

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

Metropolitan Washington Council of Governments  
National Capital Region Transportation Planning Board  
Technical Committee  
April 6, 2012

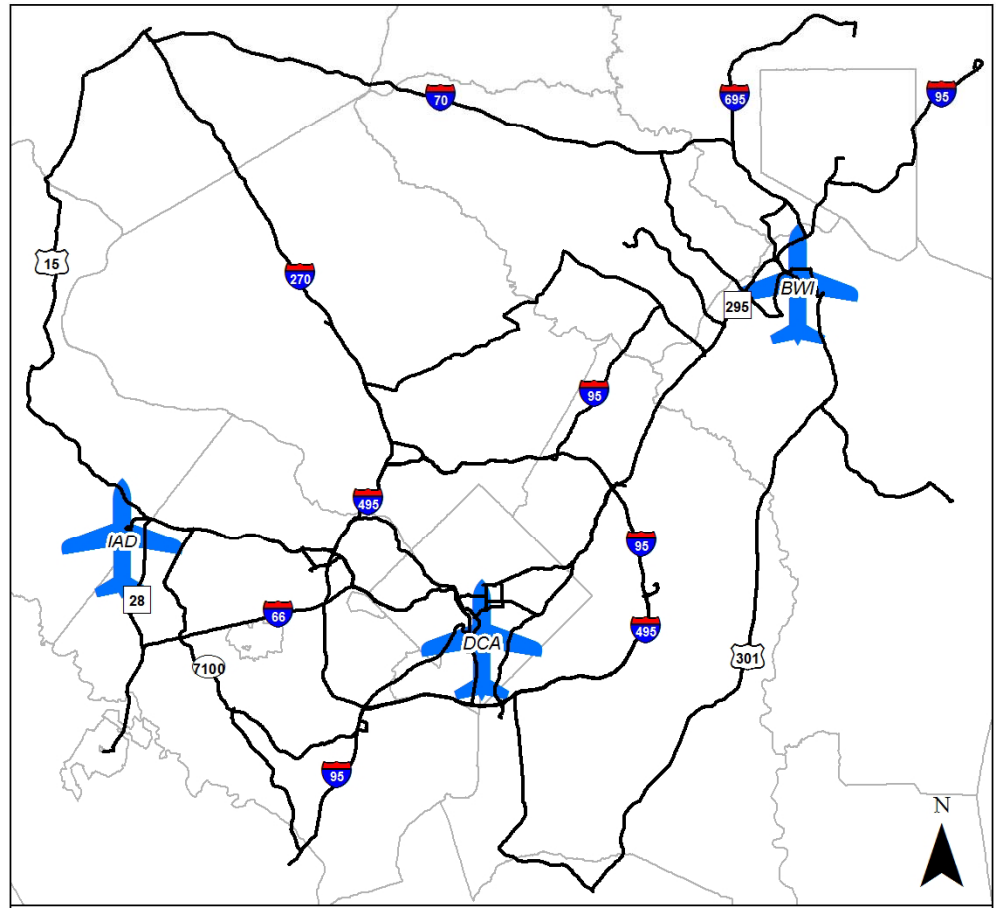
Richard I. Roisman, AICP  
CASP Program Manager

