

Continuous Airport System Planning (CASP) Program

Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
Technical Committee
March 2, 2012

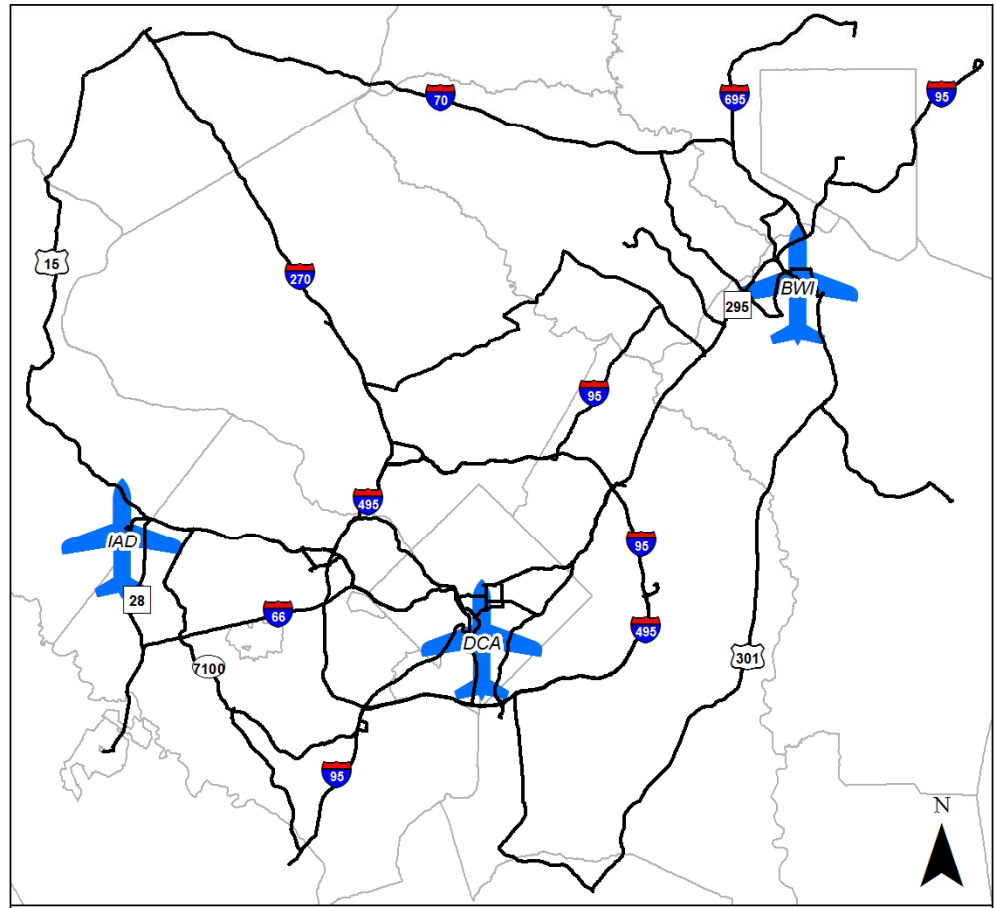
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Introduction

- ▶ 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

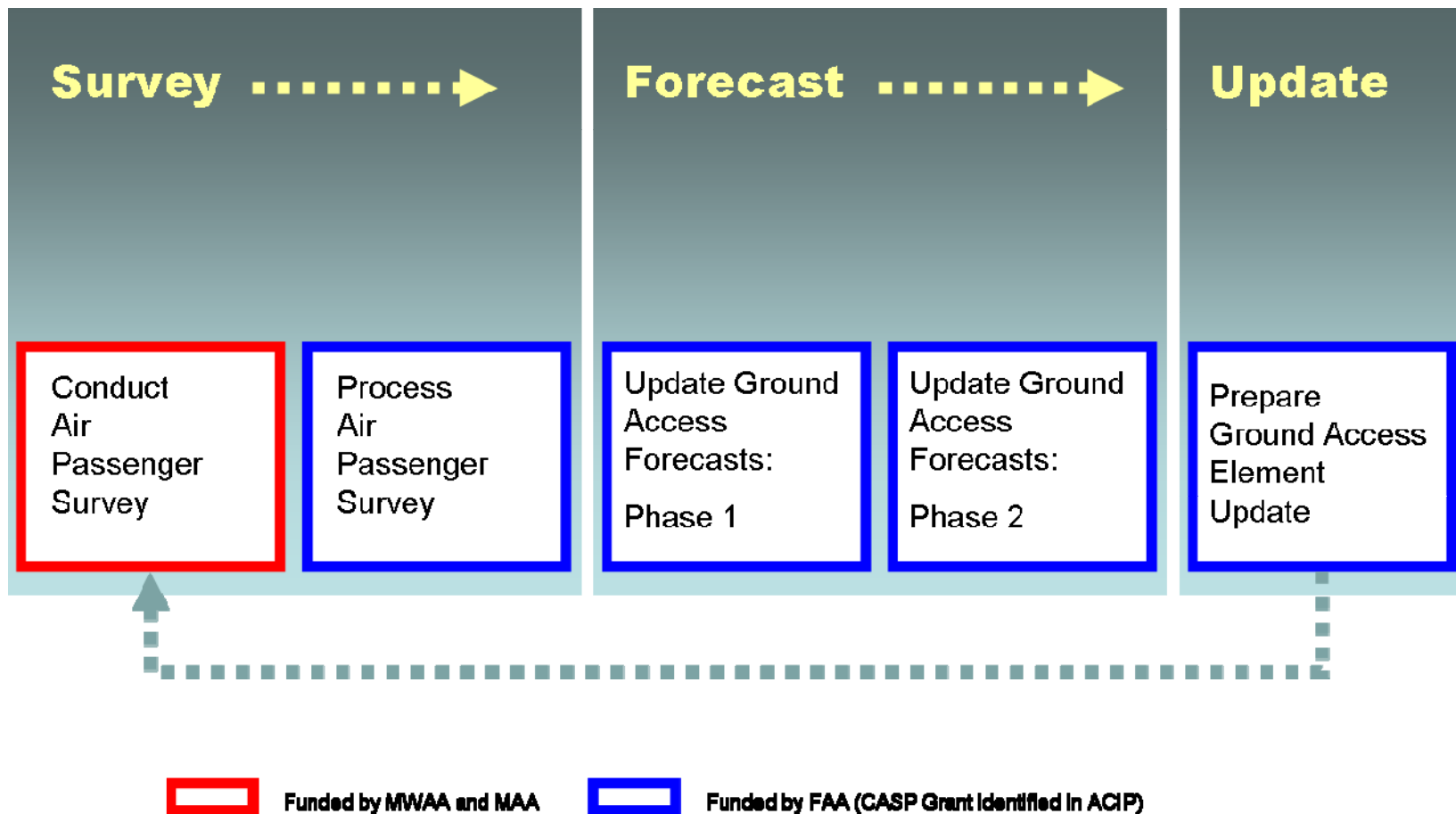
- ▶ Federal Aviation Administration (FAA)
- ▶ Maryland Aviation Administration (MAA)
- ▶ Virginia Department of Aviation (DOAV)
- ▶ District Department of Transportation (DDOT)
- ▶ Metropolitan Washington Airports Authority (MWAA)



