Comment ID	Reviewer Initials	Page	Line	Comment/Proposed Revision	Response (completed by TPB staff)
1	RR	Acknowledgements	26-27	Jeff Breeden's official job title is Community Planner and his location is the Washington Airports District Office (Washington ADO).	Addressed
2	MAA-KSC	Acknowledgements	28	Shawn Ames is now Deputy Director Office of Planning	Addressed
3	RR	Acknowledgements	28-31	Mike, Bob, and Dennis all are MWAA employees -- suggest reorganizing as "at MWAA" and then including Bob and Dennis' airport work locations following their job titles	Addressed
4	RR	General	all	It is probably worth inquiring with the Virginia Department of Aviation to see if they would like the opportunity to review and comment on the draft RASP, even though the agency does not participate in TPB activities nor usually get involved in the Northern Virginia aviation system. DOAV may just decide to defer to MWAA, but a reach out if probably beneficial	Discuss
5	RR	2	34	double check number of jurisdictions -- include counties and cities	Addressed
6	MAA-SPA	Global		In multiple instances, administration/authority, airport names and Fed Av. Admin. are spelled out, but then followed by the acronym, only to be spelled out again later in the document. Adjust so after each agency is spelled out only acronyms are referenced.	Addressed
7	MAA-KSC	2		the 3 bullet points feel like "objectives" of this study, but it is unclear or at least undefined what the purpose or goals of the RASP are? How will this information be used? what aspects of the regional aviation system is it focusing on? Maybe its because we spoke mostly about ground access which is supported by the ACRP reports listsed on page 38; intro could be viewed as being broader.	Addressed
8	RR	Figure 1	all	This map is well overdue for a refresh. Suggested changes: **1) include State (including DC) labels and borders**; **2) change county labels to 'County' or drop and just include County name**; 3) **include independent city borders and labels at a minimum within the base TPB planning region, preferably across the entire air systems region (why are only Baltimore City and Fredericksburg currently included)**; **use a background other than yellow**; 4) improve labelling for DC, Arlington, Alexandria, Falls Church either through call-out text or the use of an inset map	Addressed
9	MAA-KSC	3		its "Baltimore Washington International Thurgood Marshall Airport". International and Thurgood were transposed.	Addressed
10	RR	4	11-12	Be careful -- the multi-state nature of the airport system means the system study goes beyond the "regular" TPB planning area. Is there any sort of FAA guidance or other materials on system planning that can be used to justify the TPB program structure and why BWI isn't off on its own supported by a BMC program?	Addressed
11	MAA-KSC	4	14	could technically be called "…local FAA Airports District Office"	Addressed
12	MAA-KSC	4	17	"AIP" hasn't been defined yet	Addressed
13	MAA-SPA	6	16	It was forecasted that the used of each	Addressed

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14	RR	6	20-26	It may be instructive to attribute some / most of the change in air service to the effect of the 1978 deregulation of the U.S. airline industry; it can probably also be argued that the longer-term effect of market forces post-deregulation led to the decision of Southwest to establish their hub at BWI in 1993, which ends up being one of the major "game changers" for the regional air system.	Addressed
15	RR	8	6	remove line break between subbullets	Addressed
16	RR	9	22	Kudos for including this here -- I hope MWAA lets you keep it in the final version. What was COG-TPB's role in the study?	No role to our knowledge
17	MAA-SPA	10	2	adjust "200" to the correct year	Addressed
18	RR	10	6	there is a digit missing for the survey year between 2000 and 2005 -- I think it was 2002 but check to confirm	Addressed
19	MAA-KSC	10	15-16	missing some commas in the sentence	Addressed
20	MAA-SPA	10	23	36 percent is "up" not "down" from 35 percent	Addressed
21	RR	10	36	for BWI enplanements, 36 percent in 2017 is *up* from 35 percent in 2015, not down	Addressed
22	MAA-KSC	11	3-4	only adds up to 99 percent	Addressed
23	RR	11	14-17	This trend is going to be tougher to track given the proposed regulations on AirBNB in the District of Columbia	Addressed
24	RR	11	25	Place "TNCs" inside brackets [ ] since you are already inside a parenthetical	Addressed
25	MAA-KSC	11	25-30	TNCs acronym defined twice within a couple of sentences	Addressed
26	RR	11	29-30	strike "Transportation Network Companies (TNCs)" and add "TNCs" since the term has been previously defined in line 25 on the same page	Addressed
27	RR	11	34-42	add hard returns separating sub-bullets for consistent formatting with other sub-bullets	Addressed
28	RR	11	38-42	use "annual household income" throughout the paragraph	Addressed
29	RR	11	45	I don't think "E-ticket Kiosk" should be capitalized	Addressed
30	RR	12	9	Remove extra space between end of sentence and footnote (superscript) reference text	Addressed
31	RR	12	30-31	strike text "Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report	2" (copy-paste page footer error)	Addressed
32	MAA-KSC	12	31	formatting of a reference or erroneous text in this line	Addressed
33	RR	13	4	strike "Transportation Network Companies (TNCs)" and add "TNCs" since the term has been previously defined in line 25 on the same page	Addressed