# 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.

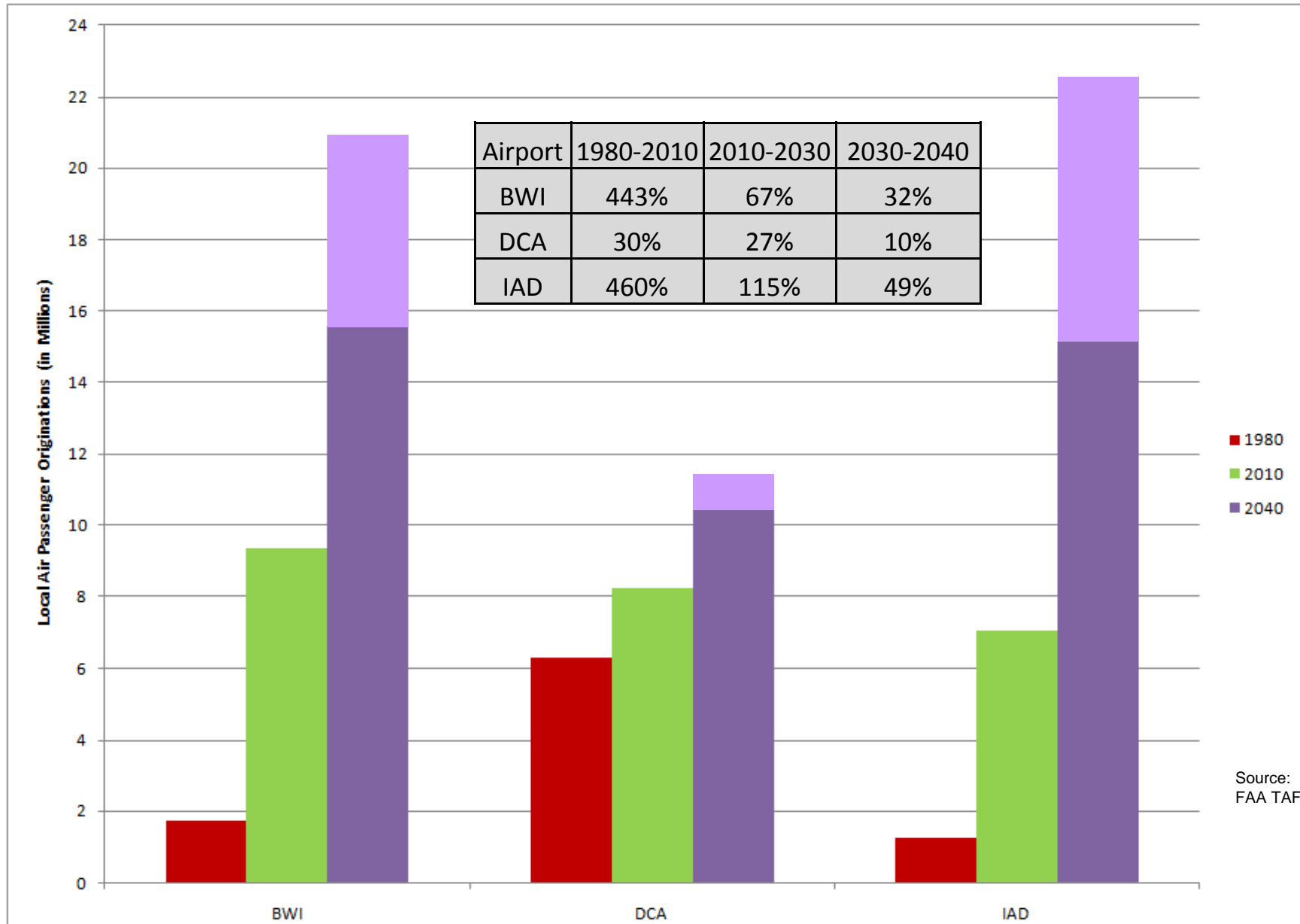
# CASP Partner Agencies

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