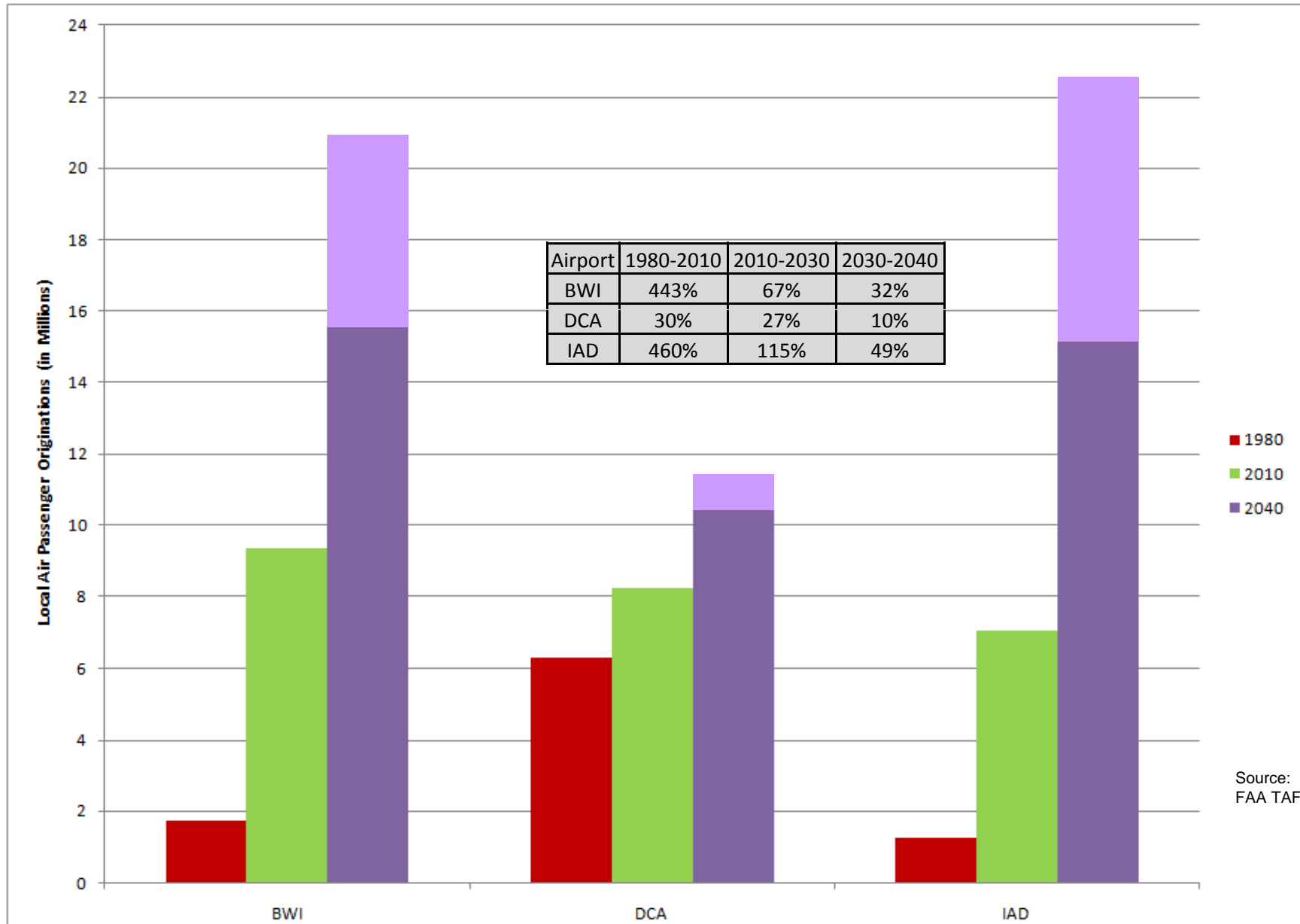
In addition, representatives from the Frederick and Manassas airports and the Washington Airports Task Force attend Aviation Technical Subcommittee meetings.

CASP Process and Projects

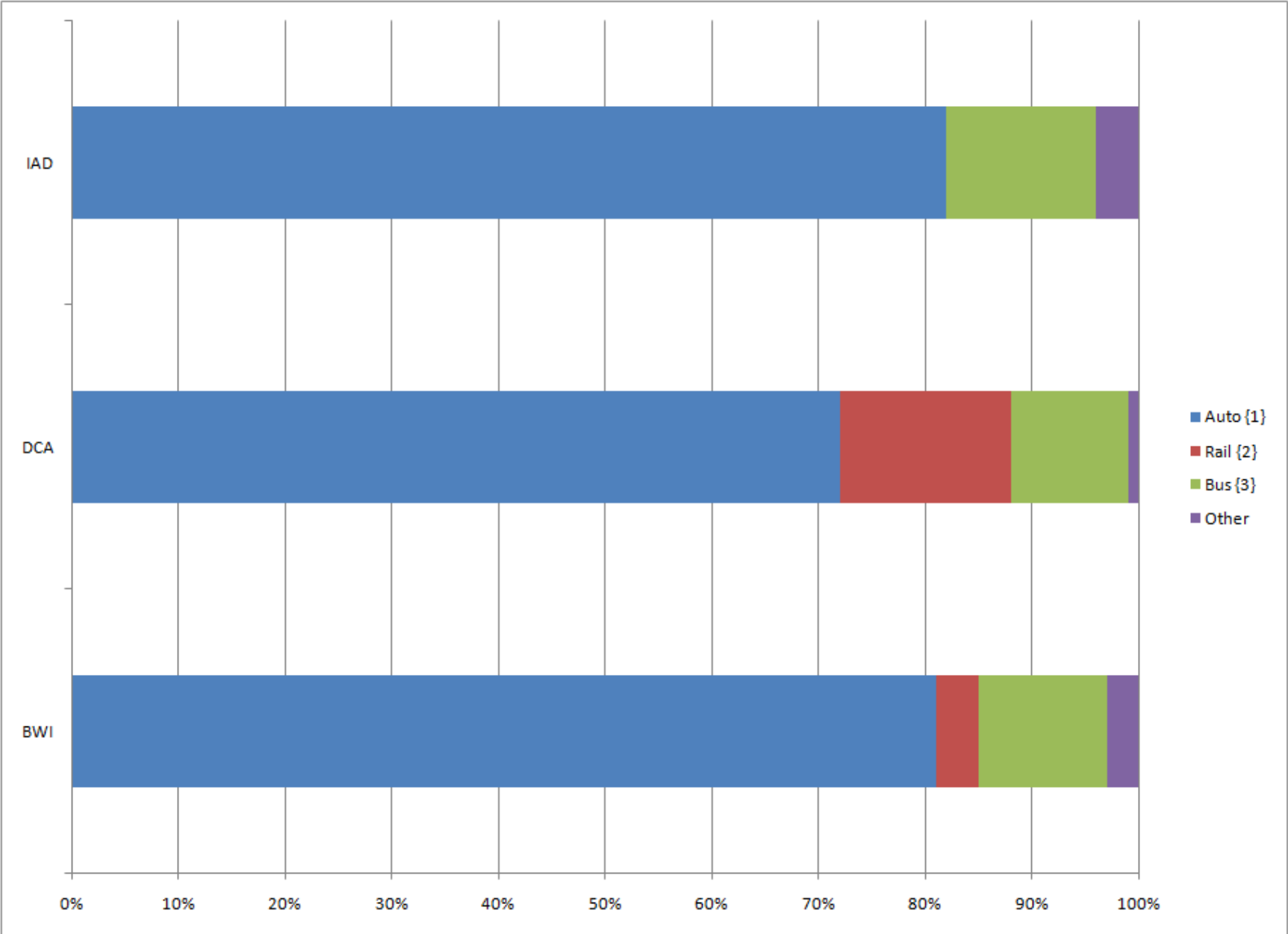
The CASP cycle has three (3) distinct phases each containing specific projects and milestones.



