Washington-Baltimore Regional Air System Plan Ground Access Forecast Update and Ground Access Element Update

TPB Technical Committee
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Agenda Item #9

Richard I. Roisman, AICP
Manager, Planning Data Programs
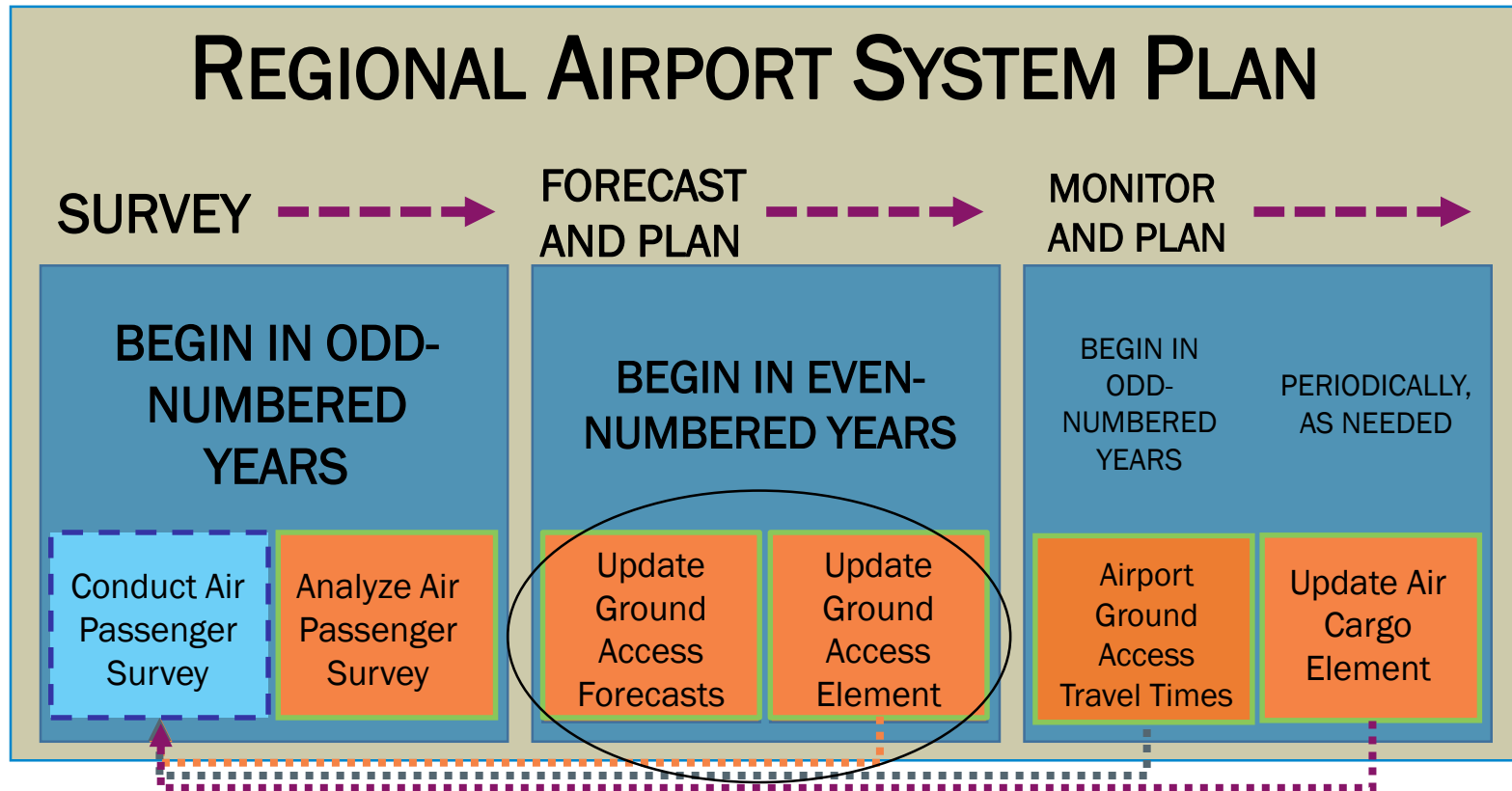Department of Transportation Planning

National Capital Region
Transportation Planning Board

CASP Process and Projects

The Continuous Airport System Planning (CASP) Program cycle has three (3) distinct phases each containing specific projects and milestones.

