



Aviation Technical Subcommittee Highlights of the May 27, 2021 meeting

Meeting Participants:

- Mark Rawlings (DDOT)
- Kevin Clarke (MAA)
- Shawn Ames (MAA)
- Mike Hewitt (MWAA)
- Keith Meurlin (WATF)
- Heather Driscoll (ICF)
- Olivia Saucier (ICF)
- Zoe Padgett (ICF)

TPB Staff:

- Tim Canan
- Kenneth Joh
- Nicole McCall

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (MARCH 27, 2021)

The meeting, which was held by Microsoft Teams teleconference, was called to order by Mr. Rawlings at 10:30 A.M. The highlights of the previous meeting were approved, as written.

2. STAFF ANNOUNCEMENTS

Mr. Canan informed the Subcommittee the next FAA AIP grant (CASP 36) will not have a local match requirement. FAA informed COG that the usual 10 percent local match requirement will be waived and covered by federal recovery funds. The grant application has been revised to reflect this and will be submitted to FAA next month. The original COG Board of Directors consent resolution approval is still valid since the revised grant application would not require additional authority to be granted to the COG Executive Director by the Board of Directors.

Mr. Canan informed the Subcommittee that, due to insufficient staffing availability, progress had not been made on either the Ground Access Forecast Update or scoping out the Air Cargo Element Update. In fact, the Air Cargo Element Update will be funded through CASP 36, which has not been awarded yet. As a result, work cannot begin until the grant agreement is awarded and fully executed.

3. COMPREHENSIVE RASP PRIORITY PROJECTS DISCUSSION

Mr. Canan shared a memorandum from him to the Transportation Planning Board (TPB) that provided an update on the priority list of projects from the Comprehensive Regional Airport System Plan (RASP) update that was presented to the TPB in early 2021. During the TPB presentation, there were several questions from TPB members on the projects included in the priority list. These included questions on why there were not more transit project identified, including the Purple Line and the Potomac Yard Metrorail Station; why projects not included in the region's long-range transportation, Visualize 2045, were not considered (for example SCMAGLEV); and why larger considerations were not made, such as those not necessarily directly

tied to airport ground access. At its March 25, 2021 meeting, the Aviation Technical Subcommittee reviewed and discussed these questions, but ultimately decided to make no changes to the priority list of projects in the RASP. The memorandum updated the TPB on the Aviation Technical Subcommittee discussion. No further action is required.

4. AIR PASSENGER SURVEY RESPONSE RATE & QUALITY STUDY UPDATE

Mr. Canan and the ICF consultant team provided an overview and update on the status of the Air Passenger Survey Response Rate & Quality Study, including the project plan, milestones achieved to date, preliminary study recommendations, and final steps anticipated to conclude the project. As part of this briefing, Mr. Canan reviewed that the project need was identified several years ago in the wake of declining response rates in the regional air passenger survey. An opportunity to fund this study was identified when FAA announced a supplemental AIP grant opportunity.

The ICF team representatives at the meeting included Heather Driscoll, Olivia Saucier, and Zoe Padgett. ICF gave a presentation on the work it was performing to conduct the study, which included the following tasks/milestones: 1) Convening a Technical Oversight Committee (TAC) and conducting TAC meetings throughout the study, 2) conducting interviews with agency stakeholders, 3) conducting a literature review of other air passenger surveys and their methods, 4) reviewing Big Data sources and their potential for providing information sought by the survey, 5) reviewing the results of the longitudinal analysis of past CASP air passenger surveys, 6) conducting airport site visits, and 7) preparing recommendations for COG/TPB to consider for enhancing the effectiveness of its air passenger survey program. Key recommendations included experimenting on new methods; transitioning to electronic data collection; offering incentives to participants; reducing nonresponse by addressing perceived invasiveness of origin and trip questions; include airport employees in future surveys. ICF anticipates submitting the final report in June 2021.

Mr. Canan advised the Subcommittee that staff will review the results of ICF's analysis and present recommendations for next steps and implementation at a future meeting of the Aviation Technical Subcommittee.

One question was raised on whether the airports already surveyed their airport employees. Representatives from MAA and MWAA both confirmed that employees are not currently surveyed.

5. ROUNDTABLE DISCUSSION

During the roundtable discussion, Keven Clark noted that large improvements in BWI's concessions are anticipated in the future. He mentioned that air traffic is increasing, following steep declines during the pandemic period. Finally, MDOT is considering identifying electric car corridors that would feature more electric car charging stations to help promote longer electric vehicle trips to be made in the state.

Mike Hewitt informed the Subcommittee that MWAA is considering including more sustainability-focused requirements into its design manual as part of its emphasis on increased sustainability. As part of this, it is considering electrifying the fleet of mobile lounges that operate at IAD. He

also noted a joint study with VDOT on improvements for the VA 267/VA 28 interchange that could streamline operational performance of the interchange and improve airport ground access to IAD.

8. OTHER BUSINESS

There was no other business.

10. ADJOURN

The meeting was adjourned at 12:00 P.M. The next subcommittee meeting is scheduled for Thursday, July 27, 2021 from 10:30 A.M. – 12:00 P.M. via Microsoft Teams.