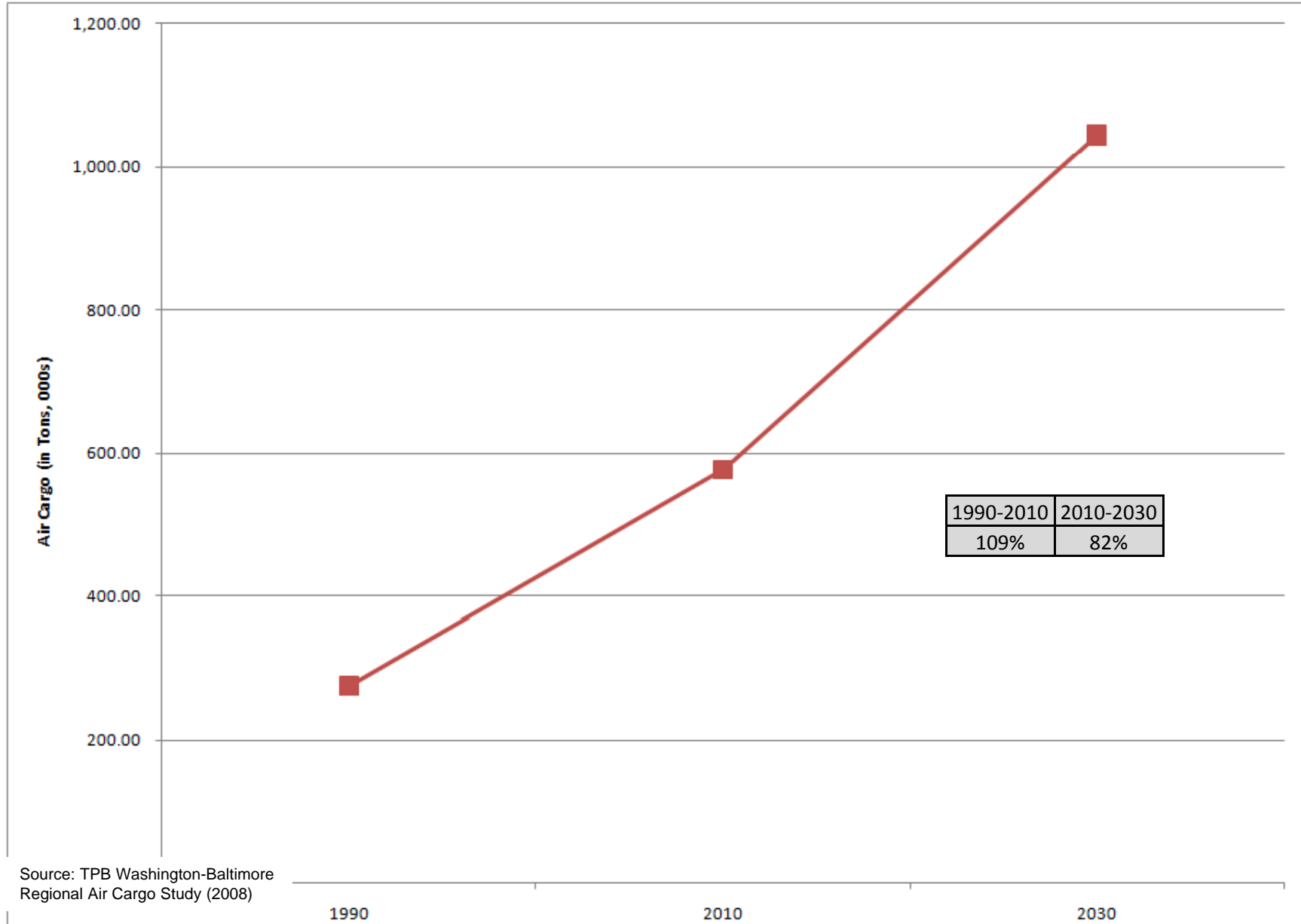
Historic and Forecast Growth in Local Air Passenger Originations