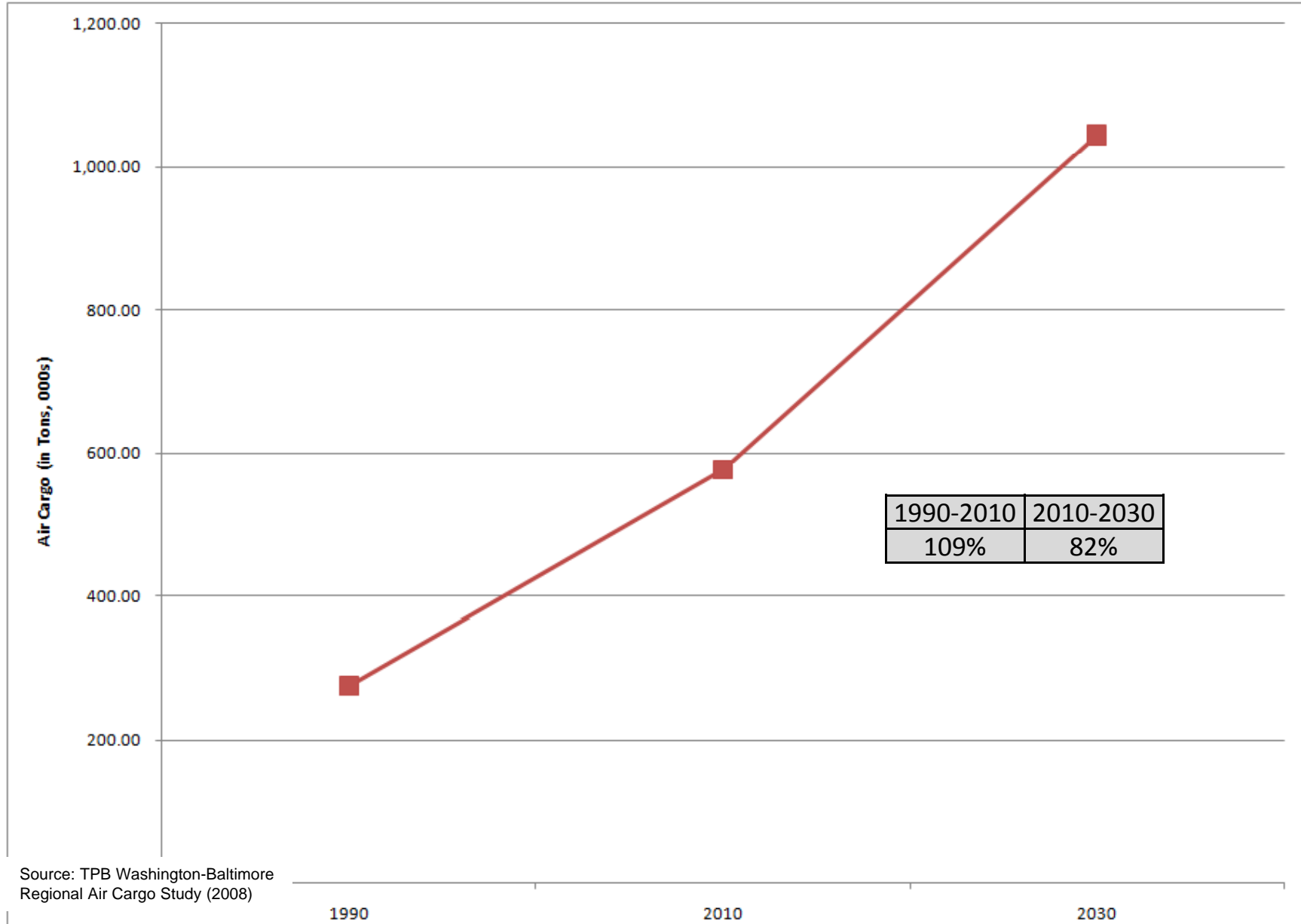


In addition, representatives from the Frederick and Manassas airports and the Washington Airports Task Force attend Aviation Technical Subcommittee meetings.

