



Aviation Technical Subcommittee Highlights of the November 14, 2023 Meeting

Meeting Participants:

- Shawn Ames, Maryland Aviation Administration, (MAA)
- Glen Warren, Metropolitan Washington Airports Authority (MWAA)
- Keith W. Meurlin, Washington Airports Task Force (WATF)
- Rusty Harrington, Virginia Department of Aviation (VDOAV)
- Jeffrey Breeden, Federal Aviation Administration (FAA)
- Mark Rawlings, District Department of Transportation (DDOT)

TPB Staff:

- Tim Canan
- Kenneth Joh
- Zhuo Yang
- Olga Perez
- Patrick Zilliacus

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (SEPTEMBER 28, 2023)

Mr. Rusty Harrington called the meeting to order at 10:30 A.M. The meeting was conducted virtually by Microsoft Teams teleconference. The highlights of the previous meeting, held September 28, 2023, were approved after Mr. Harrington requested the correction of the name of the department representative CC-2 DCA to Mr. Scott Denny on the highlights of the September 28, 2023 meeting, by the Subcommittee, as written.

2. STAFF ANNOUNCEMENTS

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

Mr. Canan also informed that COG has been screening more candidates for the open transportation data analyst position to support the CASP program.

3. 2024 AVIATION TECHNICAL SUBCOMMITTEE CHAIR DISCUSSION

Mr. Canan informed that the Aviation Technical Subcommittee chair rotates every calendar year among Maryland, the District of Columbia, and Virginia. It will be the District of Columbia's turn in 2024. Therefore, since the November meeting is the last of the 2023 calendar year, Mr. Mark Rawlings indicated his willingness take the role of Chair for the 2024 Aviation Technical Subcommittee (ATS). The Subcommittee formally approved Mr. Rawlings as the 2024 chair of the Aviation Technical Subcommittee. Mr. Rawlings then thanked Mr. Harrington for his service and leadership during the 2023 Regional Air Passenger Survey (APS). Mr. Canan echoed this sentiment, adding that Mr. Harrington's insights greatly benefited discussions on the ATS, particularly from his state's perspective.

Mr. Harrington noted he is focused on the development of metropolitan areas and airports and highlighted the ongoing systemwide development activities across various airports in Northern Virginia.

4. PROPOSED 2024 AVIATION TECHNICAL SUBCOMMITTEE MEETING SCHEDULE

Mr. Canan noted that the Subcommittee meets every other month on the fourth Thursday of the month in January, March, May, July, and September, with the exception of November, which will meet on the third Thursday because of the Thanksgiving holiday. The following ATS dates are proposed for the 2024 calendar:

- January 25
- March 28
- May 23
- July 25
- September 26
- November 14 (third Thursday)

The Subcommittee approved the proposed meeting schedule for 2024.

5. FUTURE CASP PROJECTS AND THE AIRPORT CAPITAL IMPROVEMENT PROGRAM

Ms. Perez briefed the Subcommittee on the Airport Capital Improvement Program (ACIP). She explained that the total funding is \$277,800, which 90% (\$250,000) of the funding comes from the federal government and the 10% (\$27,800) remaining comes from local governments, which for planning purposes it is assumed straight budgets for all years. However, every three years or so it has observed slight increases in the budget resulting from an accumulation of nominal annual carryover amounts.

She also highlighted the key changes in the ACIP: first, the finalization of CASP 38 covering the Processing of the 2023 Air Passenger Survey (APS), Phase Two (Geographic Findings), and the 2023 Ground Access Forecast and Element Update; and second, the addition of CASP 43, which includes the Processing of the 2029 APS, Phase 1 (General Finding), and the Ground Access Travel Time Update. Ms. Perez concluded the briefing by clarifying that changes to projects included in CASP 39 will not be possible after being finalized by the ATS and encouraged proposals for new projects in future years under CASP 40/41/42/43.

Mr. Canan clarified that COG will submit the ACIP to the FAA. Also, he clarified that for a project to be included into the CASP, it must align with the requirements of the FAA Airport Improvement Program (AIP) and would have to benefit all of the airports collectively within our regional airport system.

Mr. Breeden added that new proposals would need to be run through the FAA lens just to make sure that any additional kind of studies would be something that would be eligible for funding.

6. 2023 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Dr. Joh presented an update on the initial findings from the 2023 Washington-Baltimore Regional Air Passenger Survey, conducted at BWI, DCA, and IAD airports. The survey involved comprehensive training for field staff, including supervisors, and a 14-day main survey period followed by a 7-day resurvey phase. Each airport had assigned supervisors and data collectors

who used QR codes for passenger surveys via personal devices or electronic tablets. Despite challenges such as staffing issues at DCA and lower response rates compared to previous surveys due to fewer flights and anticipated decreased participation, 9,755 completed responses were collected. Dulles Airport had the highest number of survey responses, followed by BWI and DCA. Challenges included uncooperative gate agents and last-minute flight changes resulting in missed surveys, but close monitoring and collaboration resolved these issues and led to improvements during the resurvey period.