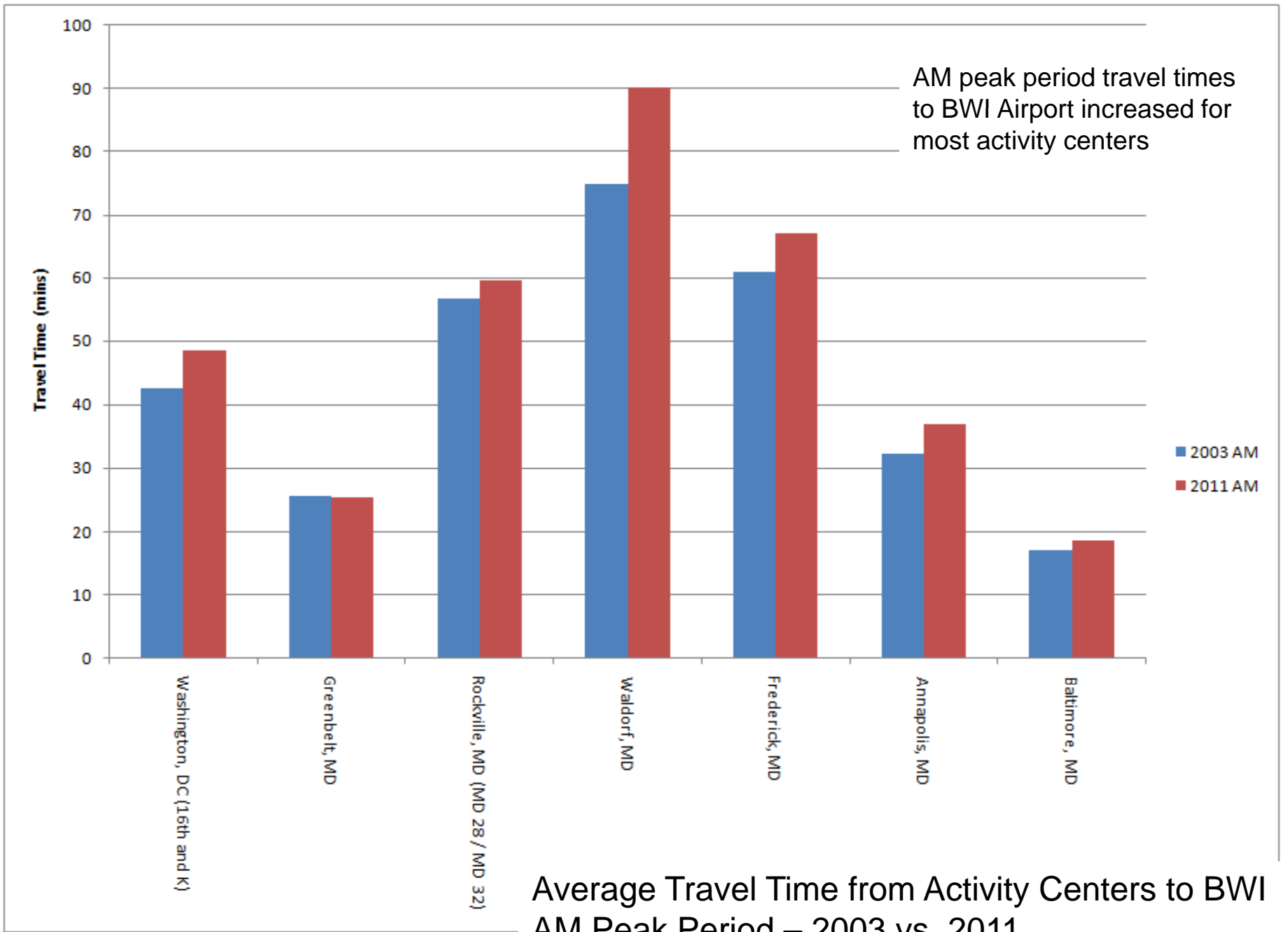


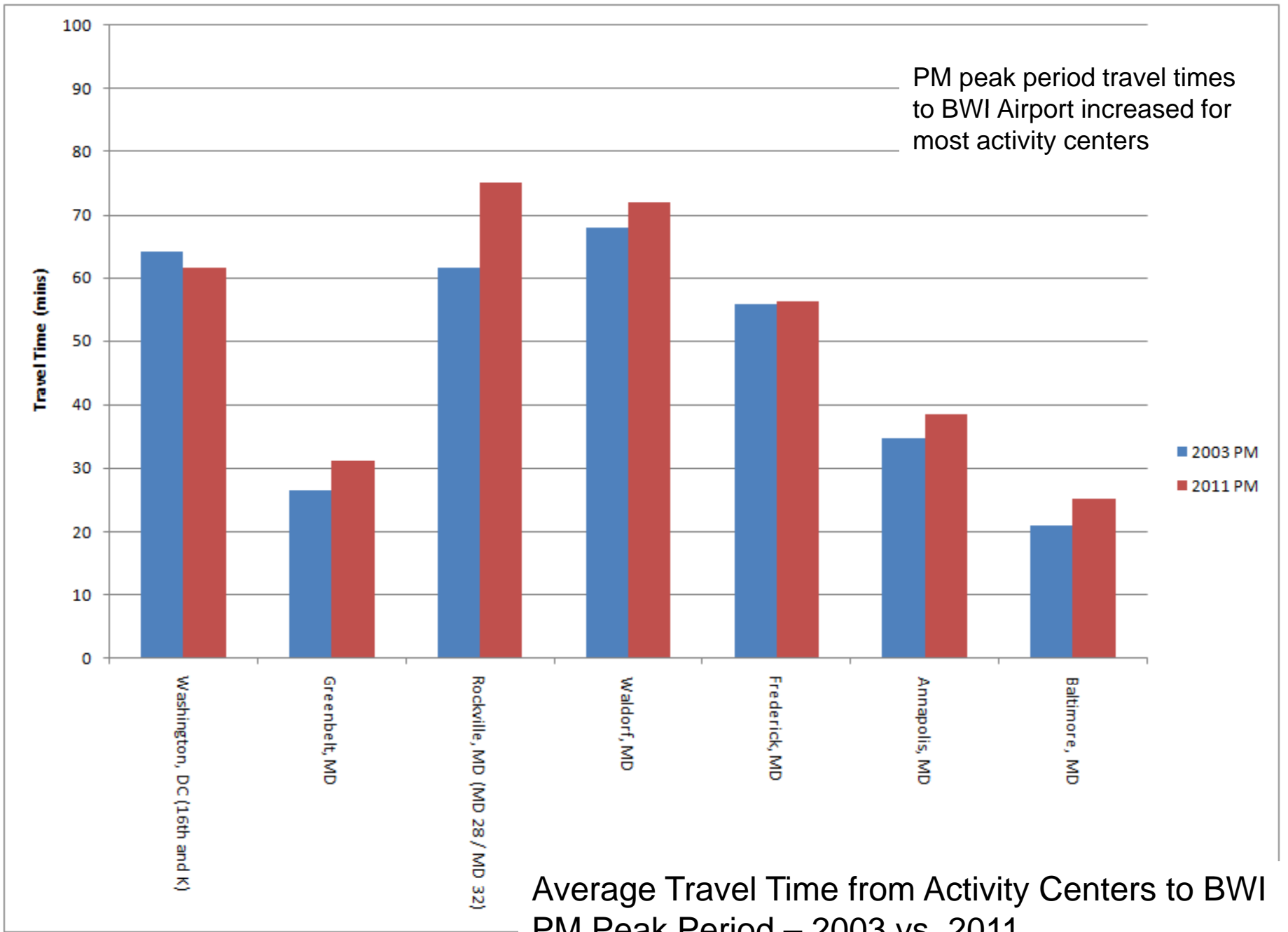
Mode Split for Airport Passenger Access (2009)



