

***Washington-Baltimore
Regional Airports
Air Passenger Ground Access Forecast Update***

July 2009



Metropolitan Washington Council of Governments

ABSTRACT FORM

TITLE

**Washington-Baltimore
Regional Airports Air Passenger
Ground Access Forecast Update**

Date: July 2009
Number of Pages 83

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The metropolitan Washington Council of Governments is the regional organization of the Washington area's major local governments and their governing officials. COG works toward solutions to such regional problems as growth, transportation, inadequate housing, air pollution, water supply, water quality, economic development and noise, and serves as the regional planning organization for metropolitan Washington.

ABSTRACT:

This report presents regional air passenger ground access forecast for the three commercial airports in the Washington Baltimore region. The air passenger enplanements are based on data from MWAA and MAA forecasts. The report documents the techniques used to forecast air passenger originations by resident status and trip mode by AAZ and jurisdiction for the Base year 2007 and forecast years through 2030 to the three commercial airports in the Washington/Baltimore region.

SUBJECT:

Air Passenger Ground Access Forecast Update

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Introduction

MWCOG, in cooperation with the Federal Aviation Administration (FAA), the District of Columbia Department of Transportation, (DDOT), the Maryland Aviation Administration (MAA), and the Metropolitan Washington Airports Authority (MWAA), has conducted a metropolitan airport system planning process since 1978. The goal of this Continuous Airport System Planning (CASP) program is to provide a process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore region.

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB), which is staffed by MWCOG's Department of Transportation Planning. The TPB is composed of representatives of the transportation agencies of the states of Maryland and Virginia, and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and members from the MWAA and federal agencies. Established in 1965, the TPB is the official Metropolitan Planning Organization (MPO) designated by the federal government to carry out the comprehensive regional transportation planning process under the authority of the Federal-Aid Highway Act of 1962, as amended.

The TPB has a Technical Advisory Committee, which in turn, has several standing subcommittees. One of these subcommittees, the Aviation Technical Subcommittee (ATS), provides oversight and direction to the CASP program. This *Washington-Baltimore Regional Airports Ground Access Forecast Update* was prepared as an element of the CASP work program under the oversight of the Aviation Technical Subcommittee.

In its role as the MPO, the TPB prepares the region's Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP). A key step in the CLRP and TIP preparation is the preparation of forecasts of travel demand over the planning period. Air passenger forecasts are directly used in the development of forecasts of locally originating ground access (passenger) vehicle trips to the region's three commercial airports. These forecasts of airport trips are included in the travel demand modeling for the CLRP.

The update of forecast air passenger ground access trips to the region's three commercial airports is an important step in the airport system planning process.¹ These airports are Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). This report documents the latest update of Ground Access Forecasts for Washington/Baltimore Air Systems Planning region and the methodology used to update these forecasts. Detailed forecasts of average weekday local originating air passenger ground access trips from 161 local area Aviation Analysis Zones (AAZ) to each of the region's three commercial airports are presented in Appendix A of this report. Air passenger ground access trip forecasts are shown for the 2007 to 2030 forecast period. In Appendices B through D these forecasts are further broken out by major ground access mode for each local AAZ to Airport origin-destination pair. These ground access forecasts will be used as inputs for the CLRP and as the basis for revising the Ground Access Element of the CASP Regional Airport System Plan.

