



Aviation Technical Subcommittee Highlights of the January 25, 2024 Meeting

Meeting Participants:

- Shawn Ames, Maryland Aviation Administration, (MAA)
- Glen Warren, Metropolitan Washington Airports Authority, (MWAA)
- Kevin Clark, 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)
- Juan Rivera, Manassas Regional Airport

TPB Staff:

- Tim Canan
- Kenneth Joh
- Andrew Meese
- Suraj Vujjini
- Olga Perez
- Patrick Zilliacus
- Zhuo Yang

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (NOVEMBER 14, 2023)

Mr. Mark Rawlings 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 November 14, 2023, were approved by the Subcommittee, as written.

2. STAFF ANNOUNCEMENTS

Dr. Joh shared COG staff changes with the Subcommittee. Mr. Suraj Vujjini will be supporting the CASP Program as the new transportation data analyst.

Additionally, Mr. Canan reported on his participation in the 2024 Annual Meeting of the Transportation Research Board (TRB), held from January 7-11, 2024. He presented insights into the Regional Air System Planning program in the National Capital Region, highlighting the collaborative efforts of stakeholders. Particularly, he emphasized the unique aspects of collaboration among the three major commercial airports at a regional level, enabling the implementation of the Regional Air Passenger Survey, in addition to several other studies.

3. 2023 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Dr. Joh and Ms. Perez provided an overview of the preliminary findings from the 2023 Regional Air Passenger Survey conducted at the three major airports in the region: BWI, DCA, and IAD. While noting that the data presented have not yet been weighted for comparison with previous surveys, they assured the Subcommittee that efforts are underway to present the weighted survey data results at the next Aviation Technical Subcommittee (ATS) meeting on March 28.

Key Points Presented:

- Survey Introduction: Dr. Joh outlined the transition from paper-based to electronic surveys in the 2023 Regional Air Passenger Survey, while maintaining continuity with questions from previous years. He detailed the number of flights surveyed, completion rates, survey design, key questions, and new additions to the questionnaire.
- Data collected: Dr. Joh and Ms. Perez highlighted key differences among the three airports, focusing on:
 - Passenger characteristics: Ms. Perez provided insights into passenger demographics, including age distribution, resident status, trip purpose, and household income.
 - Ground Access: Ms. Perez discussed passenger trip origin, mode of access, carpooling, parking, and their distribution based on origin location and trip purpose (work vs. non-work related).
 - Preferences and behavior: Dr. Joh highlighted passenger preferences, reasons for airport choice, mode of transportation, spending patterns, and travel behavior pre- and post-pandemic, as well as preferences regarding TSA procedures, baggage check, and boarding pass methods.
- Dr. Joh concluded by outlining future steps, emphasizing the preparation of weighted data for inclusion in the General Findings Report and the Geographic Findings Report.

Mr. Ames sought clarification on the terminology used, specifically regarding "short term/hour," which Dr. Joh confirmed to be equivalent to "daily/hourly" in the case of BWI.

Mr. Rawlings inquired about notable differences in a time series analysis, to which Dr. Joh explained that such analysis would be explored in the next presentation once expanded data becomes available for the entire year.

Mr. Canan highlighted COG's implementation of new techniques in the 2023 APS to ensure longitudinal analysis capability, noting plans for internal lessons learned to benefit stakeholders.

4. GROUND ACCESS TRAVEL TIME STUDY STATUS

Dr. Yang provided an in-depth briefing to the Subcommittee on the key findings of the Ground Access Travel Time study. He commenced with an overview of the project, detailing its methodology, which encompassed the study area, metrics, timeframes, and dimensions employed. Subsequently, he delved into demographic changes.

Following this, Dr. Yang presented the Subcommittee with general findings, comparing Travel Time Index (TTI) and Planning Time Index (PTI) by time of day across weekdays, divided into six time periods, for BWI, DCA, and IAD. He then explained these findings using maps showing changes in the road network over the years, specifically illustrating TTI values during weekday mornings, middays, and afternoons from 2019, 2020, and 2023, along with an analysis of observations noted in 2019. The section concluded with an examination of route travel time changes between 2019 and 2023 for each airport during peak hours.

Subsequently, Dr. Yang addressed the most recent changes in managed lanes within the area, highlighting the time-saving benefits accrued by each airport in 2023. Concluding his

presentation, Dr. Yang summarized the findings, provided conclusions and insights, and outlined the subsequent steps required to finalize the 2023 Ground Access Travel Time Report.

Mr. Meurlin suggested the use of data from 2019 and 2023 only, and not including data from 2020 since it is anomalous. Mr. Canan replied that all three analysis years were part of the scope of work approved by the ATS. The intent was to provide insights for three distinct periods: pre-pandemic (2019), peak pandemic (2020), and post-pandemic (2023) travel on regional road networks.

Mr. Rawlings then inquired if showing the comparison between 2019 and 2023 data in the results and including the 2020 data as an addendum could be an option. Mr. Canan replied that in order to make that decision, all members of the Subcommittee need to agree since the initial decision to incorporate the 2020 data in the report was based on a consensus among all members. Mr. Canan also stated that COG started to create a more interactive and accessible version of the data, which could show only the 2019 and 2023 data. Finally, both Mr. Canan and Mr. Rawlings agreed there is still time to consider which year's data will be included in the analysis and to respond accordingly.

5. ROUNDTABLE DISCUSSION

Mr. Ames reported that there were no updates from BWI.

Mr. Harrington provided several updates. First, he mentioned that department staff had attended the TRB Annual Meeting in Washington DC, where they gained valuable insights. He then discussed ongoing initiatives, including the NAVAIDs Study, which is projected to take another 18 months, and the update of the Economic Impact Study for the Virginia Airport System. They are seeking grant funding from the FAA for this update. Additionally, Mr. Harrington highlighted upcoming events, including a legislative reception scheduled for February 7th, organized by the Virginia Aviation Business Association, and the presence of the Virginia Legislature in town. He also shared news about a collaborative effort between VDOAV, University of Virginia, the Commonwealth Center for Advanced Logistics Systems, and the Virginia Innovation Partnership Corporation. They have applied for a Tier 1 grant from the FAA to conduct a study focused on a potential supply chain from the Central Appalachian Region to Dulles.

Mr. Breeden reported that as the FAA is still operating under the continuing resolution (CR) that runs through March, there is nothing to report. He also noted that he does not anticipate grant packs for this year, although he assured that the grant is coming, the timing remains uncertain at this stage.

Mr. Canan indicated that staff intends to distribute the draft report for the Ground Access Travel Time (GATT) Study to the Subcommittee for its review before the next Subcommittee meeting if sufficient progress is made.

Mr. Zilliaccus shared with the Subcommittee that this meeting might mark his final participation as COG/TPB staff, as he plans to retire.

Mr. Canan mentioned that the Subcommittee eventually may wish to discuss the implications of the Manassas Regional Airport's plans for future passenger services, suggesting outreach to Mr. Rivera and other airport staff.

Finally, Mr. Rawlings inquired about the interest from some members about the possibility of holding one of the Aviation Technical Subcommittee meetings in person. Mr. Canan informed that before the pandemic some meetings were held in person, rotating between MAA and MWAA offices. He added that this discussion would be worthwhile, but for now the March meeting will remain virtual.

6. ADJOURN

The meeting was adjourned. The next Subcommittee meeting is scheduled for March 28, 2024. It will be held virtually.