

COMPREHENSIVE WASHINGTON-BALTIMORE REGIONAL AIR SYSTEM PLAN (RASP) REPORT

Key Findings

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December 4, 2020

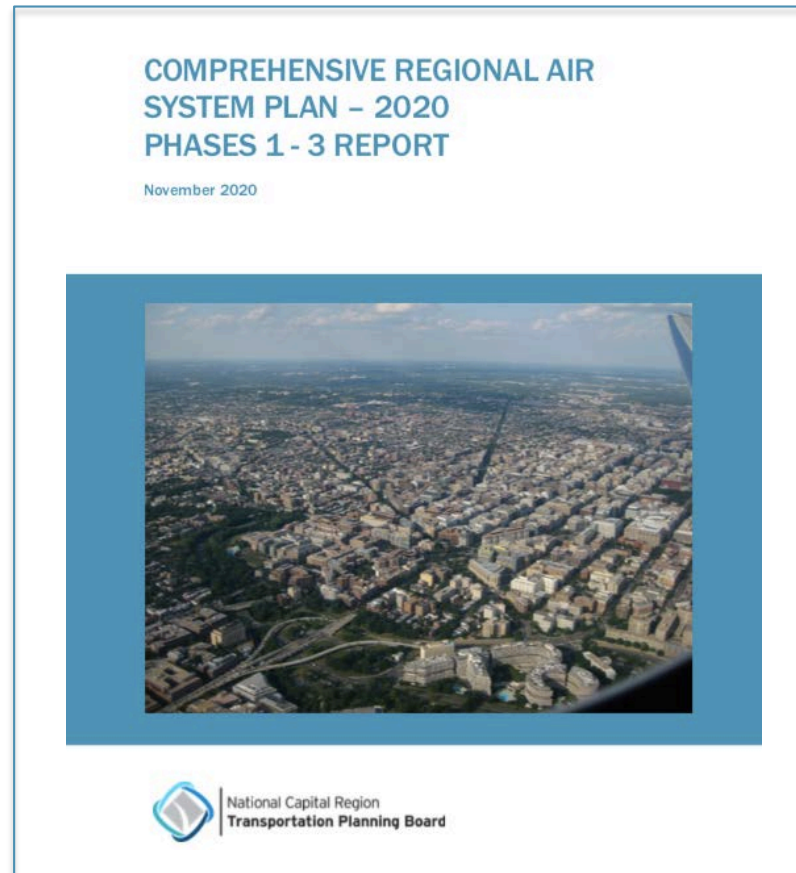


About CASP Program

- Continuous Airport System Planning (CASP) program
- Funded by FAA, MWAA, and MAA.
- Supports planning, development, and operation of airport facilities and associated transportation facilities
- A continuous cycle:
 - Biennial regional air passenger survey
 - Air passenger origin/destination forecast update
 - Air passenger ground access forecast update
 - Ground access plan update
- Developed, implemented, and monitored by Aviation Technical Subcommittee (ATS), including MAA and MWAA

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<https://www.mwcog.org/transportation/planning-areas/airports/casp-elements/regional-air-system-plan/>



OVERVIEW

- Executive Summary
- Phase 1
- Phase 2
- Phase 3
 - Recommendations
 - Next Steps
 - Conclusion



EXECUTIVE SUMMARY

Phase 1 - Summarizes previous and recent air systems planning efforts, resulting in a determination of the state of the practice in regional air system planning.

Phase 2 - Reviews existing conditions (supply) and anticipated needs (demand) in the regional airport system.

Phase 3 - Synthesizes air system-wide planning considerations, conducts needs assessment, reviews ground access element update, and shares airports ground access-related recommendations.

All three phases were developed with FAA, MWAA, and MAA.



PHASE 1

- I. FAA Guidance on Regional Air Systems Plans**
- II. Washington-Baltimore Regional Air Systems Planning Review**
- III. Airport Master Plans**
- IV. NPIAS Airport Inventory**
- V. State Aviation System Plans: Washington-Baltimore Region**
- VI. Adjacent State Aviation System Plans**
- VII. ACRP Reports on the State of the Practice**
- VIII. National Case Studies**
- IX. Phase 1 Findings**



PHASE 2

- I. Airport Master Plans**
- II. Supply Analysis**
- III. Demand Analysis**
- IV. Phase 2 Findings**

Supply and demand analysis was informed by a series of interviews conducted by TPB staff with planning staff from BWI, DCA, and IAD Airports.



Metrics for Analysis

Air Service

Cargo

Ground Access

Curbside Access

Parking

General Aviation Activity



PHASE 3

- I. Planning Considerations**
- II. Needs Assessment**
- III. Ground Access Element Update**
- IV. Recommendations**
- IV. Next Steps**
- IV. Conclusion**



Planning Considerations

Revenue

Ground Access

Capacity

Regional Airport Balance

Land Use Compatibility

Regulation

NextGen

COVID-19 Recovery

Cybersecurity

Unmanned Aircraft Systems

Autonomous Vehicles



Needs Assessment

Air Service:

Terminal Development Elements

Airfield Improvements

Cargo Operations

Ground Access & Landside Support Facilities

Curbside Access

Parking

General Aviation



Ground Access Element Update

Shares the most recent ground access forecast update conducted based off the 2017 Washington-Baltimore Regional Air Passenger Survey.

Identifies plans, policies, and programs of critically important roadway and transit improvements that are relevant to BWI, DCA, and/or IAD Airport connectivity, as outlined in Visualize 2045 and Maximize2045 (Baltimore).

Emphasizes that the planned regional transportation network contained in Visualize 2045 and Maximize2045 can effectively serve the ground access needs of airports, including air passengers, but only if advanced and constructed according to project schedules.