# Historic and Forecast Growth in Local Air Passenger Originations

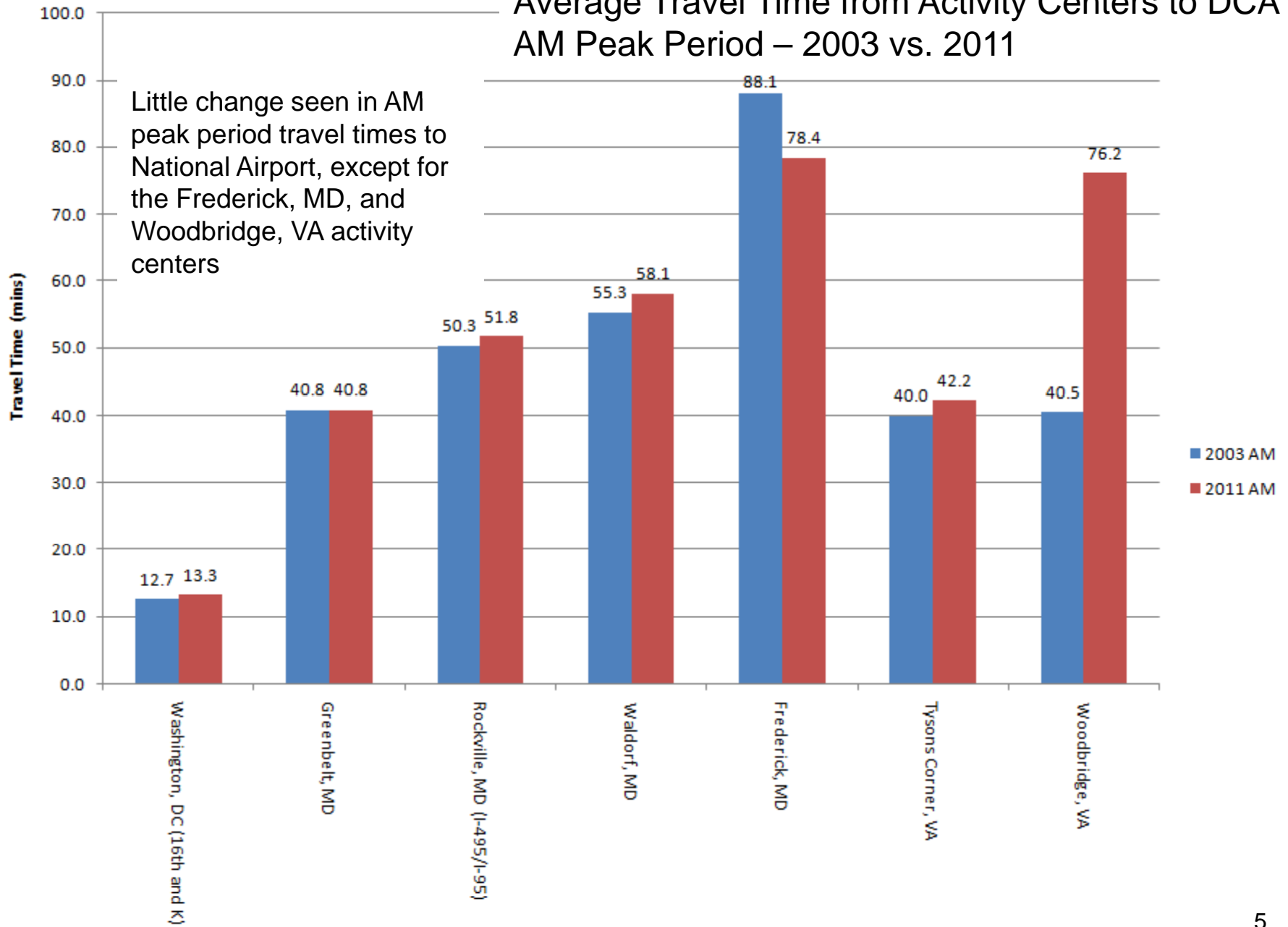


# Historic and Forecast Growth in Air Cargo (BWI and IAD)

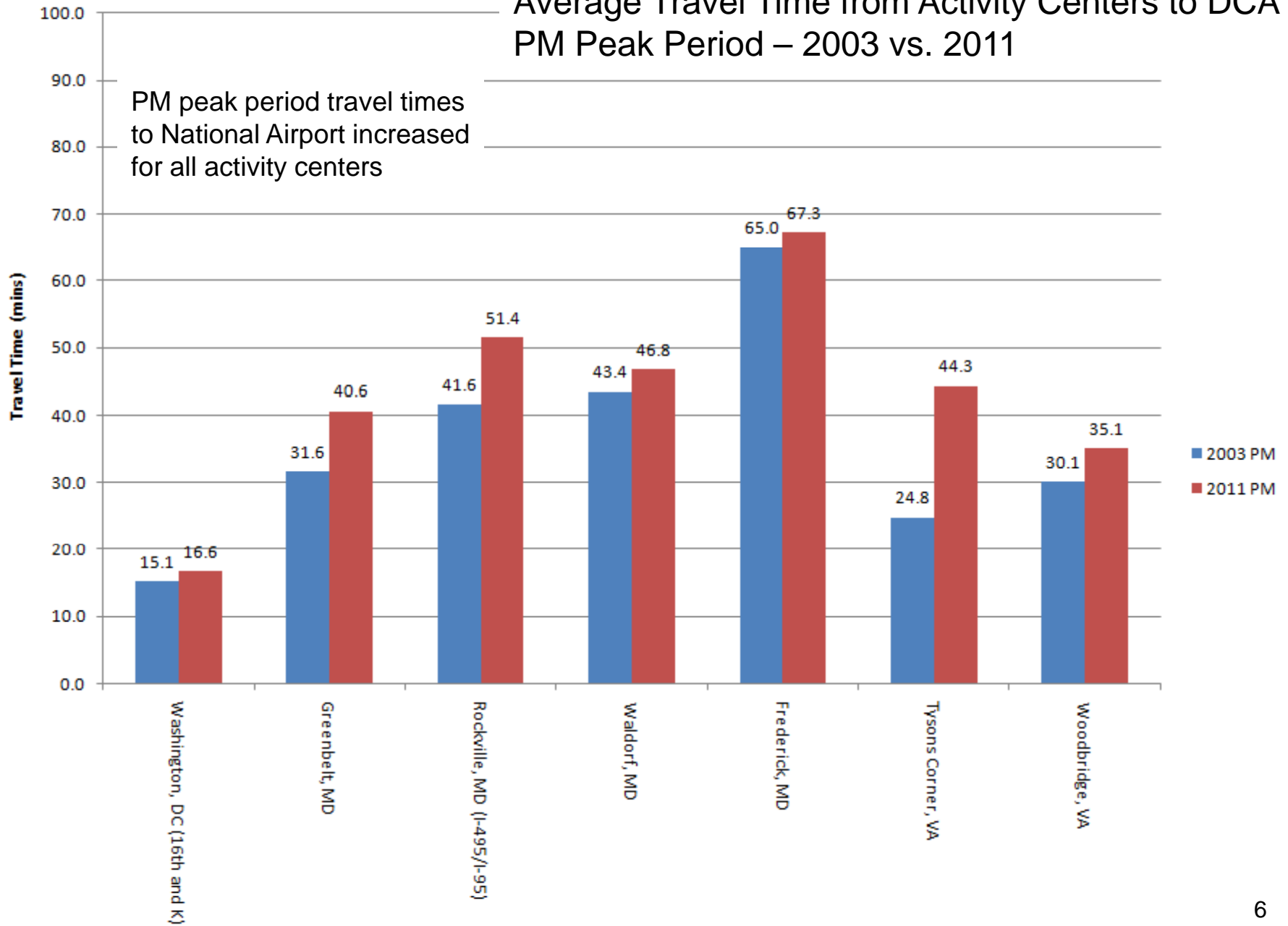


