

# A Profile in Regional Aviation Systems Planning: National Capital Transportation Planning Board

October 2011

## About TPB

The Metropolitan Washington Council of Governments (MWCOC) is a regional planning organization covering the Washington, D.C., urbanized area (which includes the District of Columbia and portions of Maryland and Virginia). In addition to its environmental, homeland security and housing planning activities, MWCOC is home to the National Capital Transportation Planning Board (TPB), the region's Metropolitan Planning Organization (MPO). With the support of the Federal Aviation Administration (FAA), TPB has conducted a Continuous Airport System Planning (CASP) program since 1978. The CASP program covers a combined Washington-Baltimore airport system-planning region that consists of 25 jurisdictions covering four MPOs (including TPB) and 4,374 traffic analysis zones (TAZs) that are aggregated into 161 Aviation Analysis Zones (AAZs). The three large commercial airports that serve the region are Washington Dulles International Airport (IAD), Ronald Reagan Washington National Airport (DCA) and Baltimore/Washington Thurgood Marshall International Airport (BWI).

In 2010, the Washington-Baltimore region was home to approximately 8.3 million people and 5.1 million jobs. By 2040, the airport system planning region population is forecast to increase to 10.4 million and jobs to 6.7 million.

## History of RASP

The TPB CASP program began in 1978 and currently operates on a two to three year cycle consisting of five synchronized but discrete elements:

- Regional Air Passenger Survey
- Regional Air Passenger Origin / Destination Forecasts



*Note:-*  
**BWI** = Baltimore Washington International Thurgood Marshall Airport  
**DCA** = Ronald Reagan Washington National Airport  
**IAD** = Washington Dulles International Airport

- Ground Access Travel Time Study
- Regional Airport System Plan Ground Access Element
- Regional Airport System Plan Air Cargo Element



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The CASP program provides a process that supports the planning, development and operation of airport facilities and the transportation facilities that serve the airports in a systematic framework for the Washington-Baltimore region and helps determine airport terminal and groundside needs. The program is closely coordinated with the regional long-range transportation plan. The last Regional Air Passenger Survey was completed in 2009 and a survey update will begin in fall 2011. Regional air passenger origin / destination forecasts were updated for a horizon year of 2040 in May 2011. The most recent Ground Access Travel Time Study will be completed in September 2011. The Ground Access Element Update, which provides for the timely and efficient movement of passengers, workers and cargo to and from airports via a swift ground access system, was last completed in September 2010. The Air Cargo Element was updated in June 2008.

### Goal

- The metropolitan region will support options for international and inter-regional travel and commerce.

### Objectives

- The metropolitan region will be among the most accessible in the nation for international and inter-regional passenger and goods movements.
- Continued growth in passenger and goods movements between the Washington, D.C. metropolitan region and other nearby regions in the Mid-Atlantic area.
- Connectivity to and between IAD, DCA and BWI.

### Regional Benefits of RASP

Annual passenger enplanements for BWI are projected to reach 24.8 million by 2040, which is more than double those in 2010. Annual passenger enplanements at IAD are forecast to reach 42.3 million by 2040 (more than triple those in 2010), and at DCA they are forecast to reach 12.9 million by 2040 (a 43% increase from 2010). Overall, annual regional enplanements are forecast to more than double between 2010 and 2040. Of the 22.2 million locally originating passengers at BWI, DCA and IAD in 2009, 90% came from within the air system planning area, underscoring the area's expanse and high level of ground access to the regional airports.

### Integration into CLRP

All CASP products serve as technical inputs to the regional constrained long range plan (CLRP), which currently has a horizon year of 2040 and is guided by the policies articulated in the TPB Vision. A key project from the CLRP that improves access to IAD is the Metrorail Silver Line. The first phase of this project is now under construction and is expected to open in 2013.

### Partners/Stakeholders

The CASP planning activities are carried out in cooperation with the Federal Aviation Administration, the Metropolitan Washington Airports Authority, the Maryland Aviation Administration, the Virginia Department of Aviation, the District of Columbia Department of Transportation, the City of Frederick, Maryland, the City of Manassas, Virginia, and the Baltimore Metropolitan Council.

*The MWCOG Regional Passenger Survey is an extremely useful tool for airport marketing and planning, and for assessing public policy.*

*Leo Schefer*

*President of the Washington Airports Task Force*



#### About the National Capital Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region, and plays an important role as the regional forum for transportation planning. The TPB prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to the Washington region. For additional information, please visit [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb).



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#### About the National Association of Regional Councils

The National Association of Regional Councils (NARC) serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. For additional information, please visit [www.NARC.org](http://www.NARC.org).

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