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34	MAA-KSC	13	23	tense - past or current? "Is" or "was"? Maybe a global comment when describing past studies.	Addressed -- "Is then used" is correct as it's referring to the survey process in general
35	RR	Global	Global	Once an abbreviated term has been defined in the text, such as AAZs, TAZs, etc., it can be referred to solely by its abbreviation going forward; it does not need to be redefined. This needs to be checked throughout, particularly where the report text has been copied and pasted from other reports.	Addressed
36	MAA-KSC	14	10	Grammar: "Figure 2 illustrates historical and forecasts of air passenger "	Addressed
37	RR	14	27-39	see comment #14 above	Addressed
38	RR	15	6-13 and global	naming conventions for roadways: name (route number); exclude periods from US 50 and other US routes; exclude dash from DC 295 and other state routes; "general purpose" instead of "conventional"	Addressed
39	MAA-KSC	15	22	"pair" should be "pairs"	Addressed
40	RR	15	22-24	strike "triennial"; strike "Constrained Long Range Plan" and add "constrained element of the Visualize 2045 long-range plan"	Addressed
41	MAA-KSC	15	28	"International" and "Thurgood" are transposed	Addressed
42	RR	15	31	strike "600 thousand" and replace with "600,000"	Addressed
43	RR	15	36-40	replace text with "International service at DCA under the perimeter rule is limited to eastern Canada and portions of the Caribbean islands." Strike the next sentence and continue with "Total international enplanements…"	Addressed
44	MAA-KSC	15	42	should be "Washington Dulles International …..	Addressed
45	RR	16	16-18	Add spaces for MD 198 and MD 5; confirm that recommendation for I-95 ETLs is construct and not widening of ETLs -- language unclear	Addressed
46	RR	16	20-24	Some of these recommendations are outdated and no longer reflective of local plans (Tri-County Parkway) or have been constructed (95Express Lanes) -- consider revisions or placement in past tense with some notes.	Addressed
47	MAA-KSC	16	33	VDOA not defined	Addressed
48	RR	18	20	add "a" between "it's" and "close"	Addressed
49	MAA-KSC	18	20	add "a" to "its close race between…"	Addressed
50	MAA-SPA	18	26/27	The 2015 and 2017 passenger volume for the Region should be closer to 65-70 million. It appears that the annual 2017 DCA and IAD volumes (11.9M & 11.3M) are mis-represented as annual total passengers. They are likely annual enplanements - which account only for boarding passengers.	Addressed
51	MAA-KSC	18	29	should be "up from 2015"	Addressed
52	RR	19	11	strike "MDOT"	Addressed

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53	MAA-KSC	19	24	we expanded the apron by 3 spaces for a total of 6 to accommodate growth by an existing carrier	Addressed
54	RR	19-21	all	readability of section would benefit from limiting references to MAA and MDOT; using more general references to BWI and "the airport"	Addressed
55	MAA-SPA	22	1	insert correct 2017 passenger volume for DCA, it's not 11.9M. Confirm that the increase was only 200,000 > 2016.	Addressed
56	MAA-SPA	22	5	"The projected, estimated to be completed.."	Addressed
57	MAA-SPA	24	1	insert correct 2017 passenger volume for IAD, it's not 11.3M. Confirm that the increase was only 441,000 > 2016.	Addressed
58	MAA-SPA	24	4 , 10	suggest changing "Taxi Lane" to "Taxilane"	Addressed
59	RR	25	6	insert 'the Virginia Department of Rail and Public Transportation" before "DRPT" and put "DRPT" inside parentheses	Addressed
60	MAA-KSC	25	8	DRPT not defined	Addressed
61	RR	25	16-17	word missing: "…four of the new stations are located [where?] because…"	Addressed
62	RR	25	34-35	while this may be technically correct, suggest listing commencement of revenue operations date for like comparison with previous paragraph on phase 1. tentatively this is sometime in 2020 but confirm with MWAA: https://www.washingtonpost.com/transportation/2018/09/18/when-phase-silver-line-opens-metro-employees-probably-wont-be-running-it/?utm_term=.de940f6aa8ac	Addressed
63	RR	26	10	strike "Washington, DC" and replace with "The District of Columbia"	Addressed
64	RR	27	3-8	while these may be designated in NPIAS as relievers, some may be access restricted (FME, 2W5) if they are military airfields. May want to check and add a note.	Addressed
65	RR	28	8	strike "Washington, DC" and replace with "District of Columbia"	Addressed
66	RR	28	10	strike sentence and replace with "The District does not have any NPIAS airports" (there is an airfield at Joint Base Anacostia-Bolling [JBAB]) -- see also https://www.howderfamily.com/blog/airports-district/ -- sadly the 12MC blogger is not from Delaware	Addressed
67	MAA-KSC	28	10	it may be obvious, but DC has no commercial service or general aviation airports.	Addressed
68	MAA-SPA	28	10	Would it be appropriate to say "Washington, DC does not have any NPIAS airports"? There are heliports in the District.	Addressed
69	MAA-KSC	30	14, 31	same as above	Addressed
70	MAA-SPA	30	21	change to "vary in size large, each…"	Addressed
71	RR	30	30	Source citation for Figure 5 should be Wilbur Smith, not Wilburn Smith; also, this table could be mis-interpreted to show that the State is not investing in the Commerical Airports, which is incorrect -- they are through FAA programs, airline investment, etc. May want to clarify in the text.	Addressed