Source: TPB Washington-Baltimore  
Regional Air Cargo Study (2008)

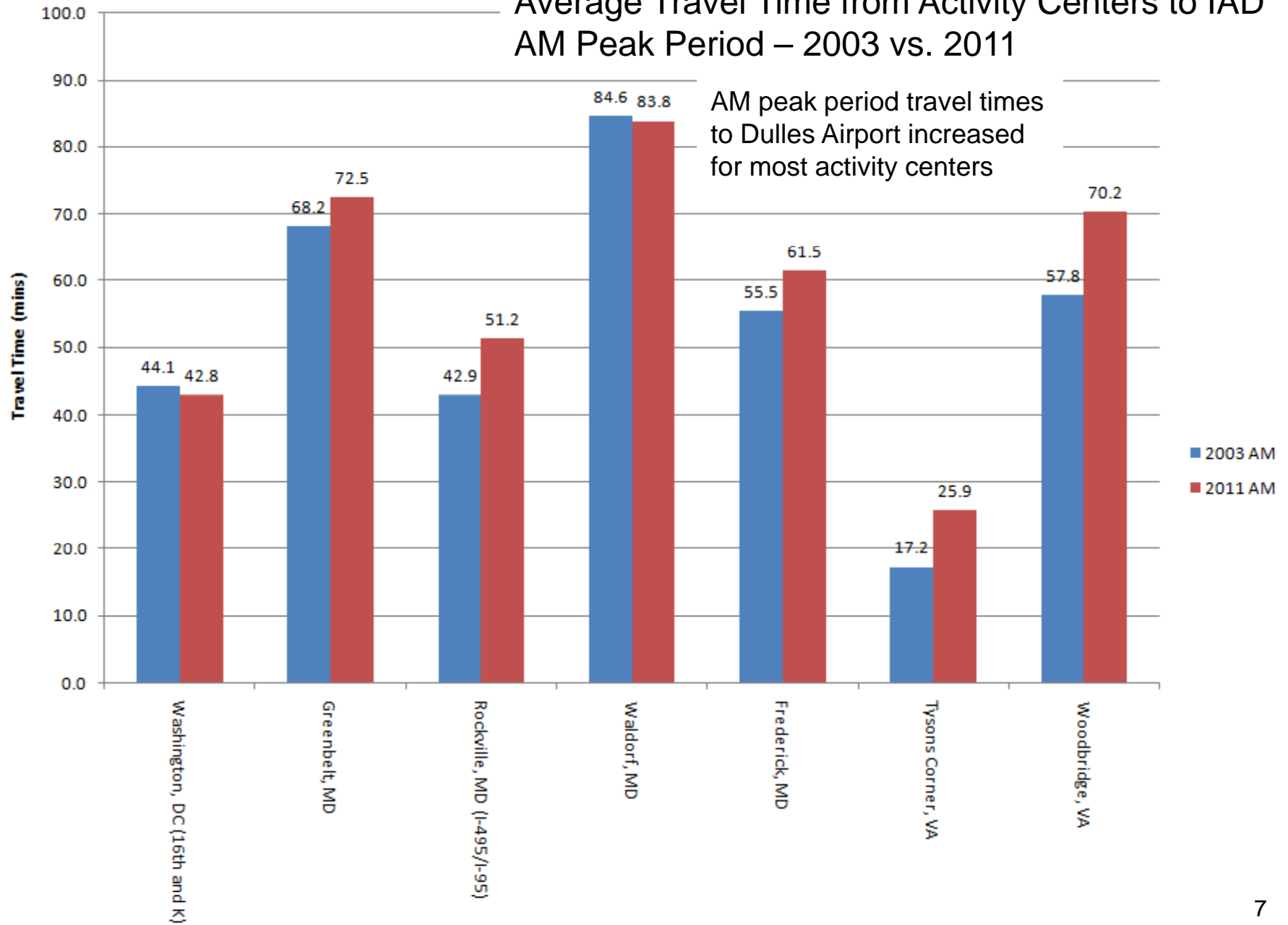
## Average Travel Time from Activity Centers to DCA AM Peak Period – 2003 vs. 2011