RECOMMENDATIONS

Federal Planning Factors

- Increase accessibility and mobility of people and freight.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Enhance travel and tourism.

TPB Policy Framework

BMC Policy Framework

Long-Range Transportation Plan (LRTP) Projects to Prioritize



TPB Policy Framework

Aspirational Initiatives

The express travel network would provide several benefits for airport ground access connectivity, including reducing congestion and incentivizing travelers to either carpool or travel by transit vehicle. Expanding Metrorail capacity would increase logistical ease and comfort for those traveling by Metrorail to and from airports.

Regional Transportation Priorities Plan (RTPP) Goals

- Provide a comprehensive range of transportation options.
- Support inter-regional and international travel and commerce.



BMC Policy Framework

Regional Transportation Goals and Strategies

- Improve and maintain the existing infrastructure
- Improve accessibility
- Increase mobility
- Promote prosperity and economic opportunity
- Promote informed decision making



Overview of LRTP Priority Projects

HIGHWAY: 41

TRANSIT: 2

MDOT Interstate Roadway Project

Of all recommendations made, only the following project was identified by both MAA and MWAA.

Construct/Widen I-495 Toll Lanes

- From Virginia Stateline/Potomac River (including American Legion Bridge) to I-270Y
- From 8/10 lanes to 8/10+4ETL
- Completion date: 2025



Visualize 2045 Priority Projects: MAA

HIGHWAY: 12

- **MDOT Interstate Roadway Projects: 8**
 - Construct/Widen I-270 Toll Lanes: 2
 - Construct/Widen I-495 Toll Lanes: 6
- **Anne Arundel County Primary Roadway Projects: 4**
 - Widen I-295: 1
 - Widen MD 713: 1
- **Howard County Primary Roadway Projects: 2**
 - Widen I-95 Peak Period Shoulder Use: 1
 - Widen MD 100: 1

TRANSIT: 1

- Implement Penn Line Service Improvements

Visualize 2045 Priority Projects: MWAA

HIGHWAY: 22

- **MDOT Interstate Roadway Projects: 1**
 - Construct/Widen I-495 Toll Lanes: 1
- **VDOT Interstate Roadway Projects: 17**
 - Construct/Widen/Revise I-66: 10
 - Construct/Widen I-495: 6
 - Widen Dulles Airport Access Road: 1
- **VDOT Primary Roadway Projects: 4**
 - Widen VA 28: 4

TRANSIT: 0

MAXIMIZE2045 Priority Projects: MAA

HIGHWAY: 7

- MDOT SHA
 - Baltimore County Roadway Projects: **1**
 - I-695/I-70 Interchange Reconfiguration: **1**
 - Howard County Roadway Projects: **2**
 - I-95 Peak Hour Shoulder Use: **1**
 - MD 100 Widening: **1**
 - Anne Arundel County Roadway Projects: **4**
 - **1 of each:** MD 2 Widening; MD 3 Widening; MD 100 Widening; MD 295 Widening

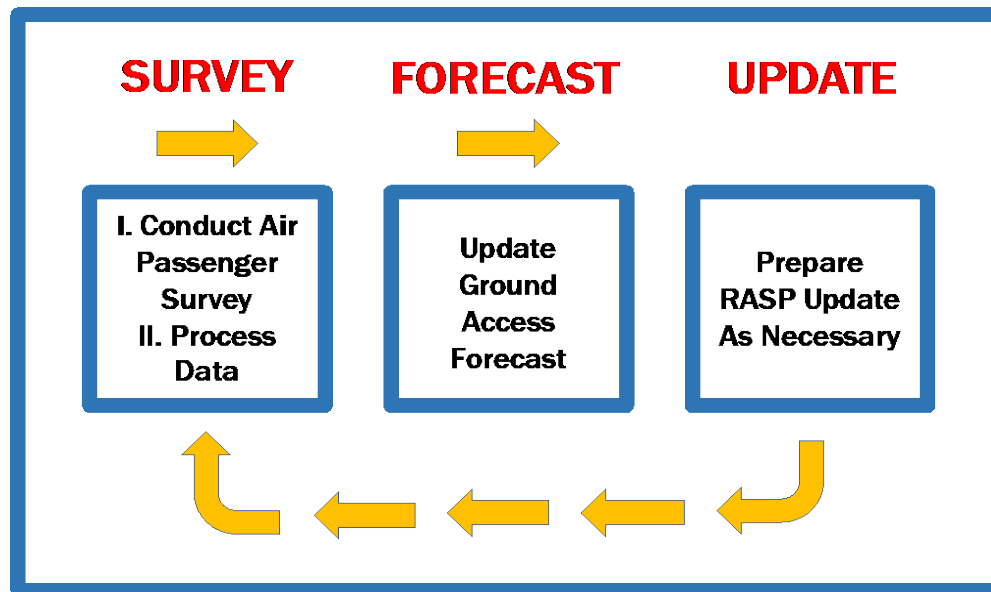
TRANSIT: 1

- Howard County Transit Project
 - Bus Rapid Transit to BWI Airport: **1**



NEXT STEPS

- CASP planning cycle will continue to be synchronized with the regional LRTP update process. The precise timing of future RASP Updates will be based on need, available funding, as well as aligning with each airport's strategic and master planning processes.



CONCLUSION

RASP findings equip staff and policymakers with holistic understanding of the air system and how best to improve airport ground access connectivity.

BWI, DCA, and IAD emphasized the value of the RASP, recognizing that future updates will be crucial in improving their overall system performance.

Ground access element update shows that long-term demand for airports will continue to grow through 2045, with some caveats regarding the short-term impacts of the COVID-19 global pandemic.

Recommendations urge policymakers to prioritize key airport ground access-related projects, policies and programs within the TPB and BMC long-range transportation plans in the years ahead.

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