REGIONAL AIRPORT SYSTEM PLAN

SURVEY ⇢

FORECAST AND PLAN ⇢

MONITOR AND PLAN ⇢

BEGIN IN ODD-NUMBERED YEARS

BEGIN IN EVEN-NUMBERED YEARS

BEGIN IN ODD-NUMBERED YEARS

PERIODICALLY, AS NEEDED

| Conduct Air Passenger Survey | Analyze Air Passenger Survey | Update Ground Access Forecasts | Update Ground Access Element | Airport Ground Access Travel Times | Update Air Cargo Element |

- ⬚ (dashed blue box) Funded by MWAA and BWI (100%)
- ⬚ (green box) Funded by FAA CASP Grant (90%) and COG Match (10%)

# Regional Air Systems Planning, the TPB Vision, and the RTPP

- **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.
- **RTPP Goal 6:** Support inter-regional and international travel and commerce
- CASP activities work directly to support the above goals, objective, and strategy through the regional transportation planning program

# State of Regional Air Systems and Ground Access Network

- Historic and recent enplanement trends show continued growth of more than 10% at DCA and BWI

- Forecasts show future growth in locally originating enplanements and average weekday airport ground access trips of more than 40% at all three airports by 2040

- Previous analysis of airport ground access travel times from major regional activity centers show travel time increases for nearly all O-D pairs

- Approved CLRPs have resulted in surface network improvements that improved airport access