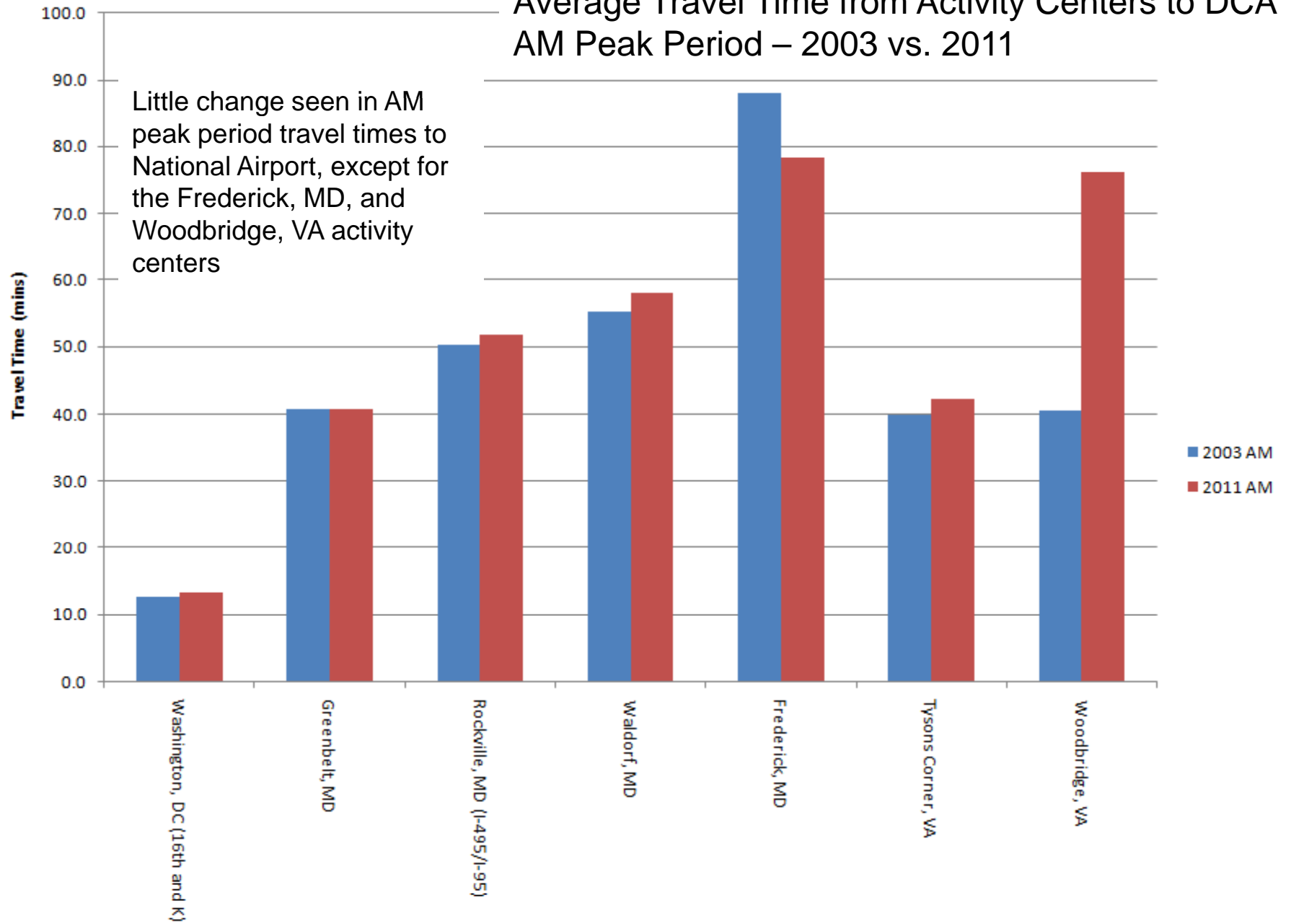
Historic and Forecast Growth in Air Cargo (BWI and IAD)





