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## National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments

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### DRAFT Highlights of the meeting of the Aviation Technical Subcommittee

*Thursday, May 26, 2011, 10:30 AM to 12:00 noon*

#### Meeting Attendees

- Jeffrey Breeden (FAA)
- Michael Hackett (MWAA)
- Anita Kayser (WATF)
- Mark Rawlings (DDOT)
- Tony Storck (MAA)
- Wendy Jia (WMATA)

#### COG/TPB staff in attendance

- Bob Griffiths
- Andrew Burke
- Karin Foster
- Abdul Mohammed
- Rich Roisman
- Clara Reschovsky

#### **1. Approval of highlights from the previous meeting (January 27, 2011)**

Chair Michael Hackett called the meeting to order at 10:30 AM. The January 27, 2011 meeting highlights were approved with corrections to the list of attendees. The approved meeting summary is available on the MWCOG website.

#### **2. Washington-Baltimore Regional Air Passenger Origin/Destination Forecast Update**

Abdul Mohammed from COG/TPB staff presented the draft report and copies were distributed to the subcommittee. In response to a question from Mr. Hackett, Mr. Mohammed noted that the previous update to these forecasts occurred in 2008. The objective of the update is to develop new base and forecast year data for local originating air passenger trips from each regional aviation analysis zone (AAZ) to the three regional commercial airports: BWI, DCA, and IAD. This is the first iteration of the data that includes a forecast year of 2040. The base year 2010 and forecast year data through 2030 are based on the FAA Terminal Area Forecasts (TAF),

which were converted from federal fiscal year (October 1 – September 30) to calendar year (January 1 – December 31). The TAF data do not go beyond a forecast year of 2030. For the forecast years of 2031 to 2040, based on feedback from staff and subcommittee members on the options presented at the January subcommittee, meeting, the forecasts were based on gross domestic product (GDP) growth forecast by Global Insight. Mr. Griffiths noted that Global Insight is a recognized source of econometric forecasts and not only are the data already used by FAA, but also by COG/TPB for other projects, so information was easily accessible for this work.

Mr. Storck asked if the local and internal trip origination percentages were assumed to be constant for the forecast years and Mr. Mohammed replied that they were. Mr. Storck noted that such an assumption may be overstating local and internal originations in the future, as the regional air service network will likely include more connections from other hub airports. Mr. Griffiths recommended that an explanatory note on this issue be included in the final report. Mr. Mohammed noted that the draft report does include information on the growth assumption scenarios used in the TAF reports (and the scenario selected for this report).

Several subcommittee members noted that the horizon year forecasts exceed the available capacity at all three regional airports and that a note should be added to the report stating that the forecasts reflect demand but not airport supply (runway and terminal capacity). COG/TPB staff agreed to make this change to the final report.

Mr. Mohammed also distributed an errata sheet for Table 17 of the report. Comments and changes to the draft report were requested from subcommittee members by June 27, 2011.

### **3. 2011 Ground Access Travel Time Update**

Andrew Burke from COG/TPB staff provided a status update on this study. This study was last performed in 2003-2004, and before that time in 1995 and 1988. Mr. Burke noted that this is the first time the study has been conducted using global positioning system (GPS) field devices and provided some of the devices (which are roughly the size of a deck of playing cards) for the subcommittee to examine. An additional route from the City of Frederick to BWI (via I-70, US 29, and MD 100) and from another from Waldorf to DCA (via MD 228 and MD 210 and the Beltway over the Woodrow Wilson Bridge) have been added. All of the regional activity centers are covered in the collection routes. In addition to the GPS devices, COG/TPB staff have prepared computer programs to conflate the GPS data to a GIS street centerline file and match it to the travel time routes and segments (some segments, such as the Beltway, relate to multiple routes) and keep the resulting information in a database. Data collection began in April. Due to weather and staffing issues, the data collection is not yet completed but will be completed next week. There are 42 routes and three runs each for the AM, mid-day, and PM periods, for a total of 148 travel time runs.

Mr. Storck asked if the travel time runs using New York Avenue in the District of Columbia were completed prior the start of the major bridge reconstruction over the Amtrak railroad tracks

that have reduced the number of lanes on the roadway from six to four. Mr. Burke responded that the runs were completed prior to the start of construction.

