



Aviation Technical Subcommittee Highlights of the July 23, 2020 meeting

Meeting Participants:

- Mike Hewitt (MWAA)
- Shawn Ames (MAA)
- Mark Rawlings (DDOT)
- Kevin Clarke (MAA)
- Keith Meurlin (WATF)

TPB Staff:

- Tim Canan
- Arianna Koudounas
- Abdul Mohammed

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (MARCH 26, 2020)

The meeting – which was held by WebEx Teleconference – was called to order by Mr. Hewitt at 10:30 A.M. The highlights of the previous meeting were approved.

2. STAFF ANNOUNCEMENTS

Mr. Canan updated the subcommittee with general announcements related to the TPB's Air Systems Planning Program, including CASP 35 and the upcoming Air Passenger Survey Response Rate Study. Mr. Canan indicated that there has been a slowdown in processing the FAA supplemental AIP grant-funded Air Passenger Survey Response Rate Study due to the urgent prioritization of the FAA's distribution of the Coronavirus Air, Relief, and Economic Security (CARES) Act. Mr. Canan indicated that the Survey Response Rate grant agreement has been finalized. He also mentioned that the delay in the start of CASP 35 has also caused a slight delay in Mr. Mohammed's ability to conduct the geographic findings analysis of the 2019 Washington-Baltimore Regional Air Passenger Survey.

3. COMPREHENSIVE WASHINGTON-BALTIMORE REGIONAL AIR SYSTEM PLAN UPDATE – PHASES 1 – 3 DRAFT FINAL REPORT

Ms. Koudounas led the subcommittee in a discussion regarding the Draft Final RASP Phases 1-3 Report. The subcommittee provided input regarding which long-range plan capital projects with airport ground access implications should be prioritized within the Recommendations section of RASP Phase 3. Mr. Clarke shared that MAA had identified its projects, which mostly related to 495, 270, and the Beltway – and that he would be sharing them with Ms. Koudounas following the subcommittee meeting. Mr. Hewitt indicated that most of MWAA's identified projects related to the 495, 270, 28, and I-66 Express Lanes. Mr. Hewitt also mentioned that he recalled previous TPB long-range projects that included connecting the I-95 corridor towards IAD Airport; to this end, Mr. Canan suggested that in instances where a specific project is not listed, the recommendation might be to explore options to identify better connections within a given corridor or location. Mr. Meurlin also provided context for the proposed Bi-County Parkway corridor development, and the issues it faced within the Virginia Legislature, combined with the

timing of the COVID-19 pandemic. While Mr. Clarke recommended adding MAGLEV into the recommendations, Mr. Canan indicated that since the NEPA process has not yet been completed, it cannot be a listed recommendation within the RASP. Ms. Koudounas indicated that she would be following up with MAA and MWAA representatives to finalize the full list of projects that they would like to see incorporated into the Recommendations section.

The RASP discussion concluded by considering how best to coordinate future RASP updates and other CASP projects with the airports' strategic and master planning processes. Mr. Clarke mentioned that MAA is in the process of an environmental assessment (EA) for a five-year development program, so it will be at least three years before they have an updated airport layout plan (ALP) and/or masterplan. He also mentioned that MAA has plans to conduct a significant roadway study, hopefully within the next couple of years, and that MDOT is starting a long-term transit masterplan looking through 2045. Mr. Ames added that the MAGLEV environmental impact statement (EIS) is back up and running. Mr. Hewitt shared that DCA is past the comprehensive study portion of roadway infrastructure and they have updated their ALP. They are now determining how to fund and implement the roadway infrastructure improvements that the study identified, and at the same time anticipate how demand recovers at the airports. Mr. Hewitt also mentioned that IAD is still moving forward with a masterplan update for the whole facility. It has not yet begun, but it is expected to begin in 2020, and should be a 2-3 year-long process. Mr. Hewitt ended by sharing that it would be helpful to incorporate the CASP Ground Access Forecast into these efforts at IAD.

4. 2019 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY GEOGRAPHIC FINDINGS REPORT UPDATE

Mr. Mohammed updated the subcommittee on the geocoding process for the 2019 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report. To date, Mr. Mohammed has been cleaning the data and manually locating survey participant origins based on the incomplete data provided in their survey responses. Of the 24,000 records collected from the 2019 survey, 18,000 of the records are trips originating locally in the region. All necessary logic checks and corrections have been conducted. Staff are now making all necessary preparations for the geocoding process. There are 24 jurisdictions and 4,400 transportation analysis zones (TAZs); every record will be referenced to one of the TAZs so that there is a geographic snapshot of each record. The Geographic Findings Report should be prepared by the end of 2020.

5. AIR PASSENGER SURVEY RESPONSE RATE STUDY UPDATE

Mr. Canan provided an update on the Air Passenger Survey Response Rate Study. Mr. Canan mentioned that one strategy for accelerating the process to begin the study might be to utilize TPB's interdisciplinary planning team on-call consultant, ICF. He elaborated that this approach would avoid conducting a full RFP process and would instead only require issuing a task order, which would be much faster. Mr. Canan confirmed that the FAA does not see an issue with utilizing ICF in this context. Mr. Hewitt asked if the selected consultant has expertise in conducting and analyzing surveys. Mr. Canan confirmed that they do have the qualifications to conduct this type of work, that they are currently conducting a public opinion survey for TPB, and that if necessary, ICF can issue a technical proposal to demonstrate their qualifications for a

specific task order if need be. Mr. Canan concluded the discussion by saying that TPB staff will reach back out to TPB's airport partners before moving forward.

6. ROUNDTABLE DISCUSSION

Subcommittee members discussed recent developments at their respective airports. Mr. Hewitt reported that Project Journey's (DCA Airport) construction work has caught up due to the lower volume at the airport. Mr. Clarke shared that operational activity continues to be lower volume, though cargo continues to be strong, especially due to Amazon. At Martin Airport, general aviation traffic is back up to 95 percent compared to this time last year. Construction projects are down overall, but the CARES Act is helping to accelerate taxiway and pavement projects.

7. OTHER BUSINESS

There was no other business to report.

8. ADJOURN

The meeting was adjourned at 11:40 A.M. The next subcommittee meeting was scheduled for Thursday, September 24, 2020 from 10:30 A.M. – 12:00 P.M. via a virtual platform.