



Aviation Technical Subcommittee Highlights of January 22, 2026, Meeting

Meeting Participants:

- Shawn Ames, Maryland Aviation Administration, (MAA)
- Stephen Smiley, Virginia Department of Aviation, (DOAV)
- Ryan Washington, Metropolitan Washington Airports Authority, (MWAA)
- Glen Warren, Metropolitan Washington Airports Authority, (MWAA)
- Victor Henry, Baltimore Metropolitan Council, (BMC)
- Mark Rawlings, District Department of Transportation, (DDOT)
- Keith Meurlin, Washington Airports Task Force, (WATF)

TPB Staff:

- Timothy Canan
- Suraj Vujjini
- Uttara Sutradhar
- Zhuo Yang
- Charlene Howard
- Kenneth Joh

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (SEPTEMBER 25, 2025)

Mr. Timothy Canan called the meeting to order at 10:34 A.M. The meeting was conducted virtually by Microsoft Teams teleconference. The highlights of the previous meeting, held July 24, 2025, were approved by the Subcommittee, as written.

Mr. Canan informed the Subcommittee that, due to the cancellation of the November meeting, the annual rotation of the Chair for calendar year 2026 had not yet been addressed. Consistent with the established rotation among the District of Columbia, Maryland, and Virginia, it was Virginia's turn to serve as Chair. Mr. Azeem Khan agreed to serve in this role. No objections were expressed, and the Subcommittee confirmed Mr. Azeem Khan as Chair for 2026.

2. STAFF ANNOUNCEMENTS

Mr. Canan informed the Subcommittee that Ms. Uttara Sutradhar had joined COG as a Transportation Data Analyst. She will support travel monitoring activities, including coordination with local jurisdictions on traffic counts and related data efforts, and will attend Subcommittee meetings to become familiar with ongoing programs.

3. 2026 – 2030 AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

Mr. Canan reported that COG staff had closed out a prior AIP grant and were preparing the next Airport Capital Improvement Program (ACIP) submission to FAA. The proposed CASP 41 grant would support processing of the 2027 Air Passenger Survey data and an update to the Air Cargo Element. He further noted that FAA had indicated an increase in AIP apportionment funding for

the District of Columbia. Placeholder amounts were included in the out-year program, and staff will continue coordinating with FAA before transmitting the ACIP for approval.

4. 2025 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Dr. Kenneth Joh presented an update on the 2025 Washington-Baltimore Regional Air Passenger Survey, noting that although the survey was originally scheduled for fall 2025, it had been postponed to spring 2026 due to the federal government shutdown.

Dr. Joh reported that the rebadging process for COG staff, contractor ICF, and subcontractor Ebony was underway at all three airports, with requirements varying by airport. Additional coordination with airport partners was ongoing to secure office space, parking passes, official letters, and other related logistics.

He stated that the web-based survey instrument and performance dashboard had been finalized. The dashboard would track survey completions, response rates, and missed flights, and would help determine which flights required resurveying. The sample flight selection process was being updated to reflect the current spring flight schedules.

The survey was planned to include a two-week main data collection period, conducted concurrently at the three airports, followed by a one-week resurvey period. Final system testing and on-site training were expected to occur one week prior to the start of field operations.

During the discussion, Mr. Glen Warren thanked Dr. Joh for the update and confirmed continued coordination as survey preparations progress.

Mr. Shawn Ames noted that previously identified office space was no longer available due to the delay in survey implementation. However, alternative space had been identified at the airport, though it may not fully meet the original configuration requested. He offered to arrange a site visit or reserve the space as needed.

Dr. Joh expressed appreciation for the coordination and indicated that staff would review the option internally and follow up accordingly.

5. GROUND ACCESS TRAVEL TIME (GATT) STUDY

Mr. Suraj Vujjini presented a status update on the Ground Access Travel Time Study (GATT), which analyzes highway travel times from COG's Round 10 Regional Activity Centers to BWI, DCA, and IAD. He noted that the study has been conducted five times since 1988, with the most recent report published in 2024.