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72	MAA-KSC	31	6	Maryland currently has 35 public use airports (inclduing one heliport and 1 sea plane base), 3 are commercial service (BWI, Hagerstown, and Salisbury), the other 32 are general aviation facilities. We used to have 36 total but one of the GA airports clsoed in the last couple of years.	Addressed
73	MAA-KSC	31	28-35	can provide updated ecomnomic impact information for BWI. We are in the process of updating the impact numbers for the other 34 airports. Not sure when our report will be complete, but we can share the calculations with you. **THIS IS DISCUSSED ON PAGE 21. HOW DO THESE TWO SECTION CORRELATE? ARE BOTH NEEDED?**	Addressed
74	RR	32	8	strike "BWI", add "DCA"	Addressed
75	RR	34	ALL	not quite sure the purpose of this section. The District does not have an airport system plan because it does not have any airports within its boundaries. In fact, their system planning AIP apportionment is what funds the CASP program. Perhaps some introductory language is warranted explaining that DC has no airports and no system plan but is significantly impacted by the plans and activities of MD and VA as well as the RASP, and is most significantly impacted by the restrictions of the ADIZ.	Addressed
76	RR	35	3-5	Per Figure 1 of the report, only Jefferson County, WV is included in the Air Systems Region. Delaware and Pennsylvania are not. Revise text accordingly.	Addressed
77	RR	35	ALL	not contained the Delaware plan is the impact of attempts to establish commerical service by LCCs or ULCCs at New Castle County Airport (ILG, formerly Greater Wilmington Airport). ILG was most recently served by Frontier from 2013 to 2015 (which is why it is not in the 2013 Delaware system plan). As with establishment of service at Dover, ILG service generally siphons air passengers from BWI (and in this case also PHL). Even though it is not explicitly called out in the system plan, I think it would be useful to flag ILG service as an issue since it impacts BWI's catchment area. See also: https://www.wdel.com/news/video-wilmington-airport-to-get-upgrades-operators-explore-return-of/article_f35901bc-9f0d-11e7-8d52-57fe13502f3c.html	Addressed
78	MAA-KSC	35	9	what is the date of this plan?	Addressed
79	RR	36	ALL	for large swaths of South Central PA, IAD or BWI are their closest airports -- much closer and offering more service than Pittsburgh (PIT) or Harrisburg (MDT) or closer than PHL. Consideration of the market areas of the CASP airports needs to be included in subsequent phases of the RASP and should be noted in these sections	Addressed
80	MAA-KSC	36	6	the 4 elements and several sub task statement is misleading. There are 4 bullets that are repeated by the same 5 topics. Can more directly say the "SASP addressed the following:"	Addressed
81	MAA-KSC	37	19	reference should be to "Figure 8" and not Table 8-17	Addressed
82	MAA-KSC	37	38	since this was a 2010 report, the closure of the two airports is not really recent (now)	Addressed

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83	RR	37	ALL	as in comment above, for large swaths of WV, IAD is their closest airport. Yeager (CRW) is farther and has much less service, same with PIT. The recent improvements to Appalachian Development Highway System Corridor H (US 48) has improved IAD's market standing in the Potomac Highlands. Improving Corridor H in Virginia is low priority but also benefits IAD access.	Addressed
84	RR	38-40	ALL	will there be a lessons learned section following the ACRP review with a summary of best practices that will inform the other two phases on the RASP?	Forthcoming
85	MAA-KSC	38	14-15	The documents listed are mostly roadway planning guidance. There are several other studies, probably too many to list, that adress other relevenet planning aspects. May want to specify in the segueu why these specific reports are being identified.	Addressed
86	MAA-KSC	39	3	what year is the study? 2010 in the foot note	Addressed
87	MAA-SPA	41	8	ABAG should be moved to first bullet. In subsequent pages it precedes all other regional system plans	Addressed
88	RR	41	ALL	ABAG is not the MPO for the Bay Area: the Metropolitan Transportation Commission (MTC) is the MPO. The two agencies work closely together; however, it is probably useful to add information from MTC to this section	Addressed
89	RR	41	ALL	Look forward to remaining case studies -- hopefully able to cover other large multi-airport regions (MPOs / regional planning agencies / airport operators) and single airport regions where the MPO is active in aviation system planning. Potential regions / agencies include: Los Angeles World Airports, NCTCOG (Dallas), MAG (Phoenix), CMAP (Chicago), PANYNJ, NYMTC, NJTPA, and MTC	Addressed
90	MAA-KSC	43	3	what year is the study from? Consistency with previous study format	Addressed
91	MAA-KSC	44	3	what year? 2011?	Addressed
92	MAA-KSC	45	43	reference to an appendix III of that report that is probably not relevent here.	Addressed
93	RR	46	25	Strike '(BWI)' and add '(IAD)'	Addressed

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