



Aviation Technical Subcommittee Highlights of the May 23, 2024, Meeting

Meeting Participants:

- Shawn Ames, Maryland Aviation Administration, (MAA)
- Kevin Clarke, Maryland Aviation Administration, (MAA)
- Glen Warren, Metropolitan Washington Airports Authority, (MWAA)
- Jeffrey Breeden, Federal Aviation Administration, (FAA)
- Rusty Harrington, Virginia Department of Aviation, (DOAV)
- Mark Rawlings, District Department of Transportation, (DDOT)
- Victor Henry, Baltimore Metropolitan Council, (BMC)

TPB Staff:

- Tim Canan
- Kenneth Joh
- Suraj Vujjini
- Olga Perez
- Zhuo Yang

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (MARCH 28, 2024)

Mr. Mark Rawlings called the meeting to order at 10:32 A.M. The meeting was conducted virtually by Microsoft Teams teleconference. The highlights of the previous meeting, held March 28, 2024, were approved by the Subcommittee, as written.

2. STAFF ANNOUNCEMENTS

Mr. Tim Canan reported to the Subcommittee that there are no changes in staffing at COG. Additionally, Mr. Canan informed the Subcommittee that CASP staff prepared and submitted the AIP Grant Application for CASP 39 in April of 2024.

3. 2023 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Dr. Kenneth Joh presented the general findings from the 2023 Washington-Baltimore Regional Air Passenger Survey, which focused on passenger characteristics, ground access, and preferences and behavior of surveyed air passengers at BWI, DCA, and IAD airports. The presentation also started with an overview of surveyed flights and enplanement share by airport. The survey showed that non-resident passengers still make up the majority, but there has been a slight increase in resident travelers. Another key finding is that non-business travel has been growing, while business travel has dropped since 2019.

The presentation also highlighted changes in how passengers get to the airport. Most passengers still started their trips from home, with private cars being the most common mode of transport. However, there has been a significant rise in the use of TNC services like Uber and Lyft, now accounting for about 25% of airport trips. This shift was especially noticeable among non-residents and people traveling from work.

When choosing an airport, most passengers prioritized convenience, with the closest airport being a top reason for their choice. Post-pandemic, there has been a slight decrease in private car use, while TNC services like Uber and Lyft have become more popular. The survey also found that a significant number of passengers, particularly at DCA, used expedited security lanes, which suggests a higher number of business travelers at that airport.

Dr. Joh concluded the presentation explaining that detailed survey findings will be included in the 2023 APS General Findings Report, in addition to including enhanced visualizations, as well as performing geographic analysis to produce the Geographic Findings Report. These reports will help to provide ground trip information by Aviation Analysis Zones (AAZs) and to update the region's Ground Access Forecasts.

Mr. Rawlings inquired whether comments should be submitted during the meeting or if there is a more appropriate time to do so. In response, Mr. Canan clarified that if anyone identifies a significant issue that requires immediate attention, they should bring it to the team's attention right away. Otherwise, the next step will involve putting together the report and sending it to the subcommittee members for their review. During this review process, there will be an opportunity to thoroughly examine the information, and that would be the most suitable time to submit comments.

Mr. Rawlings inquired about the observed decrease in business travel and the increase in non-business travel following the pandemic. Dr. Joh explained that the decrease in business travel could be attributed to the recognition of the effectiveness of online meetings. Conversely, the increase in non-business travel may be related to the fact that people were confined to their homes for nearly two years and are now eager to travel for leisure.

Ultimately, Mr. Rawlings inquired about other meetings where this information would be shared. Mr. Canan responded that the next step is to present the information to the TPB Travel Forecasting Subcommittee and to the TPB Technical Committee during the summer. He also mentioned that the presentation slides are available on the Aviation Technical Subcommittee website for anyone interested in obtaining a copy.

4. GROUND ACCESS TRAVEL TIME STUDY REPORT – COMMENTS REVIEW

Dr. Zhuo Yang presented the latest updates on the Ground Access Travel Time (GATT) Study Report, after receiving feedback from committee members. Dr. Yang thanked Mr. Keith Meurlin and Mr. Shawn Ames for their valuable input—some changes were already made based on Mr. Meurlin's comments, and the team is still working on Mr. Ames' feedback. If more clarification is needed, they plan to follow up next week.

The main updates include:

- Page 19: The map of counties for the MPO was improved with more detailed information.
- Page 21: They explained the changes in TTI and PTI between the study years, focusing on how COVID-19 affected traffic and air travel and valid explanations about the potential reasons for the changes.
- Page 22: Traffic conditions from 2023 were compared with 2019, showing better conditions now. They also added an analysis of traffic during major weekday periods and mentioned that travel habits are still adjusting after the pandemic.

Dr. Yang mentioned that he will add a conclusion section to summarize everything once all the comments are addressed. He also invited any questions and ensured that all comments would be addressed.

Mr. Canan added that while COG staff are doing their best to accommodate everyone's schedules, the grant period is ending. To keep things on track, the GATT report should be finalized before the summer. Therefore, he asked for comments to be submitted by Friday, May 31st.

5. AIR CARGO ELEMENT UPDATE

Ms. Olga Perez provided an update on the air cargo element progress. Data gathering is scheduled to finish this month, though coordination with MWAA and MAA is slightly delayed. This delay does not affect the overall timeline, with final deliverables still expected by the end of September.

Next steps include data analysis and drafting the report. MWAA and MAA will receive an email soon with details and any specific questions. A draft report is anticipated by mid to late July.

6. ROUNDTABLE DISCUSSION

First, Mr. Ames noted that airport activity is trending back to 2019 levels and expects a busy summer. Progress is being made on Southwest projects, including upgrades to the baggage handling system. New maintenance facilities for aircraft are under construction and expected to be completed next year. Mr. Kevin Clarke added that ongoing and upcoming construction projects at the airport, including capacity improvements and asset management.

Secondly, Mr. Rusty Harrington reported on the Virginia Airport Operators Council Spring Workshop, highlighting discussions on the Eagle initiative and hanger shortages. Notably, the Virginia Aviation Board allocated \$15.2 million in capital discretionary funding to airports, the largest single allocation in a single board meeting in the department's history. Mr. Harrington also introduced new staff member Bill LaManque and invited members to the VAOC (Annual Virginia Aviation Conference) Annual Conference in August.

Third, Mr. Glen Warren noted that traffic volumes have returned to and surpassed pre-pandemic levels. He provided updates on major construction projects at IAD and DCA Airports, including the new E concourse at IAD and revitalization plans for Terminal 1 at DCA. He also mentioned efforts to coordinate with Crystal City on redeveloping the Route 1 corridor into an urban boulevard. Finally, Mr. Warren introduced a regional transportation working group to improve coordination across projects and regional agencies.

Fourth, Mr. Jeffrey Breeden announced the reauthorization of a five-year FAA bill by Congress, without any major impact to this subcommittee.

Finally, Mr. Victor Henry explained that even though most of the efforts are focusing on the Francis Scott Key Bridge, he is interested in learning more about the subcommittee's work and bringing over BMC to share knowledge.

7. ADJOURN

The meeting was adjourned. The next Subcommittee meeting scheduled for July 25, 2024, was cancelled. Therefore, the next Subcommittee meeting is scheduled for September 26, 2024. It will be held virtually.