Ms. Jia asked if the travel times also included comparable transit along a given route. Mr. Burke responded that they did and that the transit travel times were based on scheduled times rather than actual operations.

The data will be processed during the summer. Preliminary results will be available at the next subcommittee meeting in July and the draft report available at the subcommittee meeting on September.

#### **4. Washington-Baltimore Monthly Enplanement Statistics, 2008 to 2010**

Abdul Mohammed from COG/TPB staff distributed to the subcommittee updated monthly enplanement statistics. At the previous subcommittee meeting the complete statistics for calendar year 2010 had not yet been released by the FAA. Those data are now incorporated into the report. There was a noticeable decrease in enplanements at all three airports in February 2010 due to multiple snowstorms. Overall, total enplanements increased at all three airports between 2009 and 2010: 4.8 percent at BWI, 2.3 percent at IAD, and 3.1 percent at DCA.

#### **5. 2011 Washington-Baltimore Regional Air Passenger Survey Update**

Rich Roisman from COG/TPB staff distributed to the subcommittee the draft scope of work for the 2011 air passenger survey. The survey is administered as an at-gate lobby questionnaire and is typically performed every two years at the three regional commercial airports (BWI, IAD, and DCA). The work will be broken into two phases. Phase 1 will take place from August 2011 through December 2011 and will include coordination with the three airports (for access and field offices), survey preparation (contractor selection for the actual survey, sample selection, producing the questionnaire and other survey materials), and conducting the survey itself during a fourteen-day period beginning on October 9, 2011. Phase 2 of the project will occur from December 2011 through June 2012 and will include the survey processing (data entry, geocoding) as well as the subsequent analysis and reporting. The budget for Phase 1 of the project is \$300,000, to be jointly funded by MWAA (two-thirds) and MAA (one-third) based on the oversight of the three airports.

Mr. Storck noted that COG/TPB staff should have received a letter indicating MAA's funding commitment; Mr. Roisman will review his files to confirm receipt. Mr. Hackett indicated that written confirmation of funding is forthcoming from MWAA. Mr. Roisman noted that the COG Board has approved a resolution allowing a contract to be let for the survey work; part of the Phase 1 coordination will be incorporating the project into the regular COG/TPB budget process.

Mr. Roisman distributed copies of the 2009 questionnaire and indicated that while staff is open

to subcommittee changes to the survey instrument, there is no more physical space on the hard copy, and so if a question is added, another question must be removed. The subcommittee recommended altering survey section B, question #7 (“What was your primary means of transportation to this airport?”) to add a response option of “Metrobus / MTA Bus.” No other changes to the survey questions were recommended; however, Mr. Storck also recommended that the entire questionnaire be given a more contemporary look and feel by updating the color scheme, typefaces, and using a more modern aircraft image. Staff will make the appropriate changes to the survey and have a revised draft questionnaire available at the next subcommittee meeting.

## **6. Other Business**

Clara Reschovsky from COG/TPB staff reported on the February 23<sup>rd</sup> Helicopter Community Forum and distributed draft minutes from the forum to the subcommittee. The forum was held in Arlington and chaired by Arlington County Board member Mary Hynes, who is also the COG Board of Directors Aviation Policy Liaison. There were about thirty attendees at the forum, representing various citizen and civic groups as well as the FAA and military and emergency response aircraft operators. There were presentations from the Helicopter Association International and a vendor who has created a tracking and mapping system for aviation noise complaints. The forum noted consensus on the regional benefits of such a tracking system but a lack of available funding.

Mr. Roisman asked the subcommittee about their interest in airport sustainability planning as a possible future presentation topic. Subcommittee members indicated that their respective airports had been either actively engaging in or studying sustainable practices (e.g., alternate fuel fleet vehicles, solar arrays on airport structures, green buildings, etc.) for many years and would be happy to present their experiences as part of a larger regional forum if there was sufficient interest. Mr. Roisman will gauge interest and report back to the subcommittee at a future meeting.

The next Aviation Technical Subcommittee meeting will be Thursday, July 28, 2011 at 10:30 AM at MWCOG.