Mr. Vujjini explained that, since 2015, highway travel time data have been derived from the CATT Lab at the University of Maryland, replacing the earlier use of physical probe vehicles. The primary performance measure is the Travel Time Index (TTI), which compares peak-period travel times to free-flow conditions. He reported that the draft scope of work was shared with the Subcommittee on August 7th of last year, and all comments were incorporated into the final scope distributed on November 26th of last year. For the transit component, staff evaluated several big data sources but determined that reliable observed transit data were limited. As a

result, the study will proceed using the same methodology as the previous cycle, relying on published transit schedules and Google Maps data. Staff also initiated discussions with Transit App regarding potential future data-sharing opportunities.

Mr. Vujjini stated that the travel time analysis was nearing completion and that drafting of the report would begin shortly. A draft report is tentatively anticipated in February, followed by approximately one month for Subcommittee review and comment. Finalization of the report is targeted for the end of May.

Mr. Canan noted the importance of maintaining a consistent methodology to support longitudinal comparisons, particularly considering recent disruptive events such as the pandemic, return-to-office policies, and government shutdowns. He emphasized that while the cadence of data collection may increase, preserving methodological consistency would ensure the study remains useful over time. He also encouraged Subcommittee members to provide feedback to ensure the final product meets their needs.

Mr. Warren inquired about the use of CATT Lab data and whether the travel time information was derived from in-vehicle systems similar to other data platforms.

Mr. Vujjini and Mr. Canan explained that the data are passively collected from GPS-enabled devices and vehicles whose users have opted in to data sharing. The information is aggregated by the CATT Lab and used to measure observed travel times along specific corridors. While the data cannot identify trip purpose, they provides reliable trend information and has been used for the study since approximately 2015 with satisfactory results.

6. ROUNDTABLE DISCUSSION

Mr. Ames reported that BWI recently celebrated the grand opening of the Southwest A/B Concourse Connector, an expanded baggage handling system, and an enhanced concession program. The improvements strengthened connectivity between Concourses A and B and supported Southwest Airlines' significant connecting operations at BWI. He noted that design efforts had begun for the C/D Concourse Connector, which would further enhance post-security connectivity. The project, which includes an air traffic control component, is estimated at approximately \$700 million and is anticipated to take several years to complete.

Mr. Henry announced an upcoming Congestion Management Committee meeting at the Baltimore Metropolitan Council and invited members to participate, particularly those interested in applications of CATT Lab data.

Mr. Warren provided updates from MWAA. At DCA, major infrastructure improvements were underway, including roadway modifications, construction of a relocatable parking garage expected to provide approximately 1,500 additional spaces, and replacement of the existing Terminal 1 concourse with a new nine-gate facility. Plans also include an extension of the Terminal 2 curbside to improve processing and reduce congestion. At IAD, a new 14-gate Terminal E concourse for United Airlines is scheduled to open in fall 2026, located above the existing AeroTrain station. MWAA staff also reported that responses to recent federal RFI plans regarding future development at IAD had begun to be submitted.

Mr. Washington added that MWAA is actively participating in discussions related to the American Legion Bridge expansion, recognizing its importance to regional airport access, particularly from I-270 into Northern Virginia.

Mr. Smiley reported that Virginia's statewide Airport Economic Impact Study was nearing completion, with an executive summary to be released shortly and a technical report to follow. The study included in-person and Wi-Fi-based passenger surveys and evaluated the economic impact of each airport as well as statewide changes since 2018. He also noted that the Virginia Air Transportation System Plan, completed in FY23, had been posted publicly and is available for reference.

7. OTHER BUSINESS

No other business.

8. ADJOURN

The meeting was adjourned. The next Subcommittee meeting is scheduled for March 26, 2025. It will be held virtually.