

## **Highlights of the Aviation Technical Subcommittee Meeting: March 25, 2010**

### **1. Call to Order/Approval of January 28, 2010 Meeting Highlights**

Chairman Tony Storck, MAA, chaired this meeting. The January 28, 2010 meeting highlights were discussed and approved. The approved meeting summary is available on the MWCOG website.

### **2. Selection of New Subcommittee Chair**

The Subcommittee selected Mark Rawlings, DDOT, to serve as chairman of the Subcommittee for 2010, succeeding Tony Storck, MAA-BWI, who served as chairman in 2009.

### **3. Update on Aviation Policy Committee**

Tim Canan, COG/DTP, presented this item on behalf of George Nichols, COG/DEP, who was unable to attend the meeting. Mr. Canan reported that an Aviation Policy Forum was held March 15, 2010 and focused on noise.

### **4. Development of Ground Access Element Update**

Tim Canan presented this item, which included a handout containing comments submitted by the Washington Airports Task Force (WATF) on the Preliminary Draft Ground Access Element Update, which was distributed at the January meeting. The WATF comments were also distributed to the Subcommittee through an e-mail prior to the meeting. Mr. Canan explained that the WATF comments included recommendations to bolster the analysis and description of the ground access system and conditions, as well as recommendations with substantial policy implications. The first set of comments could be readily addressed by staff in a revised version of the report, which would be reviewed once again by the Subcommittee. The latter group of comments containing policy implications, however, would need to be reviewed and addressed by the Subcommittee. Examples of these comments included recommendations for new transportation facilities that are not currently included in the region's Constrained Long-Range Plan (CLRP). By including such recommendations into the Ground Access Element, the scope of the report would be inherently broadened from previous versions. The Subcommittee agreed that the time may be ripe to broaden the scope of this effort and take additional time to review and address these comments.

Mike Hackett (MWAA) and Tony Storck (MAA) indicated that their respective agencies would need to review and address the WATF comments separately and also indicated that both MWAA and MAA intend to submit their own agency comments on the Preliminary Draft Ground Access Element. To accommodate this broader review, the Subcommittee agreed that the schedule to complete the report can slip to ensure the broader policy-level review can be thoroughly conducted. To help facilitate additional agency reviews, Mr. Canan said he would provide agencies with a version of the Preliminary Draft that contained line numbers on each page.

The Subcommittee agreed that the next meeting of the Aviation Technical Subcommittee should be considerably longer than usual to allow for a comprehensive comment review session for the

document. Following the meeting, staff will address all comments based on the comment review and prepare a Draft Ground Access Element for Subcommittee review. Once the Subcommittee is comfortable with the Draft, it will likely be reviewed by the Technical Committee and the TPB because of potential policy recommendations.

## **5. Status Update on the CASP Program and Draft Airport Capital Improvement Program (ACIP)**

Tim Canan presented this item and distributed a Draft Airport Capital Improvement Program (ACIP). He explained that an ACIP has not been formally submitted to FAA in awhile since FAA did not have a new AIP funding program in place. Now that AIP funding has been restored, it is time once again to prepare and submit an ACIP for the CASP Program.

The draft ACIP reflects an assumed annual federal funding level of \$300,000 for the foreseeable future, except for the current year, FY2010, which had more available. Because of this, the Draft ACIP primarily reflects projects in the core CASP program (survey processing, ground access forecasts, and ground access element). By the end of the program period, it may be possible to perform an update to the Air Cargo Study, so this is shown in the out-year of the program. If COG/TPB does prepare an air cargo study then, it will need to be well-coordinated with the Freight Subcommittee and related staff.

Mr. Canan also explained that since the Subcommittee last met in January, AIP funds became available and required a fast turnaround in the preparation and execution of a grant application and agreement for the first year of the program. Staff prepared and submitted a grant application and executed a grant agreement that will cover processing of the 2009 Air Passenger Survey data, prepare phase 1 of the Ground Access Forecasts, and conduct phase 2 of the Ground Access Travel Time Study.

Jeff Breeden, FAA-WDO, indicated that while \$300,000 is the assumed annual funding level for now, there may be additional resources available from time to time. Nevertheless, the ACIP should continue to reflect current assumptions.

Mr. Rawlings asked Subcommittee members to review the Draft ACIP and provide comments to staff before the May meeting when the Subcommittee will be asked to approve the ACIP for formal submittal to FAA. The ACIP must be submitted by 1 June 2010.

## **6. Progress on Fall 2009 Washington-Baltimore Regional Air Passenger Survey**

Mr. Canan reviewed the schedule for processing the data. He further explained that since the latest CASP grant has been executed (see previous item), processing is underway in earnest. Staff expects to provide a technical memorandum containing data tables at the May meeting so the airports can begin using the data. Afterward, staff will geocode the survey data, and prepare the report(s), which will be completed in fall.

Abdul Mohammed, COG/TPB, reported that he has obtained annual enplanement data, which will be used to annualize the survey data in the processing. In response to Mr. Rawlings, Mr. Mohammed

explained the annual factoring will cover the January – December annual period. He also reported that he fulfilled several data requests since the last meeting, including a large request from BMC, which requested data concerning home/non-home, work/non-work, and trip purpose data to be used in the development of the BMC regional travel model.

Mr. Mohammed explained that COG/TPB recently developed a new traffic analysis zone (TAZ) system for the region, which could have potential effects on the regional aviation analysis zone (AAZ) system. He said staff reviewed the new TAZ boundaries and determined that the AAZ system would be unaffected except for a very few minor instances due to technical changes.

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

Mr. Hackett reported Southwest Airlines is changing its flights at IAD with fewer flights to Florida and more flights to the West. He also reported a lot of transportation issues are current topics of discussion in Loudoun and Fairfax Counties, particularly related to Tysons Corner, Rock Hill Road, and the ongoing construction of Rail-to-Dulles.

On behalf of Bill Lebegern (MWAA), Mr. Hackett also inquired about the status of the regional ground access model. Mr. Rawlings explained that that effort concluded and resulted in the development of the Ground Access Forecast project. Mr. Canan followed up to report that at the most recent meeting of the Transportation Research Board (TRB), it became clear to him that the Washington region is the only region to prepare such detailed ground access trip forecasts in its modeling effort and similar data is sorely missing from other regional MPOs. Karin Foster, COG/TPB, stated that similar concerns exist for freight. Andrew Meese, COG/TPB, explained that there is a need to model freight in this region. Currently the region models trucks, not freight. TPB is currently investigating the use and applicability of data developed by INRIX to better understand the characteristics of freight travel in the region. Mr. Meese also suggested the region's Congestion Management process and INRIX data may be useful in informing the development of the Ground Access Element Update.

## **8. Other Business**

The next meeting of the Aviation Technical Subcommittee will be held May 27, 2010 at MWCOG/TPB offices: 777 North Capitol Street, NE, Washington, DC.

**Aviation Technical Subcommittee  
March 25, 2010 Meeting Attendance**

**Attendance**

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