Acknowledgments were extended to Mr. Warren, Mr. Ames, and other MWA/MAA airport partners, and staff for their support in preparing for the survey. The presentation concluded with an open floor for comments, questions, and reflections.

Mr. Ames asked if COG could provide additional information about the participants who showed willingness to participate, received the card, and completed it. Dr. Joh clarified that since these are preliminary findings, COG does not have enough information yet to answer Mr. Ames' question. Mr. Ames then inquired if there were any passengers who preferred using the tablet instead of their personal devices. Dr. Joh responded that the vast majority preferred using their personal devices. Ms. Perez added that among those who asked to use the tablet, the majority were elderly individuals.

Mr. Warren suggested that since the QR code appeared more advantageous for data collection, it might be worthwhile to aggressively encourage its use in the future. Dr. Joh agreed with this suggestion. Mr. Warren also asked when the final product will be finalized and Mr. Canan answered that two products are expected to come out from the APS: the first is the General Finding Report, expected in the first part of 2024, and second is the Geographic Findings Report later in 2024.

7. GROUND ACCESS TRAVEL TIME STUDY STATUS

Dr. Yang presented preliminary findings from the Ground Access Travel Time Report to the Subcommittee, discussing the study's history, methodology, and key metrics such as Travel Time Index and Travel Speed. Highlighting demographic changes and traffic congestion variations across 2019, 2020 (pandemic), and 2023, he noted stability in population but a significant decrease in employment during the pandemic and subsequent recovery by 2023. Specific routes were analyzed, which showed improvements in traffic flow on slower routes in certain areas post-pandemic but increased congestion in others. Morning traffic in 2023 showed improvements compared to 2019, yet routes to airports remained consistently congested. Dr. Yang emphasized the need for detailed analysis to better understand traffic changes, particularly on slower routes, and outlined future actions to refine the report based on the Subcommittee's feedback and in-depth investigations across different timeframes and routes.

Mr. Ames inquired about whether the analysis incorporates the impact of construction on airport traffic patterns. Dr. Yang mentioned that construction aspects were not included as part of his analysis, but he is planning to include them in future assessments. Mr. Ames mentioned he could provide construction timeframe details for the analysis. Mr. Canan noted that COG will attempt to acquire this information, and if he is unable to, COG will reach out to Mr. Ames directly to request it.

Mr. Zilliacus contributed that in region-wide analyses he has been part of, a consistent pattern has been noticed: mornings tend to have lighter traffic, whereas afternoons experience significantly heavier congestion.

8. ROUNDTABLE DISCUSSION

Mr. Ames informed that two ongoing construction projects are currently underway, with plans for them to continue for the next two or three years. He added that at BWI, there is ongoing construction at the A and B terminal areas, aimed at expanding the five gates and enhancing baggage handling systems. This expansion is crucial due to the terminals' need for additional capacity, new technology, and space for future concessions and connectivity improvements between concourses A and B. Moreover, Mr. Ames explained that Southwest Airlines has invested in an airline maintenance hangar at the airport, a significant step indicating their commitment to BWI's development. The hangar will accommodate three internal and up to eight external aircraft, and its structural steel framework is currently being erected. These developments mark critical milestones for both projects, solidifying Southwest's interest in growth at the airport.

Mr. Canan informed that the Annual Meeting of the Transportation Research Board (TRB) will be held in Washington, DC, as it does every year in January, and he was invited to sit on a panel discussing Air Systems Planning at the regional level. Mr. Canan explained that the panel consisted of a representative from the MPO, someone from the state of Louisiana, and a member from the CVG airport, all sharing insights about their involvement in Air System Planning. He further explained that his role will be to describe our region's approach to Air System Planning, highlighting our historical strategies.

Mr. Warren informed that IAD will be proceeding with the official groundbreaking for the near-new Tier 2 E concourse, consisting of A7 wide-body or 12 narrow-body equivalent gates for United Airlines, is set for construction, with expected completion in 2026. This expansion by United Airlines represents a significant development for the airport. He also informed that a firm has been chosen to handle the AE design for the DCA roadway project. Mr. Warren explained that the project aims to relocate inbound roadways closer to the George Washington Memorial Parkway, which might cause some disruption due to the need to relocate various buildings and construct a new parking garage in the interim phase. Overall, significant developments are planned for both airports over the next 5 to 10 years.

Mr. Harrington added that the Planning Environmental Section from the Department of Aviation will be present at the 2024 TRB Annual meeting. He also informed that Virginia is going to have a new convenience store called Buc-ee's that will be located on Interstate 64 between Richmond and Newport News. He explained that the facility will have between 128 to 138 gas pumps, and they will not be taking truck traffic.

9. ADJOURN

The meeting was adjourned. The next Subcommittee meeting is scheduled for January 25, 2024. It will be held virtually.