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

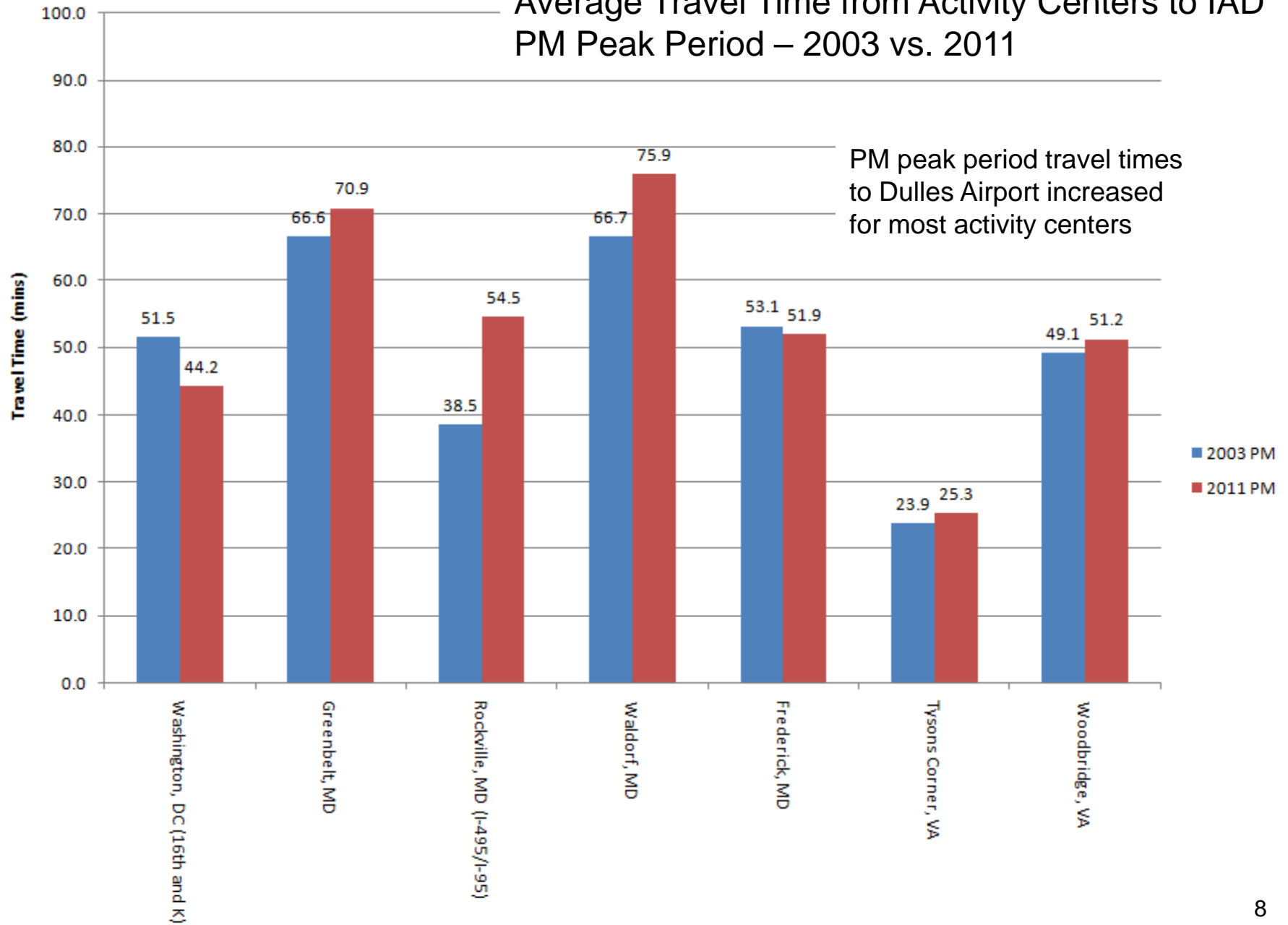


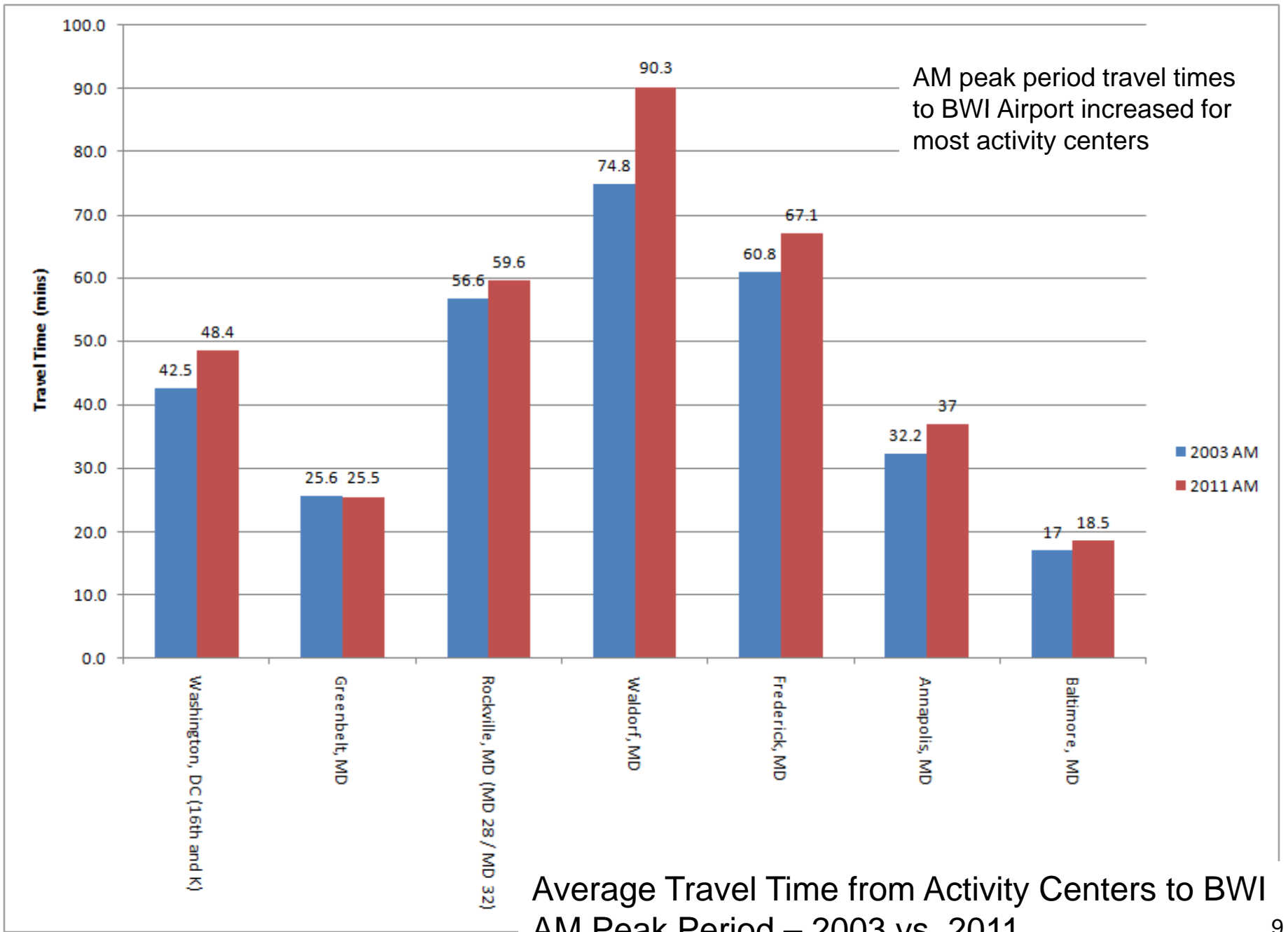
# Average Travel Time from Activity Centers to IAD AM Peak Period – 2003 vs. 2011

