
National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290

Highlights of the meeting of the Aviation Technical Subcommittee

*Thursday, November 15, 2012, 10:30 AM to 12:00 noon
MWCOG Meeting Room 4/5*

Meeting Attendees

- Amber Carran-Fletcher (DDOT)
- Jeff Breeden (FAA)
- Tim Davis (City of Frederick) – via teleconference
- Victor Henry (BMC)
- Alex Ollerman (MAA)

COG/TPB staff in attendance

- Clara Reschovsky
- Rich Roisman
- Karin Foster
- Abdul Mohammed
- Bob Griffiths
- Nicole McCall

Chair Amber Carran-Fletcher called the meeting to order at 10:30am. Mr. Roisman noted that this would be Ms. Carran-Fletcher's final meeting as chair and thanked her for her service. Mr. Roisman also noted that a Maryland member of the subcommittee would be chair for 2013.

1. Approval of highlights from the previous meeting (May 24, 2012)

The May 24, 2012 meeting highlights were approved. The approved meeting summary will be available on the MWCOG website.

2. 2011 Washington-Baltimore Regional Air Passenger Survey Geographic Findings

Mr. Mohammed provided an update on the survey. Geocoding was completed yesterday and the draft geographic findings report will be presented at the next meeting in January 2013. Only local originations are geocoded, not connecting passengers. Staff has made improvements in automated geocoding routines when compared with the 2009 survey analysis; however, most responses still need to be manually geocoded using Google Earth and other sources.

Mr. Roisman noted that the jurisdictional tabulations show that Anne Arundel County is the single biggest contributor of local air passenger originations to BWI. He also expressed surprise

at the lack of difference in originations to BWI between Baltimore City and Baltimore County and suggested additional confirmation was needed. Mr. Griffiths noted that this has historically been an issue with the survey; e.g., when asked where their trip started a common response is “Baltimore,” which does not specify city nor county.

Mr. Roisman also highlighted Montgomery County as generally representative of the regional totals between the three airports; that is, equally split among the three. However, Mr. Roisman noted that the survey was conducted prior to the opening of the Intercounty Connector (MD 200), which has improved access to BWI. He highlighted this as a focus area for the 2013 survey analysis to see if the new roadway has had any impact on airport choice.

3. 2012 Ground Access Element Update: Draft Supply Analysis Report

Mr. Roisman presented the subject report and noted that the Ground Access Element is the final project in a multi-year CASP cycle. He also reminded the group that the information contained in the report is based on the 2009 Air Passenger Survey. Other information comes from the 2011 Ground Access Travel Time study and the Congestion Management Process Technical Report (Skycomp and Inrix data) and quarterly reports on congestion (Inrix data). The report identifies major freeway bottlenecks inhibiting access to the airports as well as new projects that will improve access.

Several subcommittee attendees asked about the “impact factor” described on page 20 of the report. Mr. Roisman responded that it was a good measure for ranking congested locations and was currently used by BMC in their quarterly congestion reports. He also noted it was useful for quantifying travel time reliability, something that is important to air passenger ground access to the airports. Mr. Griffiths noted that some analysis of origin departure time was performed for the 2009 air passenger survey analysis, and it should be repeated for the 2011 analysis to further examine the reliability issue and peak spreading.

Mr. Roisman requested that the subcommittee send him comments on the draft report within 30 days.

4. Presentation of the 2011 Air Passenger Survey General Findings to the Transportation Planning Board

Mr. Roisman will be presenting the general findings of the 2011 survey to the TPB later this month. He circulated copies of the PowerPoint slides for the Board presentation for the subcommittee’s review. Several subcommittee members noted issues on the slides that required correction.

5. Roundtable Discussion

Mr. Roisman noted that MWAA has begun posting their new service information on the web. Mr. Ollerman noted that the BWI runway that was closed for maintenance for approximately

the last 60 days will be reopening after Thanksgiving. Mr. Davis noted that the FDK tower is now fully operational and they are expecting about 130,000 aircraft operations for the year.

Mr. Breeden noted that the FAA Terminal Area Forecast updates will be coming soon. Mr. Roisman asked if the horizon year for the new forecasts would continue to be 2040 or if they would now extend to 2045; Mr. Breeden responded that he was not sure.

Ms. Carran-Fletcher asked if there was any information about changes in regional airport traffic from previous inaugurations (for purposes of planning for the January 2013 inauguration). Mr. Roisman responded that staff could look at historical enplanement data and get back to her. He also recommended having airport representatives on DDOT's inauguration planning committee.

6. Other Business

Chair Carran-Fletcher adjourned the meeting at 11:50am.

The next Aviation Technical Subcommittee meeting will be Thursday, January 24, 2013 at 10:30 AM at MWCOG.