



AIRPORT GOVERNANCE *and* MEGAREGIONAL PLANNING

Market dynamics of air transportation are rapidly changing, with big implications for surface transportation in U.S. regions and megaregions. Whereas proximity has traditionally driven air passengers' airport choice, allowing metro airports to attract the majority of passengers from the immediate region, today's airports compete fiercely with one another and draw passengers from far beyond their own regional borders, from wider megaregional geographies. The phenomenon, known as airport market leakage, means that planning for air service itself, for ground transport access to airports, and for economic development linked to airports must account for dynamics unfolding at the megaregional scale.

Limited examples of contemporary planning acknowledge both the growing megaregional dimensions of urban transportation and the changes to megaregional transportation brought by evolving airline industry dynamics and growing commuter sheds for airport access. Using case studies of one or two regions or megaregions, this project observes, in a single geographic context, how and to what extent airport sponsors engage in regional and megaregional transport planning.

Research Questions include (1) What governance models are present among airports? How do they work? (2) How do specific governance structures contribute to or hamper an airport's engagement in regional and megaregional transportation planning? (3) What formal and informal relationships exist between airports and metropolitan planning organizations (MPOs) responsible for surface transport? How do these parties share information or work together? (4) Among existing governance models for connecting airports and metropolitan planning organization members, which governance structures and arrangements are most effective?

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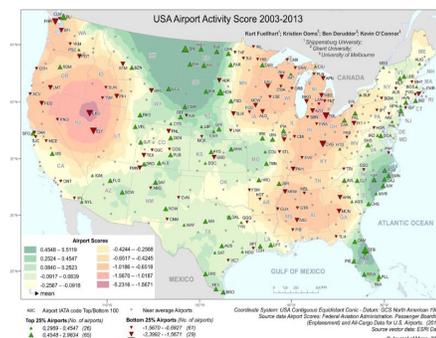


Airport Governance in U.S. Metro Regions: Institutional Models and their Implications for Megaregional Transport (#CM2-35)

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Fuellhart et al (2016). Airport passengers increasingly may leak from smaller, less-served to larger, better served airports