

Highlights of the Aviation Technical Subcommittee Meeting: January 22, 2009

1. Call to Order/Approval of November 20, 2008 Meeting Highlights

Chairman Michael Hackett, MWAA, chaired this meeting. The November 20, 2008 meeting highlights were approved as written. Approval was made at the conclusion of the meeting.

2. Selection of New Subcommittee Chair

The Subcommittee selected Tony Storck, MAA/BWI, to serve as chairman of the Subcommittee for 2009, succeeding Michael Hackett, who served as chairman throughout most of 2008.

3. Update on Aviation Policy Committee

George Nichols, COG/DEP, briefed the Subcommittee on Aviation Policy Committee activities. He noted that the committee last met on December 10 prior to the annual COG Board meeting. The committee continued to explore the green airports concept as a presentation was made by the MWAA staff on energy efficient projects and activities currently underway at MWAA. Aviation Policy Committee was encouraged by all the environmental green activities the MWAA has already completed and looks forward to further discussing the green airports concept. Mr. Nichols emphasized that staff would be working on action plans for implementation of Climate Change Report recommendations. Investigating how to implement a green airports strategy is one of the areas that will be addressed. Rob Krupicka is stepping down as Chair of the APC, but will remain an active member. It is anticipated that Arlington County Board member Mary Hynes will become the new chair. The next meeting of the Aviation Policy Committee is February 11, 2009.

4. Washington-Baltimore Regional Ground Access Forecast Update

Abdul Mohammed, COG/DTP, presented this item and distributed a draft report, *Washington-Baltimore Regional Airports Air Passenger Ground Access Forecast Update, January 2009*. Mr. Mohammed provided an overview of the process used to develop the forecasts, which are prepared for BWI, DCA and IAD using data from the most recent regional air passenger survey, enplanement forecasts provided by the three airports, and zone-level land use forecasts prepared by COG and the Baltimore Metropolitan Council (BMC) for their respective geographies. He emphasized that updates to the land use forecasts are underway and expected to be completed and available in time to incorporate into this effort. As a result, the forecasts contained in the draft report will be revised. Mr. Mohammed also invited the airports to provide any updated enplanement forecasts that may be available; but both Mr. Hackett and Mr. Storck, MWAA and MAA, respectively, confirmed that the enplanement forecasts included in the draft are the latest available and should continue to be used.

Mr. Mohammed explained that the ground access forecasts series includes forecasts from a base year and in five-year increments through 2030 for every aviation analysis zone (AAZ) in the planning area. Also, because the dataset is to include forecasts of ground access trips to each of the three airports, enplanements of passengers on connecting flights were not considered because these passengers did not make a ground access trip at any of the three airports. These include only

weekday forecasts (weekend trips removed) from each AAZ to each of the three airports for the following four trip types:

- Resident, home based
- Resident, non-home based
- Non-resident, home based
- Non-resident, non-home based

These ground access forecasts are then allocated to mode of arrival by AAZ to each of the three airports for the entire forecasts period.

Mr. Storck noted that that air system planning region, as it is defined, excludes about 11 to 12 percent of BWI's passengers. Mr. Mohammed explained that ALL originations are included in the methodology, however, the forecasts are developed only for the air system planning area. Mr. Mitchell, DDOT, asked why the air system planning region did not include these other areas. Mr. Canan explained that the air system planning area is composed of the TPB modeled area as well as the remaining jurisdictions in the BMC (Baltimore) region because these are the areas used for transportation planning purposes and, as such, zone-level land use forecasts are readily available.

Mr. Mitchell asked why weekend ground access trips are not included in the forecasts since many ground access trips are conducted on weekends. Mr. Canan explained that the regional transportation planning model considers weekday peak and non-peak trips to portray the highest levels of travel demand in the region.

Also, Mr. Storck asked if the percentage of connecting passengers determined from the air passenger survey is held constant over the forecast period. Mr. Mohammed confirmed that to be the case but the Subcommittee agreed that if the airports change assumptions of connecting passenger percentages in the out-years of their enplanement forecasts in a manner that may substantially affect the ground access forecasts, then the ground access forecast methodology may need to be adjusted to accommodate these changes. Currently, however, there are not significant shifts in the assumed percentages to warrant this.