- Plan updates should continue to consider airport access

Regional Air Passenger Enplanements Trend (2000 – 2014) by Airport
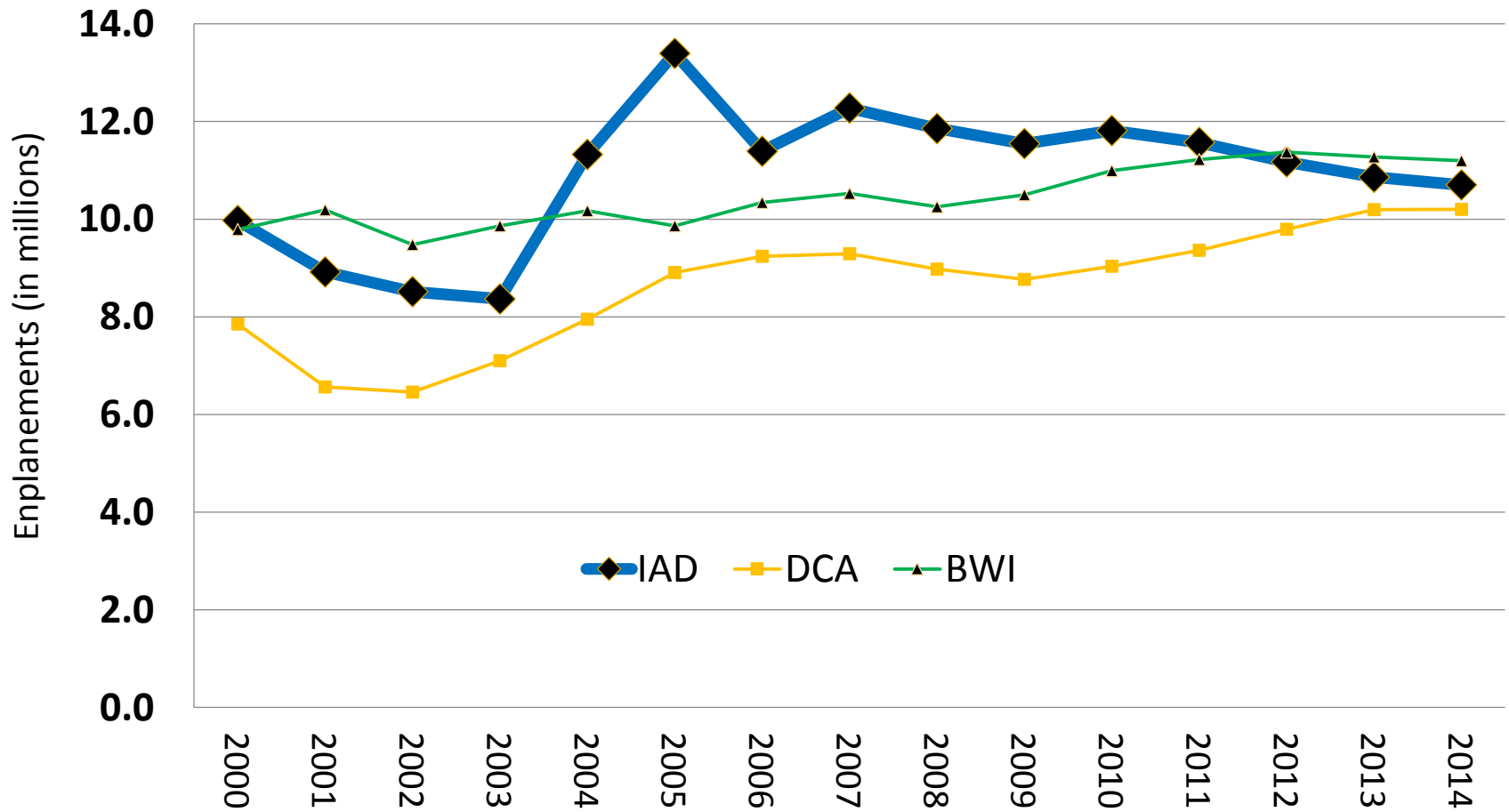
Enplanement Local Trip Origination Forecasts to 2040
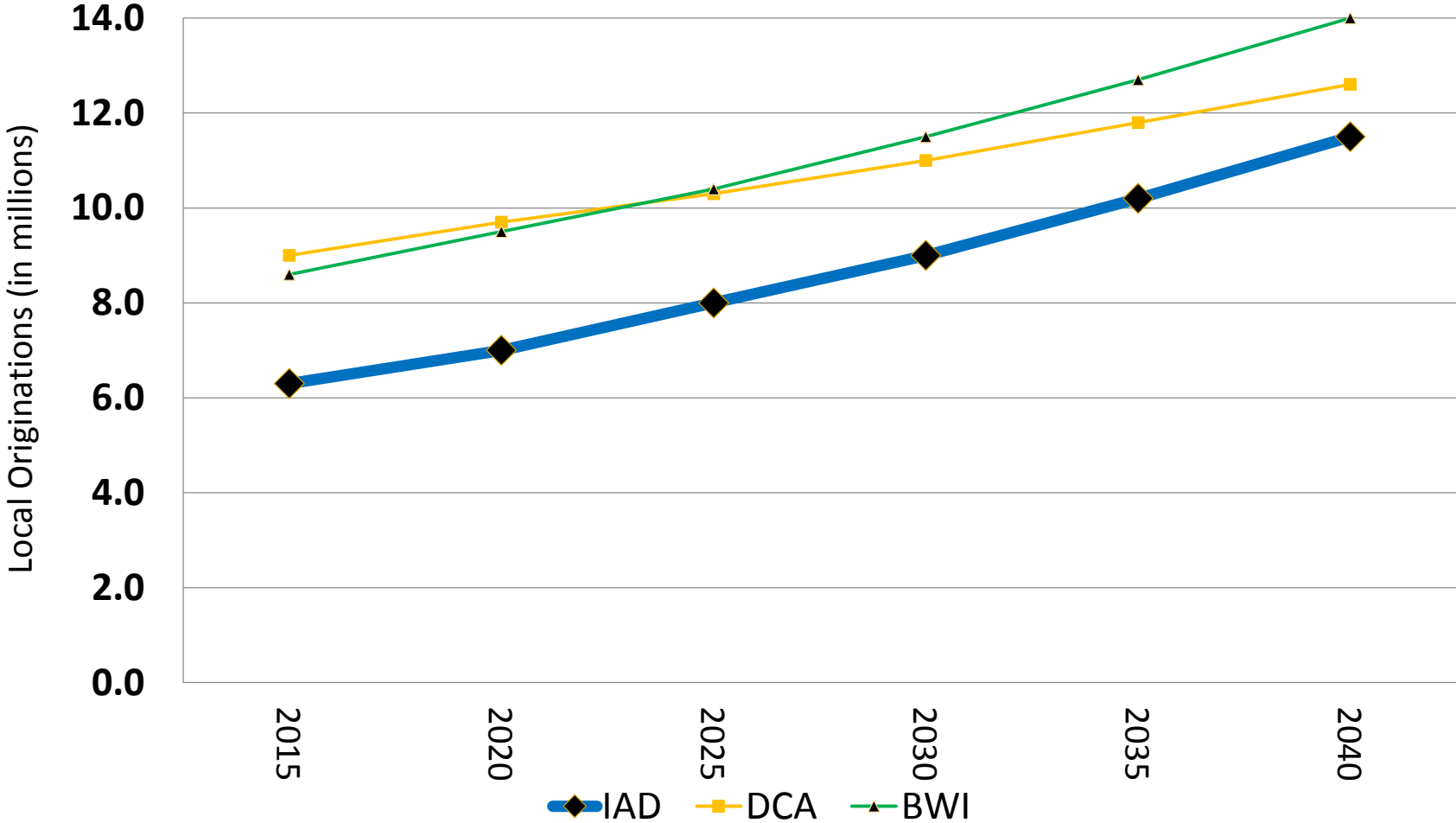
Major Highway Bottlenecks Slowing Airport Access

