

Highlights of the Aviation Technical Subcommittee Meeting: May 22, 2008

1. Call to Order/Approval of March 27, 2008 Meeting Highlights

Chairman Michael Hackett, MWAA, chaired this meeting. The March 27, 2008 meeting highlights were approved as written.

2. Update on Aviation Policy Committee

Tim Canan, COG/DTP, presented this item on behalf of George Nichols, COG/DEP. Mr. Canan reported that the Aviation Policy Committee (APC) continues to focus and track the following issues:

- The FAA Reauthorization and Amendment that would increase the number of slots at Ronald Reagan Washington National Airport.
 - Amendment sponsored by Sen. Charles Schumer (D-NY), McCain and others
- Helicopter noise continues to be an issue. Since the helicopter proposal was not deemed an eligible CASP project, efforts have continued to seek funding from other sources. Congressional staff contacts have informed COG that this year's appropriations are likely exhausted, but the committee should continue to try.
- The APC encourages all to attend the N.O.I.S.E. Summer Conference and Aviation Symposium (National Organization To Insure A Sound-Controlled Environment) at Dulles International, July 16-18.
 - Web site: <http://www.aviation-noise.org/events/index.htm>

The next APC meeting is scheduled for Wednesday, June 11, 2008, As part of that meeting, the APC Chair is expected to provide an update on committee activities immediately following at the COG Board meeting.

3. Draft Report on 2008 Washington-Baltimore Regional Air Cargo Study

Tim Canan, COG/DTP, distributed the draft report and a briefing handout and presented this item. The presentation included the following elements:

- an overview of the CASP program
- the background to the study, including when an air cargo study was last completed
- air cargo characteristics
- demographic profile of the region
- review of demand analysis
- review of facilities analysis
- review of accessibility analysis
- recommendations and next steps

The Washington-Baltimore air system planning region is a prosperous region that has sustained

considerable demographic and economic growth and is characterized by low unemployment, high per capita incomes, and a services-producing economic base. Residential and job forecasts point to continued growth through at least 2030, and will bolster demand for air cargo region-wide. In addition, air cargo as an industry is expected to grow substantially worldwide throughout the planning period. Expected regional growth, coupled with air cargo industry growth, has resulted in expected growth in air cargo demand at BWI and IAD. BWI's air cargo service is expected to continue to remain predominantly domestic, while IAD's growth will be fueled by heavy growth in the international sector.

To accommodate expected increases in demand, both BWI and IAD have recently implemented or are in the process of implementing ambitious capital improvements as part of comprehensive capital building programs designed to provide facilities and infrastructure necessary to accommodate growth in all air operations, including air cargo. This includes specialized facilities that support air cargo transport. Such facilities include climate controlled warehouses and specialized inspection facilities for USDA and USFWS inspectors, among others.

Growth in the planning area through 2030 is expected to result in reduced accessibility from the region's airports to other parts of the region. This may adversely impact the timeliness of delivery of air cargo shipments across the highway network, which has implications for air cargo's just-in-time delivery business model.

As a result, of these analyses, the draft air cargo study make four recommendations that call for (1) special consideration of the need to plan internal circulation systems and facilities to better accommodate truck access at the region's airports; (2) continued efforts by airports to incorporate air cargo needs into comprehensive airport planning activities; (3) continued active participation by the airports and their parent agencies in the metropolitan transportation planning process to ensure ground access needs continue to receive important consideration; and (4) further collaboration among the regional jurisdictions to improve ground access.

Several points of discussion included:

- how the Intercounty Connector may affect air cargo accessibility
- how roads with truck restrictions may affect air cargo accessibility
- how mail and express freight are considered in air cargo data
- clarification that air cargo is the highest freight mode in value *per ton*, not absolute value
- reference to a Washington Airports Task Force (WATF) report that examined the pattern of manufacturers south of this region bypassing IAD and BWI in favor of airports in the northeast that have greater air cargo capacity.

All comments on the draft report are to be submitted to Mr. Canan, COG/DTP, by 13 June, 2008, so they can be considered and addressed in the report, which is to be completed by 30 June.

