



Aviation Technical Subcommittee Highlights of the January 27, 2022 meeting

Meeting Participants:

- Kevin Clarke (MAA)
- Shawn Ames (MAA)
- Mark Rawlings (DDOT)
- Keith Meurlin (WATF)

TPB Staff:

- Tim Canan
- Nicole McCall
- Jon Schermann
- Kenneth Joh
- Andrew Meese
- Zhuo Yang

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (NOVEMBER 18, 2021)

The meeting, which was held by Microsoft Teams teleconference, was called to order by Mr. Clarke at 10:30 A.M. The highlights of the previous meeting were approved, as written.

2. STAFF ANNOUNCEMENTS

Mr. Canan introduced Dr. Zhuo Yang who will supports the Airport Systems Planning Program with technical analyses and support. Dr. Yang provided a brief overview of his past experience and areas of concentration. Mr. Canan also informed the Subcommittee that a recruitment announcement was recently posted for a Transportation Planner position to support the Airport Systems Planning Program.

3. 2022 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY DISCUSSION

Mr. Canan introduced the item by advising the Subcommittee that a decision was needed to confirm that the Washington-Baltimore Regional Air Passenger Survey would be conducted in fall 2022. As part of the decision, the Subcommittee should also confirm that the 5 recommendations reviewed in previous meetings by staff would be implemented as previously discussed. Dr. Joh reviewed each recommendation and confirmed staff's understanding of the direction received from the Subcommittee. These included:

- 1 – Conduct experiments on new methods, including alternative sampling framework
Subcommittee decision: Full-scale pretest conducted in the field
- 2- Transition to electronic data collection
Subcommittee decision: Electronic data collection using QR code, but additional options will be evaluated during pretest

3- Offer incentives to participants

Subcommittee decision: Offer incentive to randomly selected survey participants in a raffle drawing. The number of drawings and incentive amounts will be tested and evaluated as part of the pretest to optimize effectiveness.

4- Reduce item non-response

Subcommittee decision: Staff will further investigate how to optimize response while also obtaining accurate ground access trip information at a geographical level that can be used to support regional travel demand modelling and airport planning activities.

5- Include airport employees in the survey

Subcommittee decision: An additional survey of airport employees will not be conducted. Staff will investigate other airport employee survey efforts in the region, conduct specialized analysis of these efforts, and report the findings to the Subcommittee as a future agenda item.

The Subcommittee confirmed that the Washington-Baltimore Regional Air Passenger Survey will be conducted later in 2022 and will include the recommended actions, as presented. Mr. Canan said that next steps will be to provide airport funding partners with funding request letters and develop a scope/work plan for carrying out the survey. Mr. Canan also indicated that staff now understands that the survey would be carried out every other year during even-numbered years (2022, 2024, etc.), which is a change from conducting the survey during odd-numbered years. This change results from the one-year postponement of the survey due to the pandemic.

4. FUTURE CASP PROJECTS AND THE AIRPORT CAPITAL IMPROVEMENT PROGRAM

Mr. Canan reviewed the proposed Airport Capital Improvement Program (ACIP) funding table, which identified future projects to be carried out over the next five years (2022-2026) with funding from FAA's Airport Improvement Program (AIP) grant funding program. He proposed having only one project included in the 2022 grant as opposed to the customary two projects. This would be to accommodate a one-time scope expansion of work to be performed in Phase 1 of processing the 2022 Washington-Baltimore Regional Air Passenger Survey. The additional activities would include in-depth analysis of the results of the survey to past surveys to evaluate the effectiveness of the new methodologies/procedures developed since the 2019 survey and develop new information products as part of the survey results reporting. In addition to the customary report that will be prepared under this grant, staff will also produce enhanced and streamlined products such as dashboards, electronic story maps, etc. In response to a question, Mr. Canan explained that these additional activities would not be separate projects, but instead would be separate tasks covered under a single project. Staff will submit the proposed ACIP to FAA.

In addition to future projects identified in the ACIP, there are several projects covered by open grants but have not yet started. The Ground Access Travel Time Study will be performed later this year. Also, Dr. Yang will soon begin preparing the Ground Access Forecast Update using data from the 2019 Washington-Baltimore Regional Air Passenger Survey. Finally, another future project includes the Air Cargo Element Update, which will begin once a new transportation planner is hired to support the program. Staff will endeavor to synchronize the development of the Air Cargo Element with the Update of the Freight Plan. Mr. Schermann informed the

Subcommittee that the Freight Plan will be updated in FY 2023 using support from the on-call transportation planning consultant hired to support work program activities of the Transportation Planning Board.

Mr. Clarke announced that MDOT has released a draft statewide freight transportation plan for public review and suggested that members of the Subcommittee as well as TPB staff may wish to review the draft and offer comments.

Mr. Canan informed the Subcommittee that staff responded to an inquiry from Loudoun County Supervisor Umstattd who asked to what extent TPB staff coordinates with airports when preparing updates to the Air Cargo Element and TPB Freight Plan. In his response, Mr. Canan informed Ms. Umstattd that the airports are extensively engaged in these work activities.

5. ROUNDTABLE DISCUSSION

Mr. Clarke reported that BWI operations are about 75 percent of pre-COVID levels. The peak periods are operating at pre-COVID levels. Air Cargo continues to grow, but the rate of growth appears to be slowing for all carriers. The next big project for BWI will be finalizing design for the A-B Expansion that will serve Southwest Airlines. BWI staff are tracking the myriad aspects of the Bipartisan Infrastructure Law (BIL), including the funding programs for terminals and air traffic control towers.

6. OTHER BUSINESS

There was no other business.

7. ADJOURN

The meeting was adjourned. The next subcommittee meeting is scheduled for Thursday, March 24, 2022 from 10:30 A.M. – 12:00 P.M. via Microsoft Teams.