Airport(s)	Route	From	To
DCA	NB I-395 (8:30 – 9:30 AM)	VA 27	US 1
DCA	EB I-66 (6:00 – 7:00 PM)	VA 7	VA 267
IAD, BWI	Inner Loop I-495 (4:30 – 5:00 PM)	VA 123	VA 267
DCA	NB I-395 (8:30 – 9:30 AM)	VA 110	George Washington Mem. Pkwy
All	SB I-395 (5:00 – 6:00 PM)	4th St.	12th St.
All	Inner Loop I-495 (4:30 – 5:00 PM)	VA 267	VA 193
BWI, DCA	Inner Loop I-495 (5:30 – 6:30 PM)	VA 193	George Washington Mem. Pkwy
DCA	EB I-66 (6:00 – 7:00 PM)	VA 267	Westmoreland St.
All	EB I-66 (6:00 – 7:00 AM)	VA 234 Bypass	VA 234
IAD, DCA	Outer Loop I-495 (7:00 – 8:00 AM)	MD 650	MD 193

Adapted from Traffic Quality on the Metropolitan Washington Area Freeway System, Skycomp, Inc., November 2014

Transit Access to Airports

- Transit travel times to DCA and BWI are better than driving for some activity centers
- Silver Line Phase 1 completion has improved transit access to IAD; Phase 2 completion will provide further improvement
- MARC weekend service has improved transit access to BWI
- 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 private automobiles
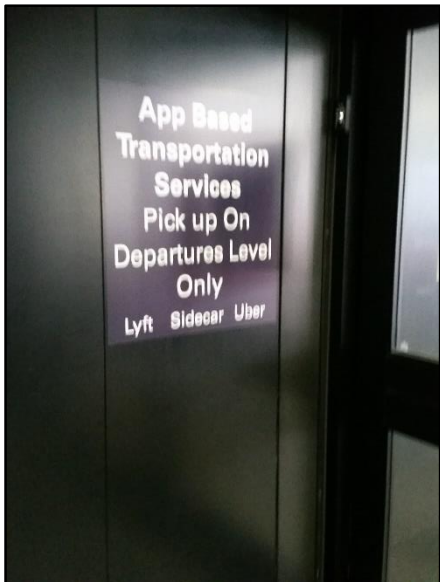
Regional Surface Transportation Projects To Improve Airport Access

- Major projects and studies advanced by the TPB through CLRP approval (identified in Ground Access Element Update)

    - Metrorail Silver Line Phase 2 (all airports)

    - Purple Line (all airports)

    - VA 28 widening / interchanges (IAD)

    - I-495 / Greenbelt Metro interchange improvements (all airports)

    - Transform 66 projects (all airports)

    - Corridor Cities Transitway BRT (all airports)

    - Envision Route 7 BRT/LRT (all airports)

CASP Program: Implications for Regional Transportation Planning

- *Regional Economic Impact of Airports: More than $50 Billion and 480,000 jobs*
- Airport ground access problems impact air passengers, air cargo, and employees
- Continue addressing airport ground access as part of long-range plans and TPB activities
- Seek airport input in Unfunded Capital Needs Working Group
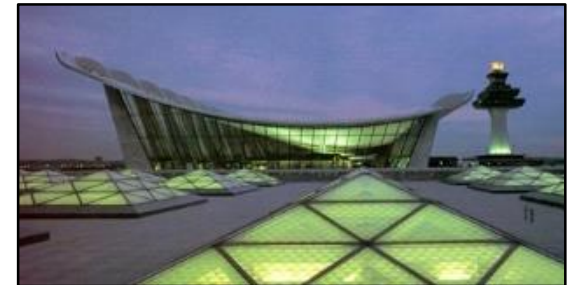
Thank you for your time

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