4. Revised Draft Report on the Fall 2007 Washington-Baltimore Regional Air Passenger Survey

Abdul Mohammed, COG/DTP presented this item. Mr. Mohammed distributed a revised report, which incorporated comments received to date from MWAA and WATF. Comments from BWI are forthcoming and will be incorporated into the report upon receipt.

Mr. Mohammed then gave a demonstration on using Google Earth as a tool to aid geocoding survey records. Use of this tool has considerably streamlined the geocoding process, resulting in completing geocoding sooner, as well as increasing the accuracy. This is accomplished by overlaying the TAZ boundary file on Google Earth. Addresses can then be entered into Google Earth and the appropriate TAZ can be recorded.

Geocoding of the 2007 Air Passenger is nearing completion, but additional QA/QC is required before the task can be considered complete. Staff expects to have a *principal findings* report available in the near future, followed by a *geographic findings* report in autumn 2008.

5. Update on the Regional Air Passenger Origin/Destination Forecasts

Mr. Mohammed, COG/DTP, presented this item, which included two handouts: (1) revised forecast table provided by MWAA for IAD, and (2) revised forecast table for the O/D Forecast report, showing the original forecasts as well as the revised numbers resulting from the revised forecasts provided by MWAA [shown in the first handout]. Mr. Mohammed informed the Subcommittee that revised forecasts provided by MWAA will result in 30.4 million enplanements at IAD in 2030, and this compares to 40.7 million shown in an earlier draft report. Mr. Hackett concurred that this would be consistent with current MWAA projections. It was agreed that the same methodology used to calculate the 2030 forecasts in an earlier version of the report would also be used in the next revision; however, the procedure would use revised input from MWAA.

The revised O/D Forecast report will be sent out for review once these revised forecasts have been incorporated.

6. Update on Airport Capital Improvement Program (ACIP)

Mr. Canan informed the Subcommittee that the proposed ACIP that was reviewed and endorsed by the Subcommittee at its 27 March 2008 meeting was formally submitted to FAA that same day. Mr. Canan also reported that a draft work program and budget amount for the next CASP grant, which is the first grant under the recently-submitted ACIP, has been sent to FAA for its review.

7. Update on Freight Committee

Karin Foster, COG/DTP, presented this item and provided the Subcommittee with a handout, the Meeting Notes from the 24 April 2008 kickoff meeting of the Freight Subcommittee. Ms. Foster indicated that Marygrace Parker of the I-95 Corridor Coalition was a guest speaker to brief the Subcommittee on the multimodal projects of the I-95 Corridor Coalition. The Subcommittee also received a briefing on the 2007 Regional Freight Study, *Enhancing Consideration of Freight in Regional Transportation Planning*, prepared by Cambridge Systematics, as well as an overview of

the Subcommittee's mission and role in MPO planning. The Freight Subcommittee concluded with a roundtable discussion. The next Freight Subcommittee is scheduled for Thursday, 24 July 2008. Mr. Hackett requested to confirm that WATF's Leo Schefer is on the distribution list for the Freight Subcommittee to ensure he receives future mailings. Ms. Foster confirmed that Mr. Schefer is on the distribution list.

8. Regional Airport, Airline and Aviation Industry News Group Discussion

The purpose of this agenda item was to provide an opportunity for Subcommittee members to share information on regional airport, airline and aviation industry news.

Mr. Hackett called attention to two (2) items:

(1) MWAA continues to work with Virginia toward finalizing the agreement for Rail to Dulles. FTA approval to move the project into final design puts MWAA closer to having a final agreement in place. There is still pending litigation concerning the transfer of the Dulles Toll Road under the ownership and operation of MWAA, and a ruling is expected in mid-June. Pending a successful outcome of the litigation, MWAA expects the conversion to occur 1 July 2008.

HOT lane construction is scheduled to occur during the same period as Dulles rail construction.

(2) MWAA is in a general "belt tightening" mode, which has resulted in more conservative funding decisions concerning capital improvements, staffing, and work travel.

9. Other Business

The next meeting of the Aviation Technical Subcommittee will be held Thursday, 24 July, 2008 at MWCOG/TPB offices: 777 North Capitol Street, NE, Washington, DC.

**Aviation Technical Subcommittee
May 22, 2008 Meeting Attendance**

Attendance

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