The Subcommittee also agreed that some minor changes may be needed to the air passenger survey questionnaire in future surveys to better capture bus/transit mode information. Ms. Reschovsky, COG/TPB, indicated this would be a good idea, but emphasized the need to balance incorporating changes to the question while maintaining continuity over time. The Subcommittee agreed that the air passenger survey questionnaire should be reviewed at the next meeting. Finally, Subcommittee members were asked to review the draft report and provide comments to staff.

5. CASP Program Website Enhancement Update

Mr. Canan, COG/TPB, presented this item and distributed a memo to the Subcommittee. The recommended enhancing the content, accessibility and overall "look and feel" of the CASP portion of the COG website in an effort to increase the visibility of the program and serve as a more widely used, and useful resource to the public. The memo contained screen shots of the existing content. The Subcommittee concurred that an enhancement would be beneficial. Mr. Canan asked for

feedback and ideas from the Subcommittee and indicated he would provide an update at the next meeting.

6. Status Update on the CASP Program

Mr. Canan informed the Subcommittee that he and Bob Griffiths, COG/TPB, met with FAA's Terry Page and Jeff Breeden the prior week to discuss the status of the ACIP submitted last spring and the grant application submitted during the summer. He explained that FAA informed staff that there currently were not enough funds to cover the full grant application, but there were enough funds available to cover the projects identified in FY2009. As a result, staff is coordinating with Jeff Breeden, FAA, who was also present at the Subcommittee meeting, to prepare a revised ACIP and grant application. The revised documents would split the proposed Ground Access Travel Time Study into two phases, with the first phase to be covered by the FY2009 funds, and the remaining phase to be covered by a future grant. Mr. Canan distributed a working draft of the revised ACIP to the Subcommittee.

As part of this item, Mr. Canan also asked Messrs. Hackett and Storck about the funding status for the 2009 air passenger survey. Mr. Storck indicated the project is still included in BWI's budget, and Mr. Hackett indicated that funding should be available as well. Mr. Canan reminded them that a letter to confirm MWAA's and MAA's intention to fund the survey will be needed prior to the May COG Board meeting.

7. Regional Airport, Airline and Aviation Industry New Group Discussion

Mr. Storck reported Cape Air will begin running service from Hagerstown and BWI and Lancaster and BWI. Mr. Hackett reported the FFGA documentation has been submitted to FTA for the Metrorail extension to IAD, and that the project is nearing full construction. Mr. Mohammed emphasized the need to coordinate with airport managers to ensure the 2009 regional air passenger survey runs smoothly as it did in 2007.

Mr. Hackett announced that the much-anticipated new runway at IAD opened today along with new runways at Chicago-O'Hare (ORD) and Seattle-Tacoma (SEA-TAC). He also updated the Subcommittee on the status of the lawsuit before the Virginia Supreme Court concerning transferring control of the Dulles Toll Road to MWAA, which would use toll revenue to fund development of the proposed Metrorail extension. The Virginia Supreme Court ruled in favor of MWAA, which now has assumed control of the toll road and the rail-to-Dulles project. Finally, Mr. Hackett confirmed that the budget crunch has resulted in significant cut-backs in capital projects, delaying most new, un-started projects beyond the capital planning horizon.

Mr. Storck reported that Hagerstown has had air passenger service restored. As a result, several airlines are competing for business there, which could also result in several new airlines operating at BWI as well.

8. Other Business

Mr. Breeden, FAA, asked members if there are other studies outside the context of the biannual CASP process that the airports would like to have considered. Mr. Storck indicated that perhaps

more discussion on carrying out the customer satisfaction survey may be useful

Ms. Reschovsky suggested including a review of the regional air passenger survey questionnaire on the next meeting's agenda.

The next meeting of the Aviation Technical Subcommittee will be held Thursday, March 26, 2009 at MWCOG/TPB offices: 777 North Capitol Street, NE, Washington, DC.

**Aviation Technical Subcommittee
January 22, 2009 Meeting Attendance**

Attendance

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