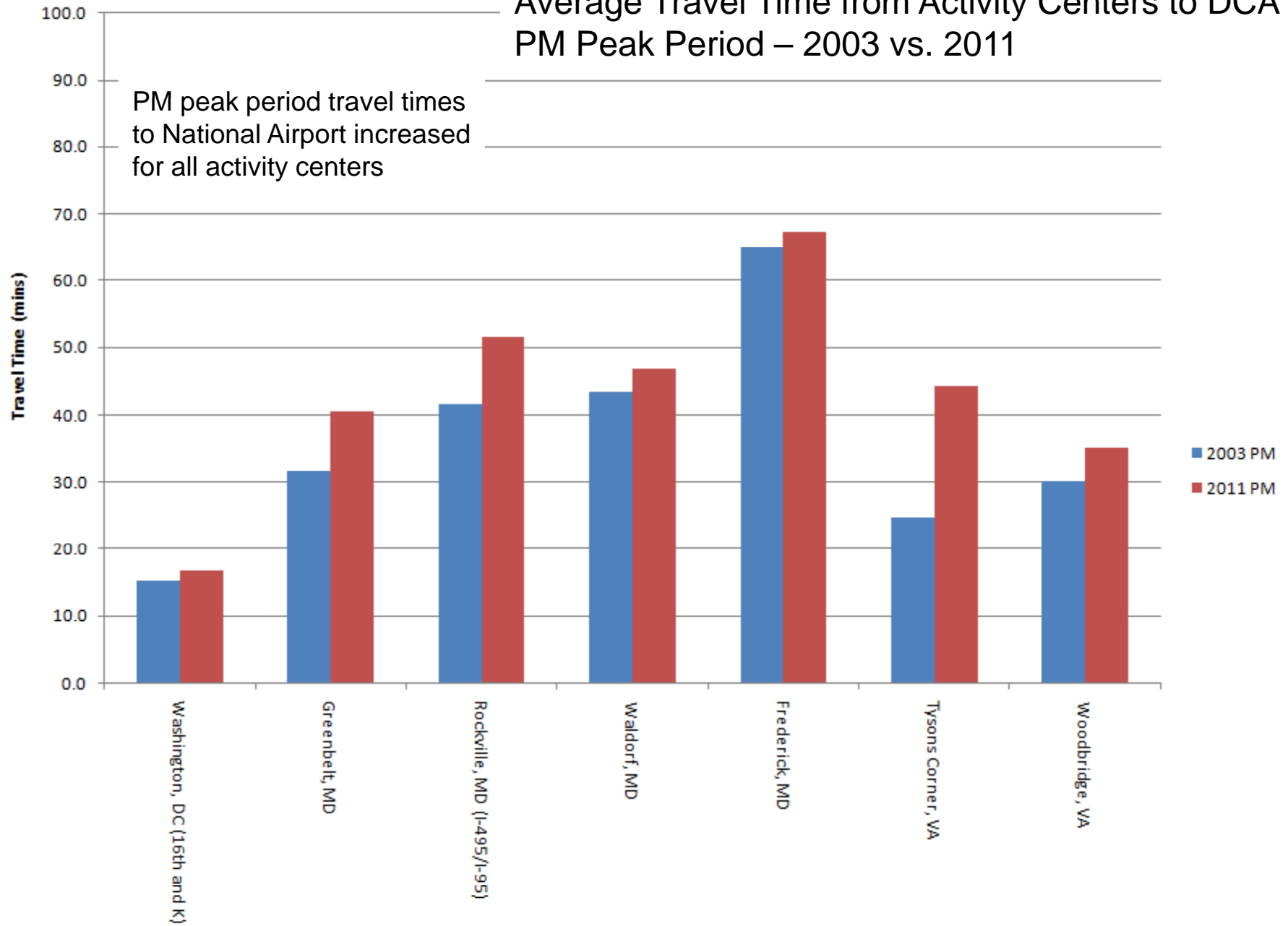


Average Travel Time from Activity Centers to DCA AM Peak Period – 2003 vs. 2011



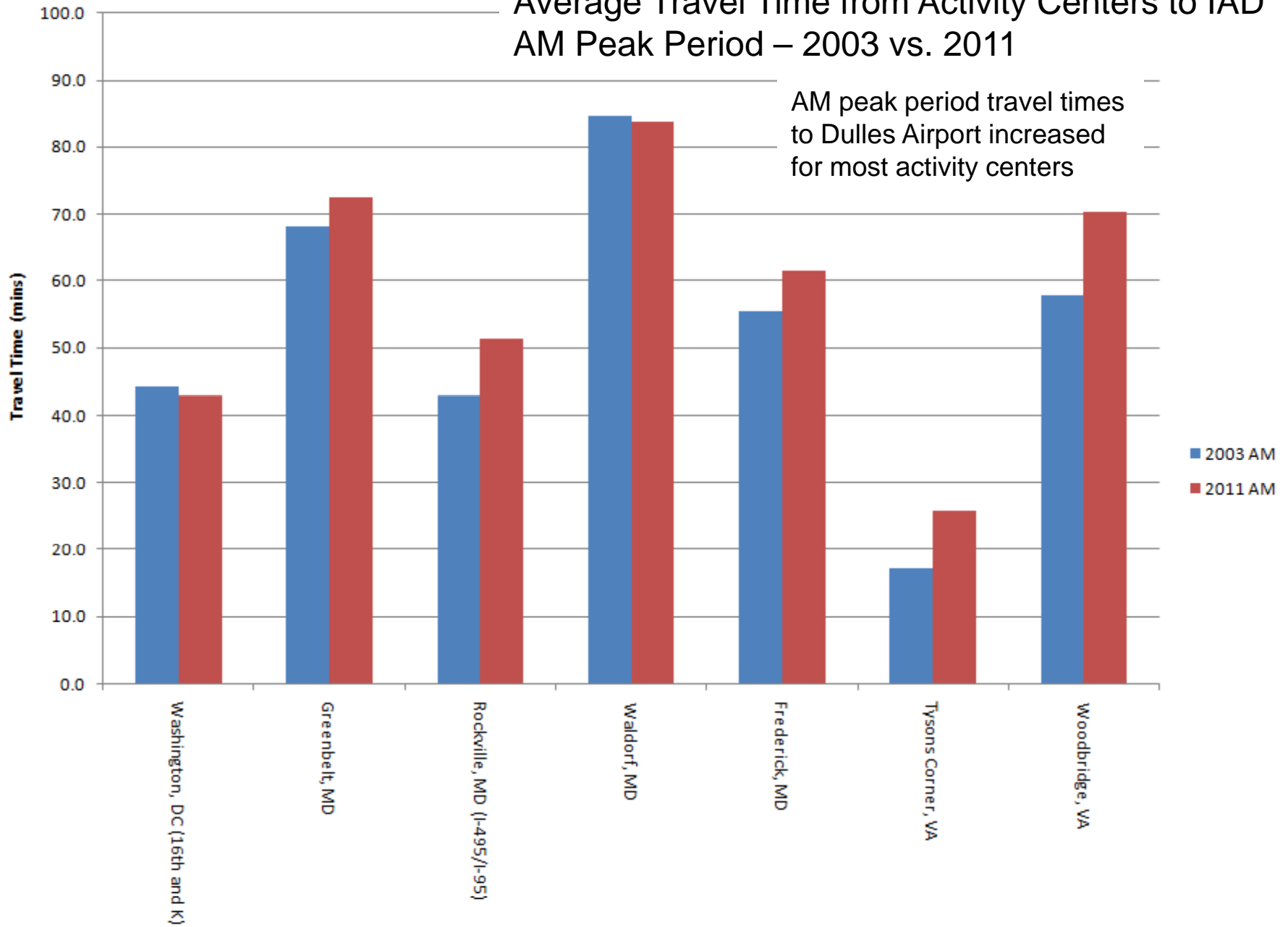
Average Travel Time from Activity Centers to DCA PM Peak Period – 2003 vs. 2011

PM peak period travel times
to National Airport increased
for all activity centers

