
National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290

Highlights of the meeting of the Aviation Technical Subcommittee

Wednesday, September 21, 2011, 10:30 AM to 12:00 noon

Meeting Attendees

- Anita Kayser (WATF)
- Mike Hines (MWAA)
- Tim Davis (City of Frederick) – via teleconference
- Tony Storck (MAA) – via teleconference
- Amber Carran-Fletcher (DDOT)
- Jeff Breeden (FAA)
- Kevin Daugherty (City of Frederick) – via teleconference

COG/TPB staff in attendance

- Bob Griffiths
- Clara Reschovsky
- Karin Foster
- Abdul Mohammed
- Rich Roisman

Chair Mike Hines called the meeting to order at 10:30am.

1. Approval of highlights from the previous meeting (July 28, 2011)

The July 28, 2011 meeting highlights were approved. The approved meeting summary will be available on the MWCOG website.

2. 2011 Washington-Baltimore Regional Air Passenger Survey Update

Rich Roisman of TPB staff updated the subcommittee on the 2011 Air Passenger Survey, which will be performed at BWI Marshall, National and Dulles airports starting in October. A request for proposals for consultant support for administering the survey was issued on July 22, and responses were due on August 24. Four responses to the RFP were received. A selection committee consisting of subcommittee members from MAA, MWAA, and DDOT, along with the TPB CASP Manager, met on August 31 and selected WB&A Market Research as the winning proposal. WB&A has been notified of their selection but a contract has not been awarded due to continuing issues formally obtaining project funding from MWAA, who pays for 66% of the survey cost. MAA pays for the other 33% and their funding is committed. TPB staff will continue to work closely with MWAA to navigate their new accounting system and secure survey funding

as soon as possible. There is a concern that further funding delays may result in delays to the actual survey, including having to push back the survey period, which is currently scheduled for October 9th through October 23rd.

Based on concerns raised by subcommittee members, the survey sampling plan has been updated so that it is stratified by airline by destination by number of seats so that the sample is spread proportionally for each of the three airports. The sample will be drawn upon receipt of the updated OAG. After funding is secured, the next steps are having the survey questionnaires printed and the preparing the survey packets, as well as securing field office space at each airport.

3. 2011 Ground Access Travel Time Update

Abdul Mohammed from COG/TPB staff provided a status update on this study. Some data are still being processed, so the subcommittee did not receive the draft report for this meeting. Draft data summaries for the morning, mid-day, and evening analysis period were distributed to the subcommittee. The full report will include narrative and graphics as well as comparison with the previous analysis done in 2003, including identification of specific bottlenecks traveling to each airport.

Subcommittee members raised concerns about the way level of service is computed in the study. The current method, retained from the 2003 analysis, is a composite speed-flow density relationship based on the methodology in the Highway Capacity Manual (HCM) that uses functional class and design category for each analysis segment as well as the observed speed. Some of the results in the draft tables appear counter-intuitive. Staff will review the results and methods before completing the draft report and sending it to the subcommittee.

4. Briefing on Virginia Airport System Economic Impact Study

Rich Roisman from COG/TPB staff presented a briefing on this study, recently completed for the Virginia Department of Aviation by SH&E, an affiliate of ICF International. The methodology for determining economic impact is transferable to other areas and regions. This project was 85% funded by FAA and Mr. Breeden, the FAA contact for the TPB CASP program, managed the FAA grant for the consultant's work for the Commonwealth. The study looked at the impact of nine commercial airports and 57 general aviation airports throughout the Commonwealth. The report is typically updated every six to eight years in Virginia. Maryland performs a similar analysis around their system every six to eight years as well, and they should be updating their analysis soon. The full 250-page report can be downloaded from the Virginia DOAV website. A Maryland economic impact analysis covering BWI and Martin State Airport should be released within a month or so.

5. Roundtable Discussion

BWI set an all-time passenger record during July 2011. AirTran will be starting BWI service to Aruba in December. AirTran and Southwest continue to operate as independent carriers, and

will likely not complete consolidation until sometime next year. Frederick's new control tower construction continues.

6. Other Business

FAA has approved TPB's CASP grant for the next Federal fiscal year. Letters from FAA to guide the development of the next 5-year ACIP planning cycles will be coming to TPB staff in October or November for use in preparing the next grant application.

Chair Hines adjourned the meeting at 11:32am.

The next Aviation Technical Subcommittee meeting will be Thursday, November 17, 2011 at 10:30 AM at MWCOG.