

COMPREHENSIVE REGIONAL AIR SYSTEM PLAN (RASP)

Phases 1-3 Draft Final Report

Arianna Koudounas, AICP
Transportation Planner

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OVERVIEW

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



EXECUTIVE SUMMARY



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 developed in conjunction with FAA, MWAA, and MAA.



PHASE 1

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 1

- I. FAA Guidance on Regional Air Systems Plans**
- II. Washington-Baltimore Regional Air Systems Planning Review**
- III. Airport Master Plans**
- IV. NPIAS Report 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 1 concludes with a synthesis of the state of the practice in regional air systems planning most applicable to the forthcoming Phase 2 and Phase 3 elements of the RASP.



PHASE 2

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



Phase 1

- I. FAA Guidance on Regional Air Systems Plans**
- II. Washington-Baltimore Regional Air Systems Planning Review**
- III. Airport Master Plans**
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Phase 1 concludes with a synthesis of the state of the practice in regional air systems planning most applicable to the forthcoming Phase 2 and Phase 3 elements of the RASP.



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.

Phase 2 concludes with draft sets of needs assessment metrics and planning considerations – both of which will be more fully developed in RASP Phase 3.



PHASE 3

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



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.

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



Recommendations

Long-Range Plan Capital Projects to Prioritize: Discuss with ATS

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

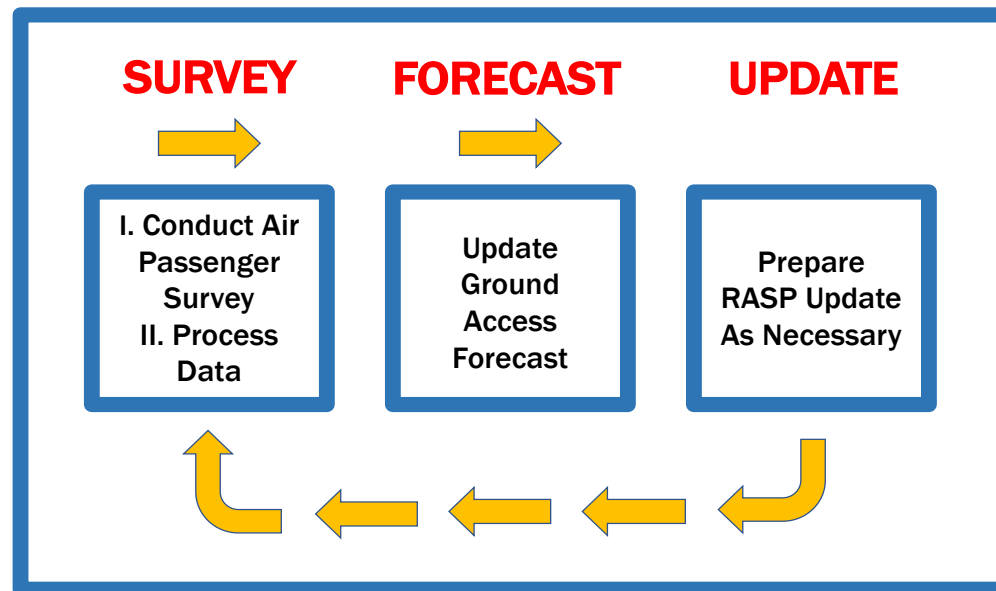


NEXT STEPS



NEXT STEPS

- CASP planning cycle (graphic below) will continue to be synchronized with the regional Long-Range Transportation Plan (LRTP) update process. The precise timing of future RASP Updates will be based on need as well as aligning with each airport's strategic and master planning processes.



CONCLUSION



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.



Arianna Koudounas

Transportation Planner

Department of Transportation Planning

202.962.3312

akoudounas@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002

