

TPB CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

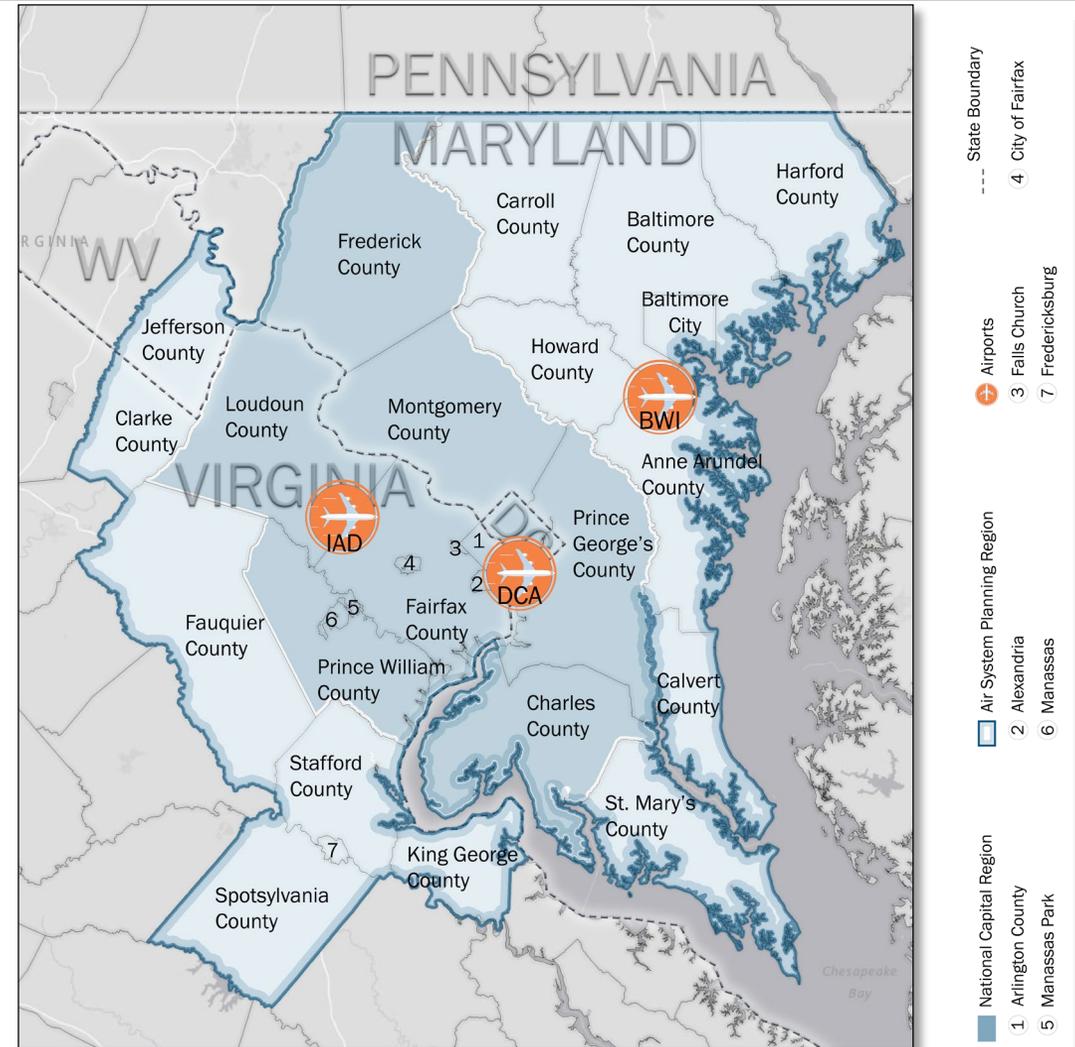
Program Overview

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TPB Community Advisory Committee
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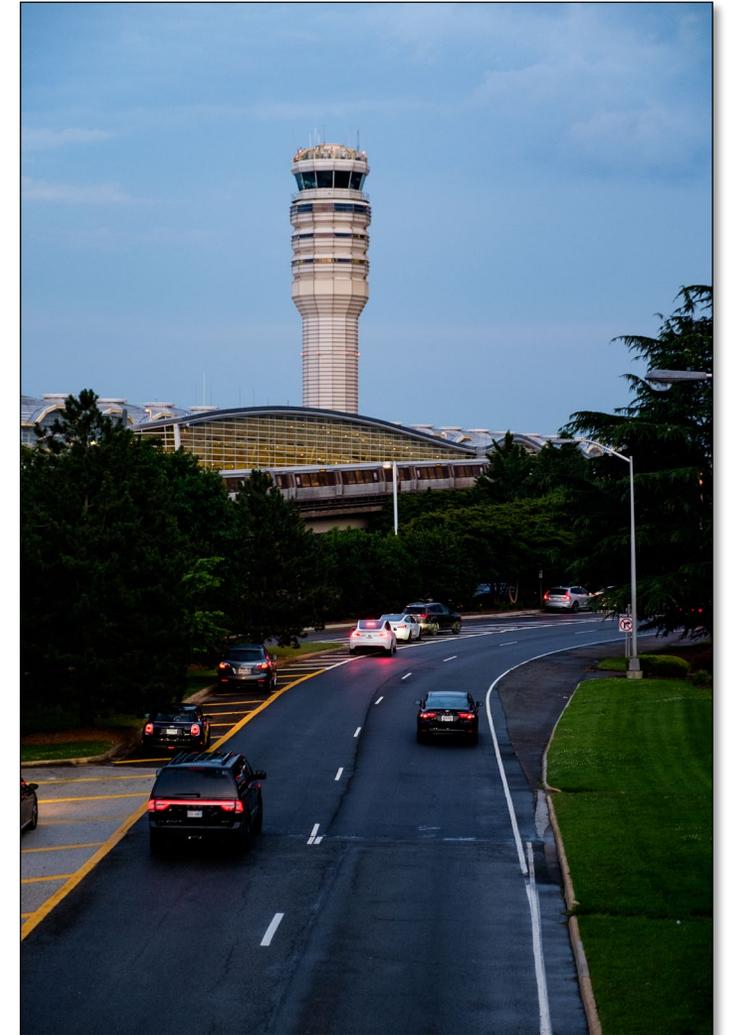
Washington-Baltimore Air Systems Region

The Washington-Baltimore Air System Planning Region (ASPR) stretches from the Pennsylvania border to the north to Spotsylvania County, VA, to the south, and from the Chesapeake Bay in the east to the Shenandoah Valley to the west.



Regional Airport Systems Planning

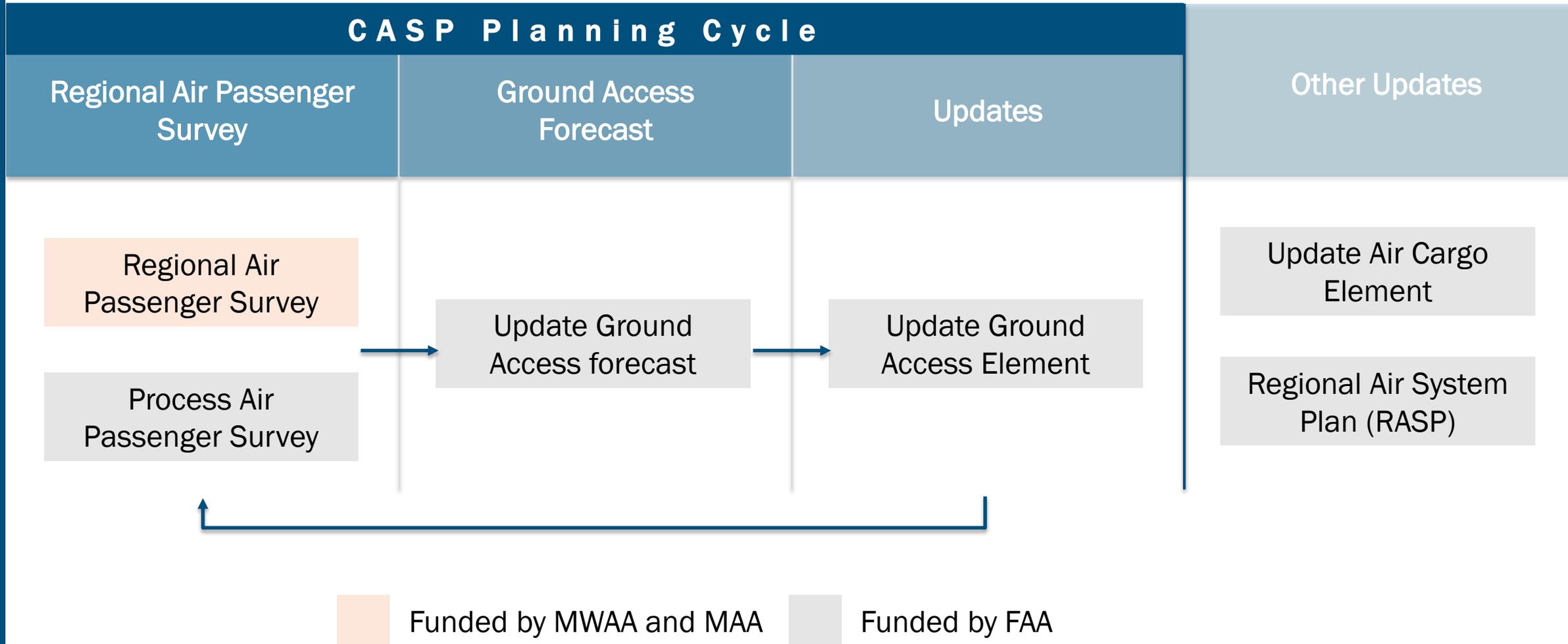
- The CASP Program has been implemented in the National Capital Region by COG/TPB for more than 40 years.
- The goal of the CASP program is to provide a process that supports the planning, development, and operation of airport facilities and the transportation facilities that serve at the three major commercial airports: Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD) in a systematic framework for the Washington-Baltimore region.
- The airport system planning process consists of a continuous cycle that begins with a regional air passenger survey.
- The Aviation Technical Subcommittee provides oversight and support for the CASP program.



