



Aviation Technical Subcommittee Highlights of the March 28, 2024, Meeting

Meeting Participants:

- Shawn Ames, Maryland Aviation Administration, (MAA)
- Mark Williams, Maryland Aviation Administration, (MAA)
- Jeffrey Breeden, Federal Aviation Administration, (FAA)
- Rusty Harrington, Virginia Department of Aviation, (DOAV)
- Mark Rawlings, District Department of Transportation, (DDOT)
- Keith Meurlin, Washington Airports Task Force, (WATF)
- Victor Henry, Baltimore Metropolitan Council, (BMC)

TPB Staff:

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

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (JANUARY 25, 2024)

Mr. Canan 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 January 25, 2024, were approved by the Subcommittee, as written.

2. STAFF ANNOUNCEMENTS

Mr. Canan reported to the Subcommittee that there are no changes in staffing at COG.

Additionally, Mr. Canan informed the Subcommittee that the COG Board of Directors approved the consent agenda, authorizing staff to prepare and submit the next AIP Grant Application. As a result, the submission of the CASP 39 Grant Application to the FAA is expected during the month of April.

3. UPDATE ON THE 2023 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Mr. Canan briefed the Subcommittee on the update regarding the progress of the 2023 Washington-Baltimore Regional Air Passenger Survey, highlighting challenges arising from missing values in the dataset causing some delays. Nonetheless, the team is approaching the completion of the dataset review and intends to present findings at the Subcommittee meeting in May.

4. 2024 AIR CARGO ELEMENT UPDATE

Ms. Olga Perez briefed the Subcommittee on the scope of work and timeline for the 2024 Air Cargo Element Update. Her presentation outlined the background, purpose, phases, and tasks needed to complete the report, highlighting the importance of the report in understanding the

region's needs and fostering collaboration among stakeholders. She also informed the Subcommittee the data sources to be used, key stakeholders, and the division of the project into four phases: 1) initial activities; 2) data collection; 3) data analysis; and 4) documentation, and providing a tentative timeline, with an emphasis on the goal to finalize the report by the end of September.

Moreover, Ms. Perez explained the structure of the report, including chapters on the introduction, cargo demand analysis, airport facilities, accessibility analysis, and recommendations, was outlined. Finally, she explained the next steps including gathering feedback, finalizing the scope of work, conducting literature review and data collection, arranging meetings with airport stakeholders, and coordinating discussions with the TPB Freight Subcommittee.

5. GROUND ACCESS TRAVEL TIME STUDY STATUS

Dr. Yang briefed the Subcommittee on the draft report of the Ground Access Travel Time study, delineating its structure and content. The report comprises sections including the executive summary, introduction, methodology, findings, and various figures and maps illustrating travel time indices. Dr. Yang emphasized that the executive summary highlights six major findings from the study, with a note on the limitations concerning holiday traffic comparisons. The introduction furnishes background information on project funding, history, and data sources.

Dr. Yang elaborated on the methodology section, explaining the analysis performed, encompassing highway network analysis, travel time analysis, and demographic analysis. Dr. Yang further elaborated on findings from the Travel Time Index, Planning Time Index, and median travel time, alongside the identification of congested corridors and bottlenecks.

Dr. Yang detailed that the report integrates comprehensive charts, tables, and maps illustrating TTI and PTI values by routes, as well as median speeds and travel times. Dr. Yang underscored that it also incorporates maps illustrating TTI values to each airport in 2019 and 2023. The briefing concluded with a solicitation for comments and suggestions from Subcommittee members before April 15th.

Afterwards, Mr. Canan concluded the presentation by announcing that an email, along with the draft report and written instructions, will be sent to all participants. Mr. Canan acknowledged the challenges posed by the pandemic and highlighted the study's timeline, covering periods before, during, and after the pandemic. He emphasized the importance of the upcoming AIP grant application, which will fund the 2025 Ground Access Travel Time study, expressing the goal of conducting studies more frequently to capture the evolving post-pandemic landscape. He encouraged questions and feedback on the report's format and content, assuring participants of follow-up communications with further instructions and deadlines.

Mr. Ames expressed concern that two weeks were too short to review and send back comments. In response, Mr. Canan suggested that if a longer deadline was needed, reviewers are welcome to share a date that works better for them. Staff will be happy to work with them to accommodate their schedule as much as possible.

5. ROUNDTABLE DISCUSSION

First, Mr. Harrington's update highlighted COG's proactive approach in aviation planning and infrastructure development. He discussed ongoing studies like the NAVAIDs study and negotiations for an economic impact study, reflecting the agency's forward-looking perspective. Moreover, recent engagements with the FAA and stakeholders underscored the agency's responsiveness to emerging trends, including advanced air mobility and infrastructure enhancements.

Additionally, Mr. Harrington emphasized the agency's efforts in addressing infrastructure challenges, particularly in pavement management and runway revitalization. Despite constraints, the agency remains committed to maintaining operational efficiency and safety at airports. The discussion on sustainable aviation fuel showcased the agency's involvement in promoting environmentally sustainable practices within the aviation sector, including exploring opportunities for biofuel production, and leveraging regional resources.

Moreover, Mr. Harrington's announcement about a new position within the agency signals its commitment to embracing emerging technologies and innovation in aviation planning. This presents an exciting opportunity for individuals interested in contributing to cutting-edge initiatives within the aviation industry.

Second, Mr. Meurlin shared updates on aviation planning and local challenges. He thanked Mr. Harrington for his work on sustainable aviation fuel initiatives, highlighting Virginia's suitability for such projects. He also discussed regulatory obstacles, including recent legislative debates over airport notifications for homebuyers.

Additionally, Mr. Meurlin mentioned developments at Leesburg Airport, noting efforts to address airspace concerns and potential development impacts. He looked forward to upcoming studies on cargo and travel time, stressing the importance of analyzing trends from 2019 to 2023. Mr. Meurlin also highlighted differences in cargo operations between airports like IAD and BWI, emphasizing the need to understand regional variations in transportation methods.

Third, Mr. Ames provided insights into ongoing cargo initiatives and decarbonization efforts at BWI and Martin State Airport. He mentioned a comprehensive cargo study conducted last year, which laid the groundwork for future facility planning and forecast requirements. Additionally, he highlighted collaborative efforts with the FAA to develop a roadmap for neutralizing greenhouse gas emissions, focusing on energy generation, storage, and transportation electrification.

Furthermore, Mr. Ames discussed initiatives to electrify ground support equipment and vehicles used by airlines at airports, emphasizing the need to ensure fairness and equity among carriers. He also touched upon challenges and considerations related to EV chargers and microgrid strategies for localized power distribution. Additionally, he provided updates on the BWI master plan, noting plans to secure FAA involvement and initiate a public participation process to ensure comprehensive planning and development.

And fourth, Mr. Henry expressed his interest in the congestion management process and highlighted the significance of reports related to the Travel Time Index and Planning Time Index.

He mentioned his desire to catch up on older presentations he might have missed and requested any available PowerPoints for review. Additionally, he mentioned being tasked by his supervisor to explore potential presentations or topics of interest for the BMC. Mr. Henry appreciated the presentations given during the meeting and found them valuable for reacquainting himself with the committee's work.

6. ADJOURN

The meeting was adjourned. The next Subcommittee meeting is scheduled for May 23, 2024. It will be held virtually.