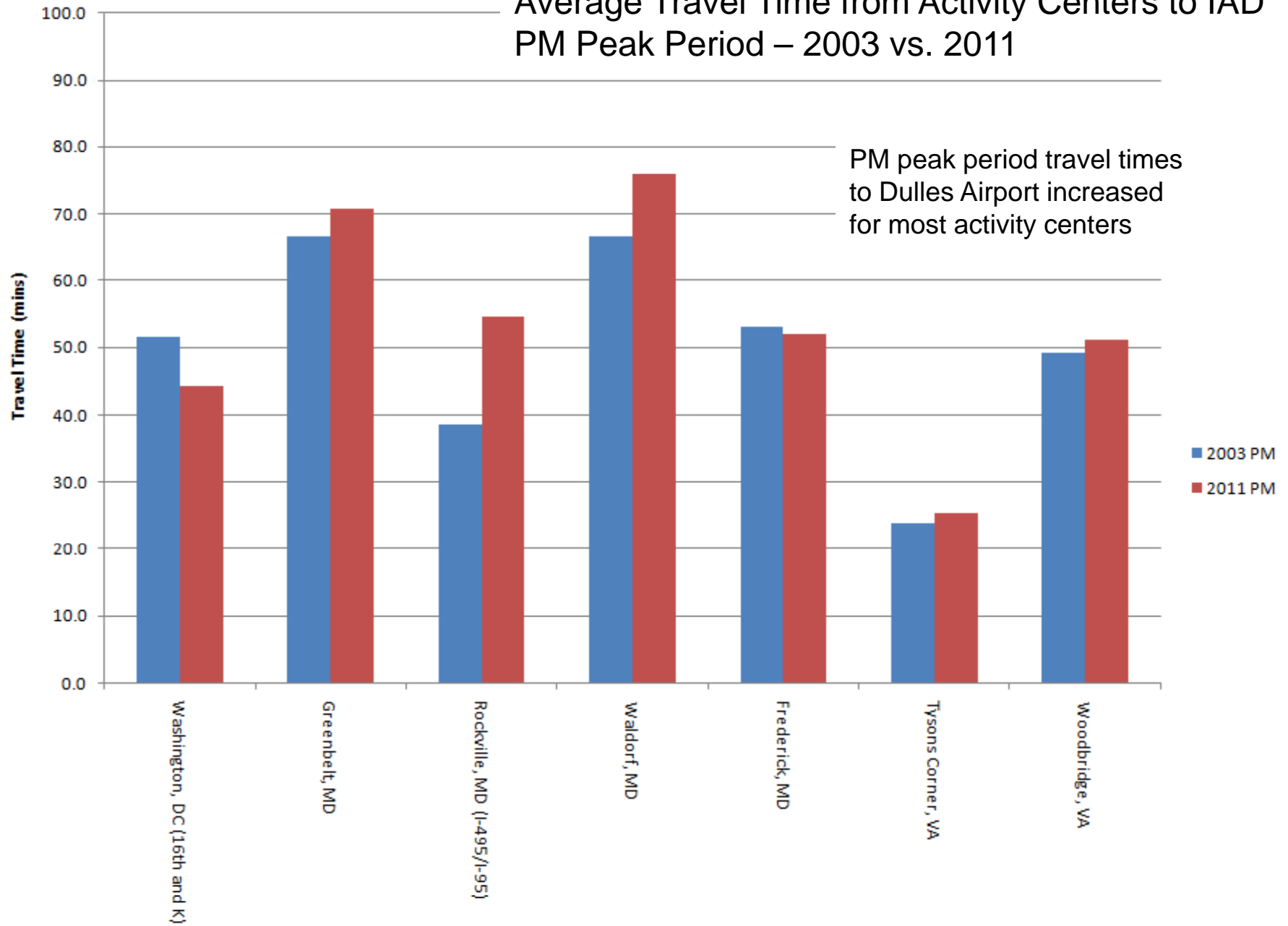


Average Travel Time from Activity Centers to IAD AM Peak Period – 2003 vs. 2011

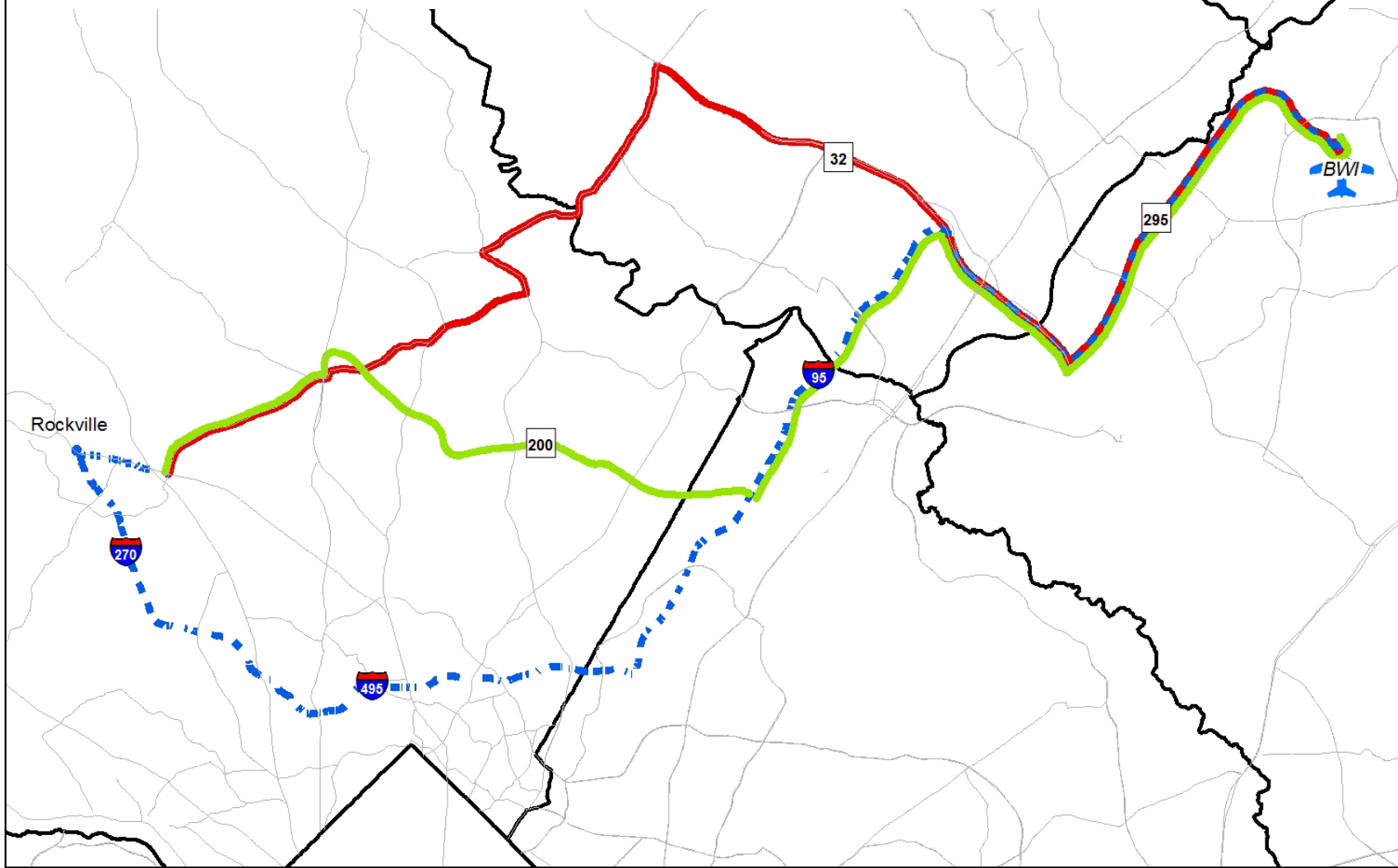
AM peak period travel times to Dulles Airport increased for most activity centers



