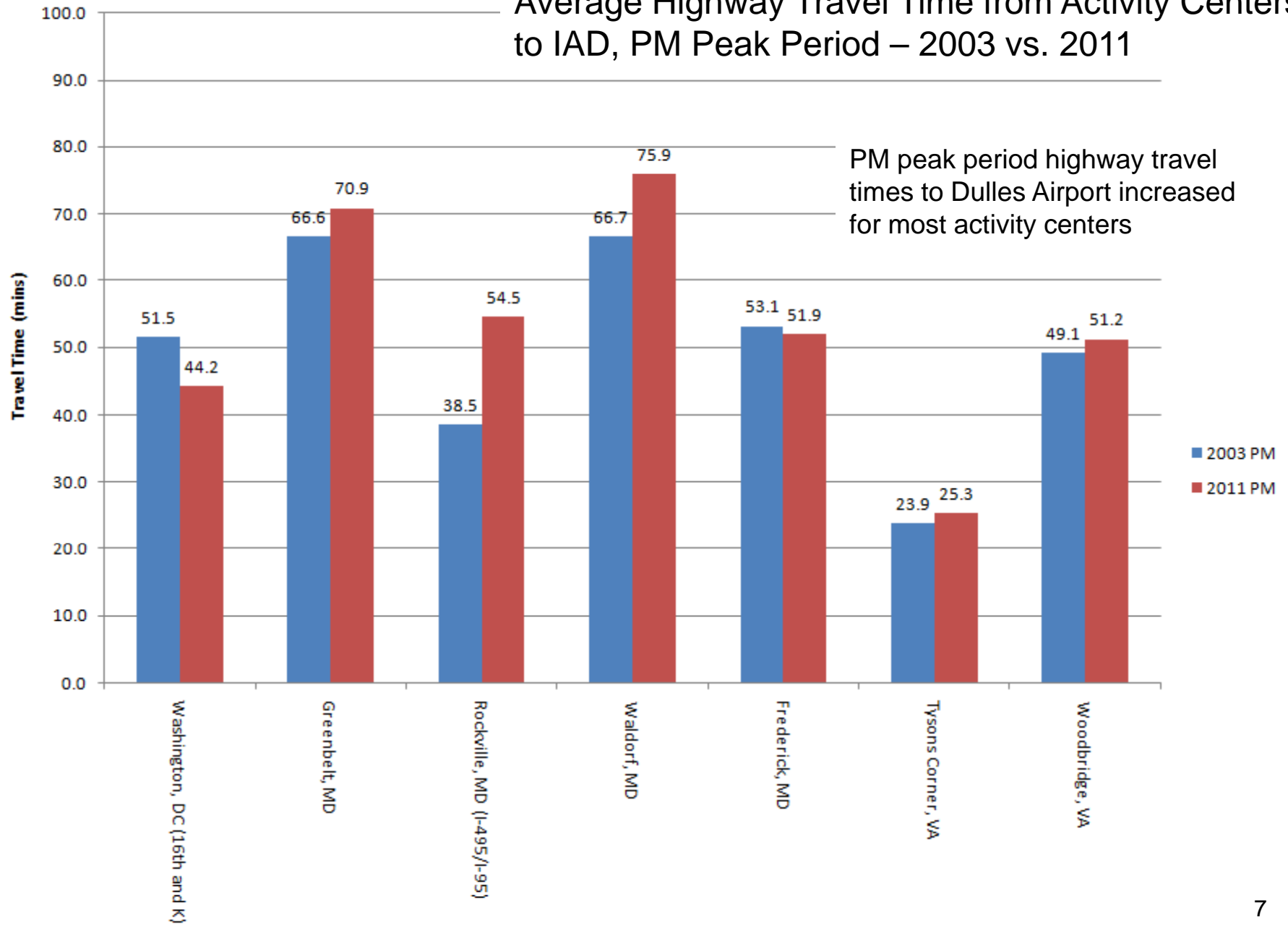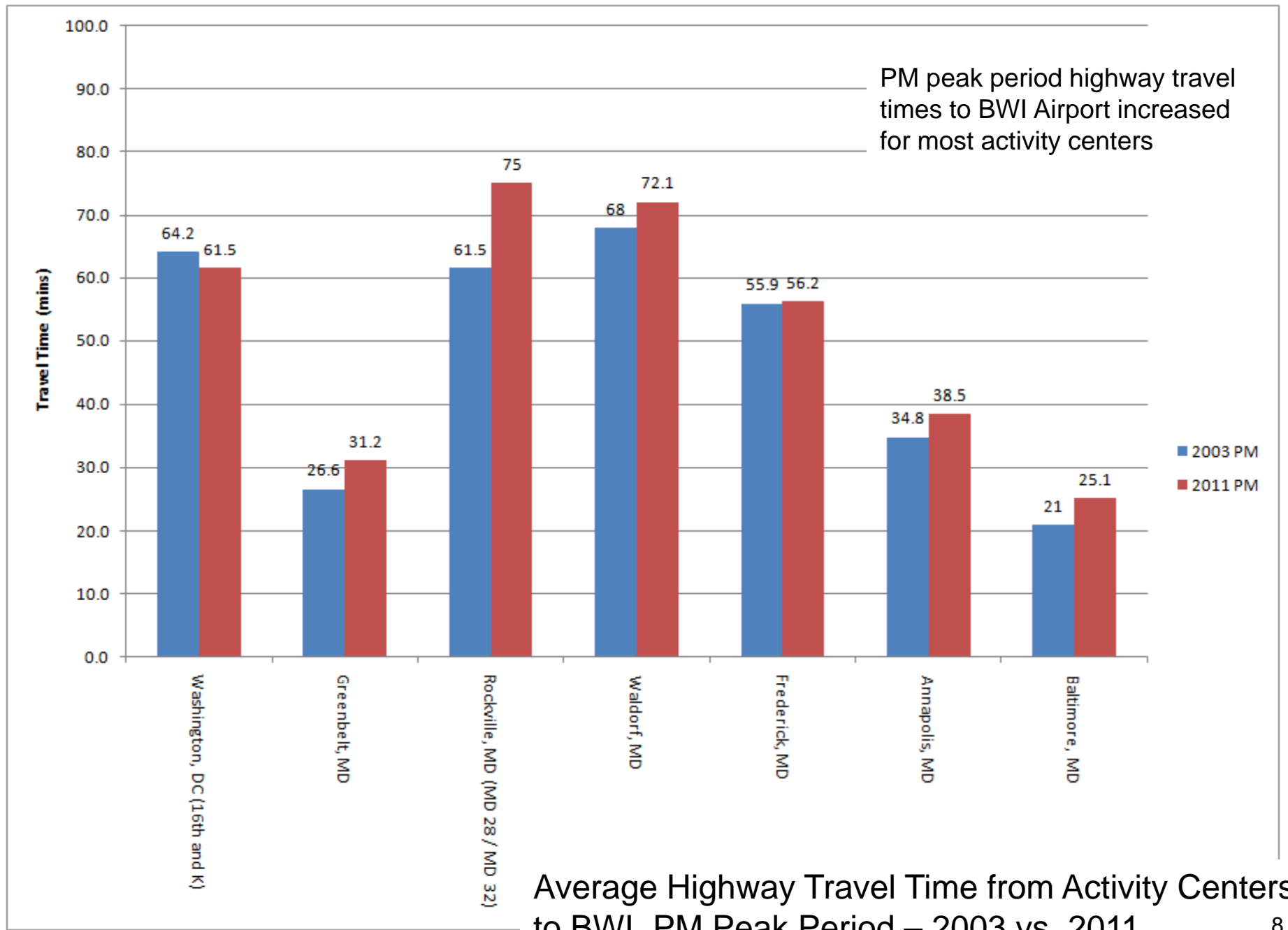
Impact of the ICC (MD 200) on Highway Travel Times from Rockville to BWI (Average 2011-2012)

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

DCA
- Other 1%
- Bus 11%
- Rail 16%
- Auto 72%

BWI
- Other 3%
- Rail 4%
- Bus 12%
- Auto 81%

IAD
- Other 4%
- Bus 14%
- Auto 82%

Source: 2009 Regional Air Passenger Survey

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 passenger and air cargo trends and forecasts show continued strong growth and significant future growth

▶ Air passenger and air cargo 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