DCA Airport (Flickr: Alexandra, Emma K, 2022)



CASP Planning Cycle and Projects



Aviation Technical Subcommittee (ATS)

- The TPB Aviation Technical Subcommittee develops, implements, and monitors CASP program activities and oversees the integration of airport system planning with the regional transportation planning process.
- The Aviation Technical Subcommittee meets 6 times per year, on the 4th Thursday of every other month.
- **Members:**
 - Federal Aviation Administration (FAA)
 - Maryland Aviation Administration (MAA)
 - Virginia Department of Aviation (DOAV)
 - District Department of Transportation (DDOT)
 - Metropolitan Washington Airports Authority (MWAA)
 - Staff from the Baltimore Metropolitan Council (BMC)
 - Washington Airports Task Force, (WATF)



CASP Program - Deliverables

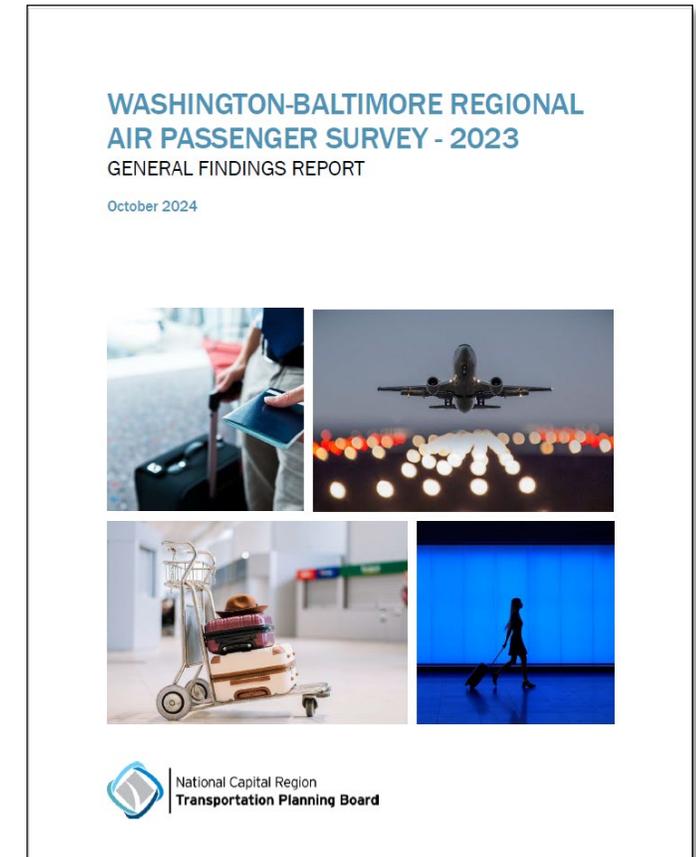
- **Regional Air Passenger Survey (APS)**

The Metropolitan Washington Council of Governments (COG) conducts a regional air passenger survey (APS) at the three major commercial airports in the Washington-Baltimore Region: Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD).

The most recent APS was conducted in 2023 and was the fifteenth in a series of Regional Air Passenger Surveys conducted since 1981. The survey has been conducted every two years since 2005, except in 2021 due to COVID-19 and in 2025, which was postponed due to the federal government shutdown and is now scheduled for spring 2026.