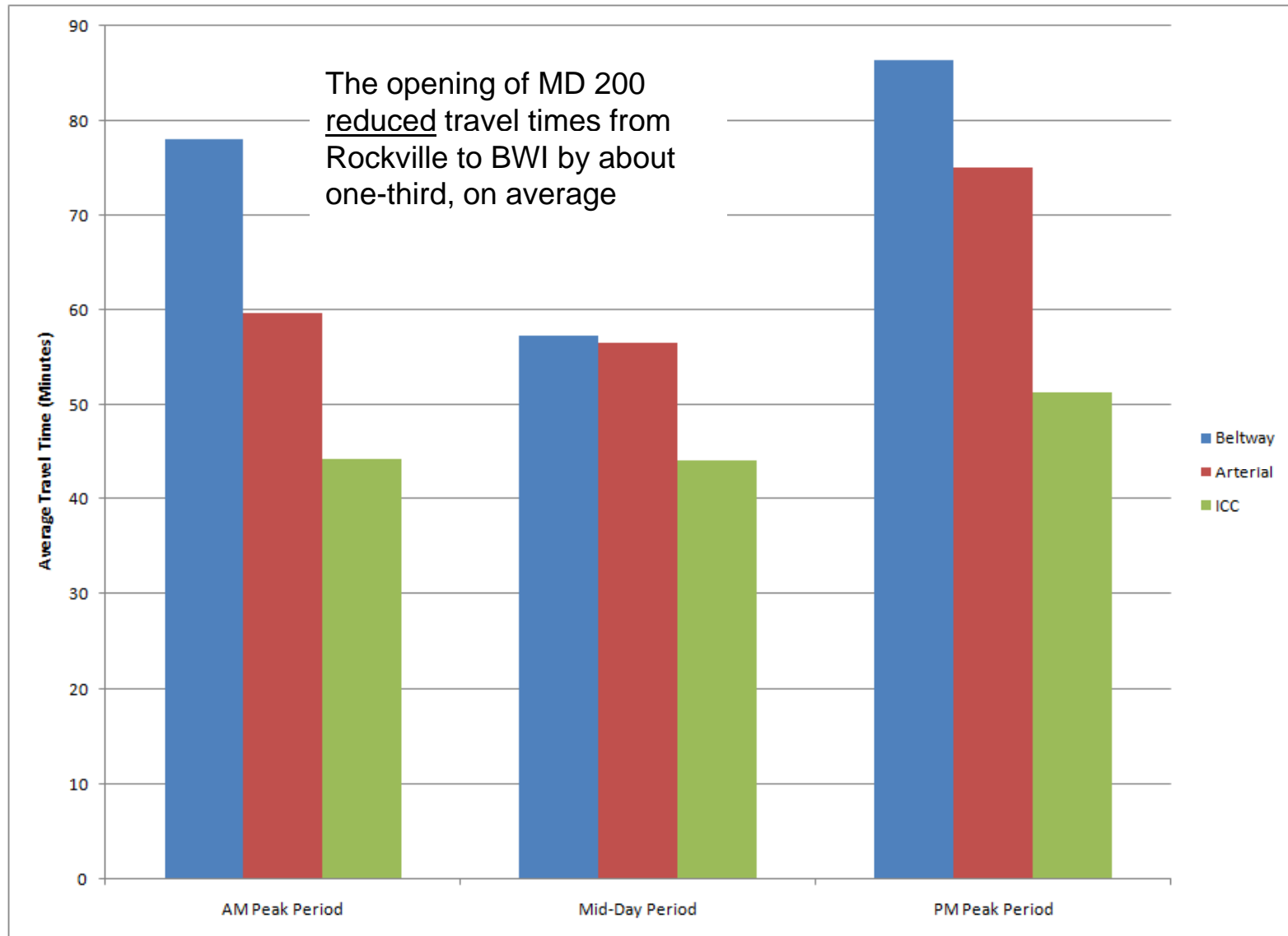
Average Travel Time from Activity Centers to IAD PM Peak Period – 2003 vs. 2011



Travel Time Data Collection Routes Rockville Activity Center to BWI



Average 2011 – 2012 Travel Times from Rockville to BWI



Congested Highway Segments Slowing Airport Access

AM Bottleneck	Airport(s) Impacted	PM Bottleneck	Airport(s) Impacted
I-270 SB from MD 28 to “split”	BWI, DCA, IAD	MD 28 E from Rockville	BWI
Arterial Roadways in DC Core	BWI	I-495 IL from Tysons Corner to I-270	BWI
US 301 in Waldorf	BWI	I-495 IL in Silver Spring	BWI
I-495 OL from I-66 to I-395	DCA	New York Ave, Penn. Ave, and DC 295	BWI
I-395 (entire length)	DCA	Arterial roadways in DC Core, Crystal City, Alexandria	DCA, IAD
VA 28 NB from Manassas to I-66	IAD	I-495 OL from I-270 to Tysons Corner	IAD
I-495 IL from W of I-395 to I-66	IAD		

Most of these locations consistent with those previously identified in regional congestion monitoring process

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

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

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

State of Regional Air Systems and Ground Access Network

- ▶ Historic and recent enplanement 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 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
- ▶ TPB must continue to emphasize airport access in the future

Regional Surface Transportation Projects To Improve Airport Access

- ▶ Completed projects previously identified in CASP Ground Access Element and advanced by the TPB
 - I-495 OL ramp to WB VA 267 (improved access to IAD)
 - Wilson Bridge replacement (improved access to regional airports)
 - MD 200 / ICC (improved access to BWI)
 - VA 28 widening / interchanges (improved access to IAD)
 - VA 7100 completion (improved access to IAD)
 - I-66 improvements outside the Beltway (improved access to IAD)

Regional Surface Transportation Projects To Improve Airport Access

- ▶ Major ongoing and future projects advanced by the TPB
 - Metrorail Silver Line (improves access to IAD)
 - **With Metrorail Silver Line operation to IAD, all three regional commercial airports will have rail transit service**
 - VA 28 widening / interchanges (improves access to IAD)
 - B/W Parkway intersection improvement at MD 193 (access to BWI)
 - 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)
- ▶ Additional projects to be identified in next CASP Ground Access Element