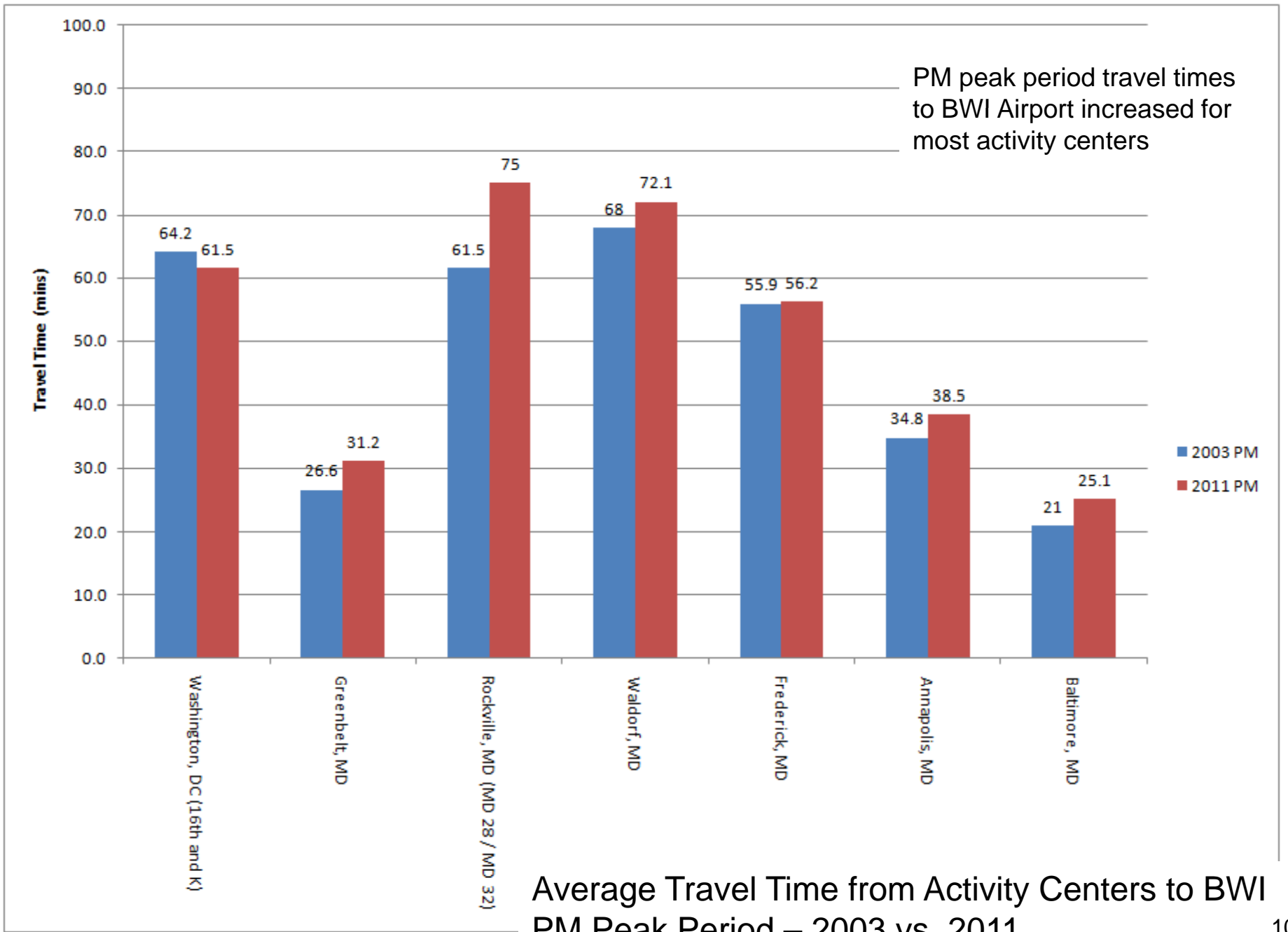




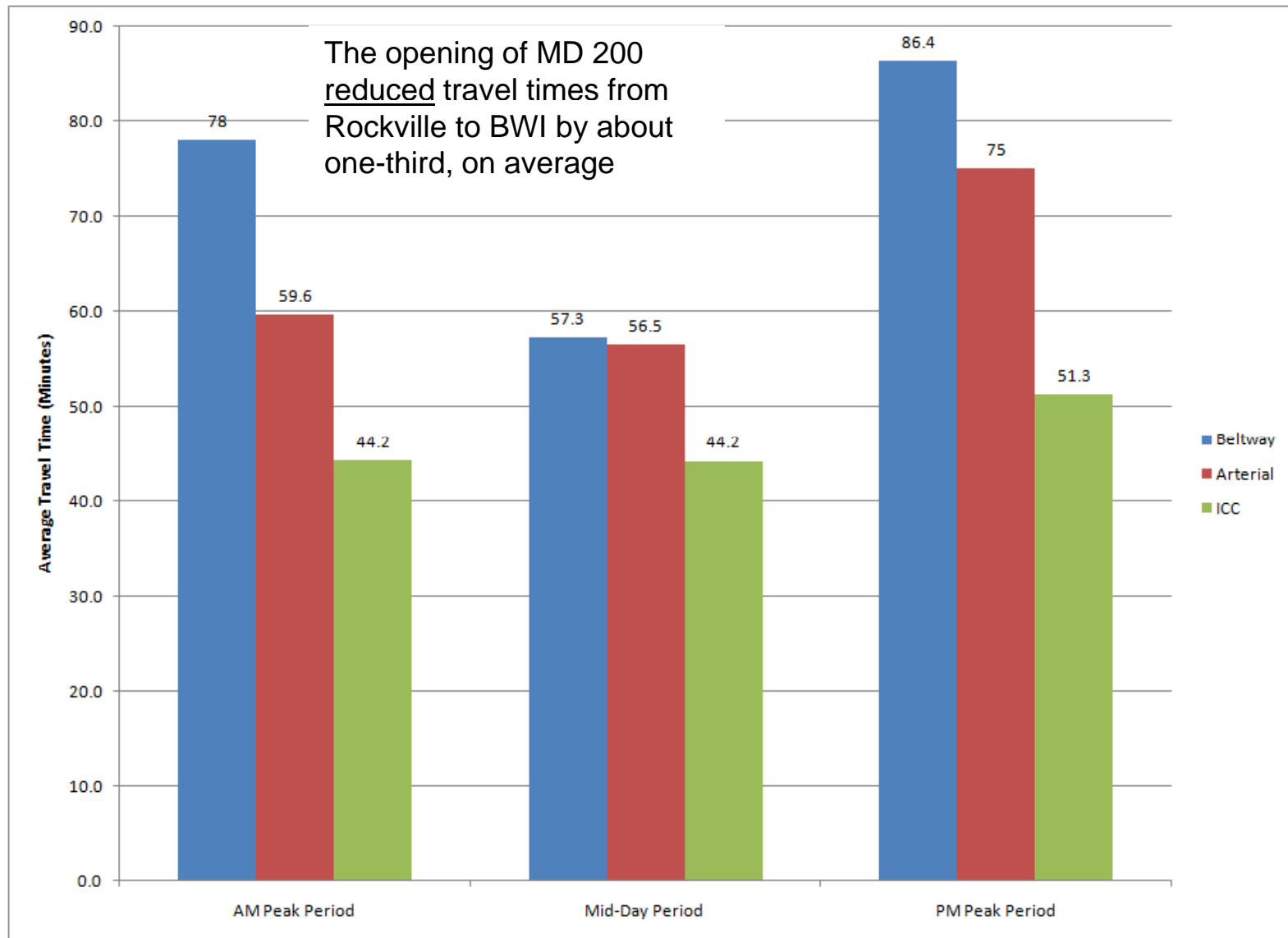
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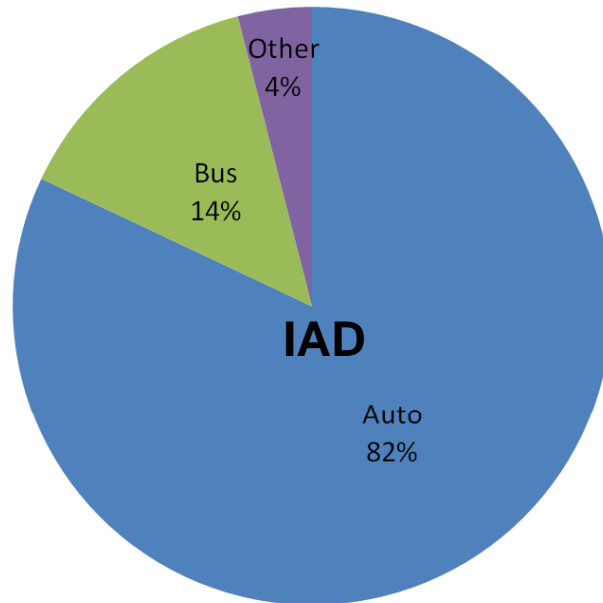
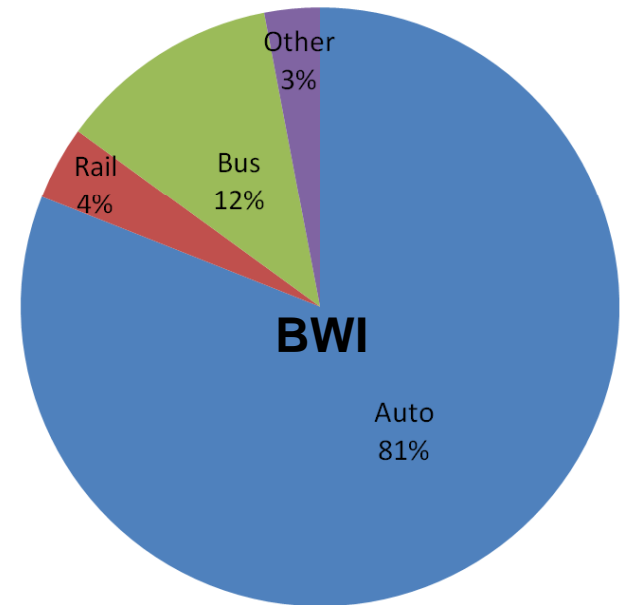
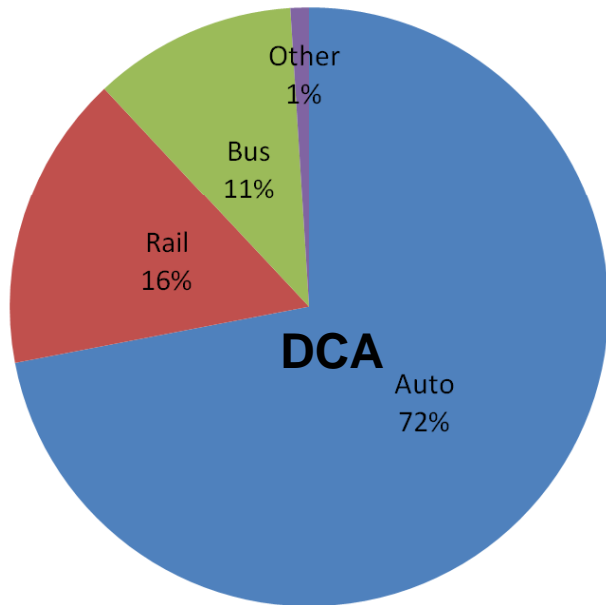
# Average 2011 – 2012 Travel Times from Rockville to BWI



# 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
  - 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 advanced by the TPB
  - 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 advanced by the TPB
  - 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 (access to DCA and IAD)

# State of Regional Air Systems and Ground Access Network

- ▶ Historic and recent air passenger and air cargo trends show continued growth
- ▶ Air passenger and air cargo forecasts show 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 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