Deliverables from the APS:

- General Finding Report
- Geographic Findings Report
- Origin/Destination (“Ground Access”) Forecast update



CASP Program – Deliverables cont'd

- **Regional Airport Ground Access Travel Time Study**

Analyzes travel time and changes in peak-period delay and level of service on principal airport-serving roadways from selected activity centers to the three commercial airports as well as changes in airport accessibility due to highway and transit improvements.

- **Regional Air System Plan Ground Access Element Update**

Provides an analysis of current and forecast ground access issues at the three major airports integrating airport system ground access and facility planning into the overall regional transportation planning process.

- **Regional Air Cargo Study**

Analyzes current and future cargo demand, evaluates its impacts on the regional ground transportation network, and assesses airport goods movement needs to determine required air cargo facilities to meet future demand.

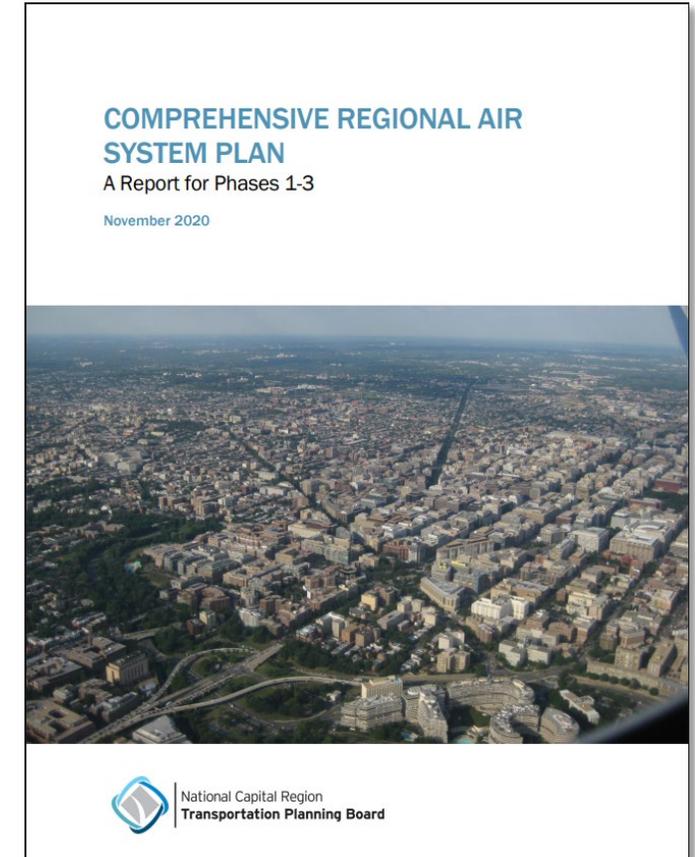


CASP Program – Deliverables cont'd

- **Comprehensive Regional Air System Plan (RASP)**

In 2020, transportation planning staff at COG, in coordination with the Federal Aviation Administration (FAA), the Metropolitan Washington Airports Authority (MWAA), and the Maryland Aviation Administration (MAA), completed the multiyear, three-phase Comprehensive Washington-Baltimore Regional Air System Plan (RASP).

Phase 1 illustrates the state of the practice in regional air system planning. Phase 2 identifies existing conditions (supply) and anticipated needs (demand) in the Washington-Baltimore regional airport system. Phase 3 synthesizes air system-wide planning considerations, conducts a needs assessment for each airport, reviews the ground access element update and provides a series of airport ground access-related recommendations based on the most recent long-range transportation plans, Visualize 2045 and Maximize2045 for the COG-TPB and BMC regions, respectively.



CASP Program Scope

- **What we do**

COG/TPB conducts research and collects data to support regional decision-making, in coordination with local officials and airports.

COG/TPB analyzes transportation data to ensure stakeholders have up-to-date information on ground access to the three major airports.

COG/TPB works closely in consultation with the Aviation Technical Subcommittee to inform, discuss, and obtain approval at each stage of project development.

- **What we don't do**

COG/TPB research and data collection focus on airport ground access and do not include studies on airport noise, environmental impacts, air quality, public health, or localized impacts of airport operations.

COG/TPB research does not cover air operations, airspace regulations, on-airport construction or master planning, or flight schedules.



Upcoming CASP Activities

- **2025 Ground Access Travel Time**
 - Staff finalizing draft report
 - Report to be distributed to ATS members for review
- **2025 Regional Air Passenger Survey**
 - Data collection scheduled for Spring 2026
 - Data processing to follow completion of collection
- **2025 Ground Access Forecast and Element Update**
 - Activities to begin following finalization of 2025 APS



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