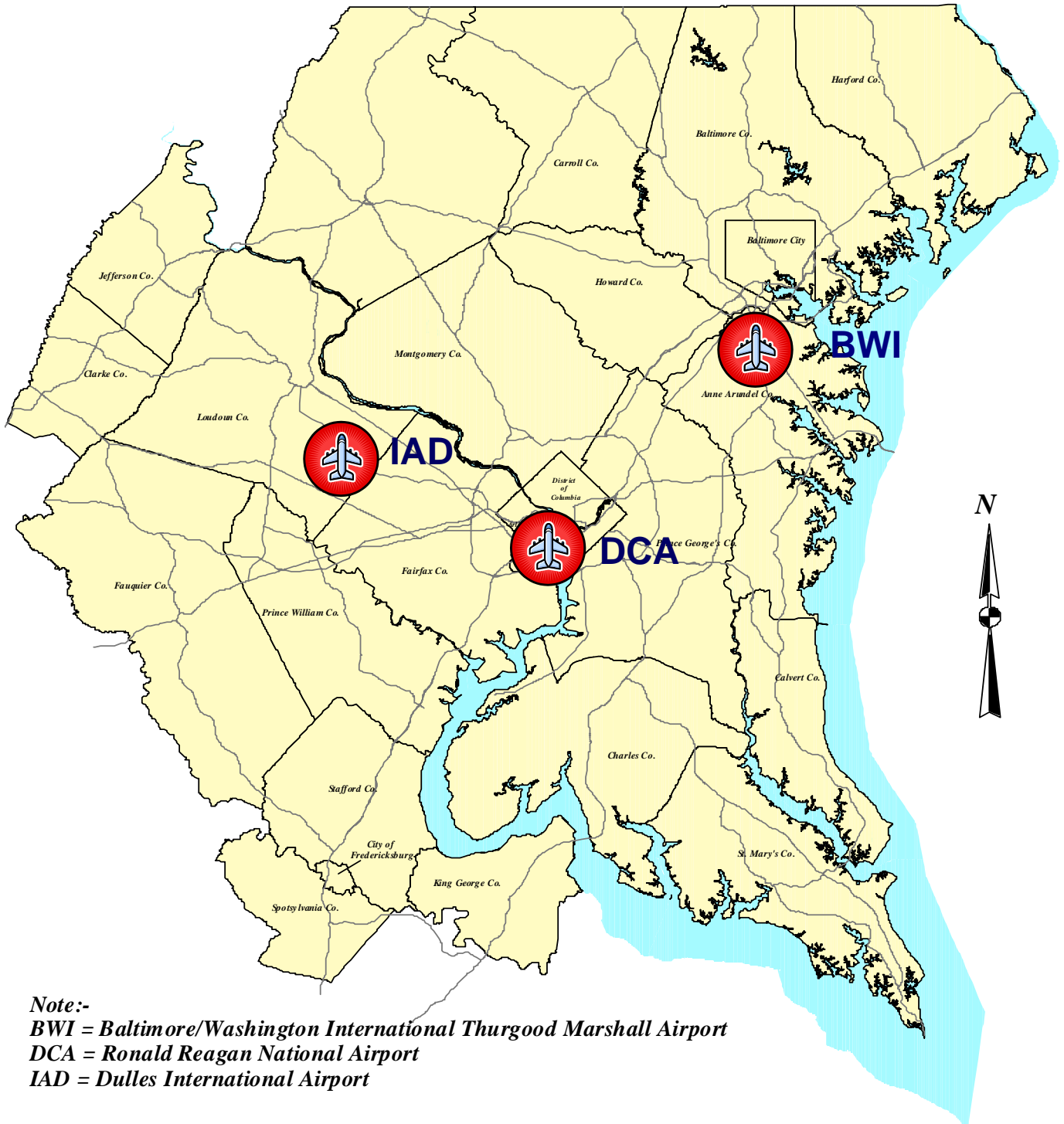
Study Area

The Washington/Baltimore Air System Planning Region is larger than the combined areas that are normally within the Metropolitan Washington Council of Governments and Baltimore Metropolitan Council's purview. This combined area stretches from Harford County, Maryland, on the Susquehanna River to the north to Spotsylvania County, Virginia, in the south, and from the Chesapeake Bay in the east to the foothills of the Appalachian Mountains in the west. Figure 1 shows the jurisdictions that make up this region and depicts the location of the region's three commercial airports. In 2007, approximately 96% of locally originating air passengers flying out of one of the region's three airports began their ground access trip to the airport from a location within the boundaries of this Air System Planning Region. The other 4% of the locally originating air passengers came from areas beyond the borders of this region.

¹ Airport ground access trips are made up of four major groups. These are (1) locally originating air passengers, (2) airport employees, (3) airport visitors, and (4) air cargo carriers. Air passenger trips typically account one-half of all airport ground access trips. Forecasts of other types of airport ground access trips are already included in the standard TPB travel demand modeling of auto, transit and truck trips in the region.

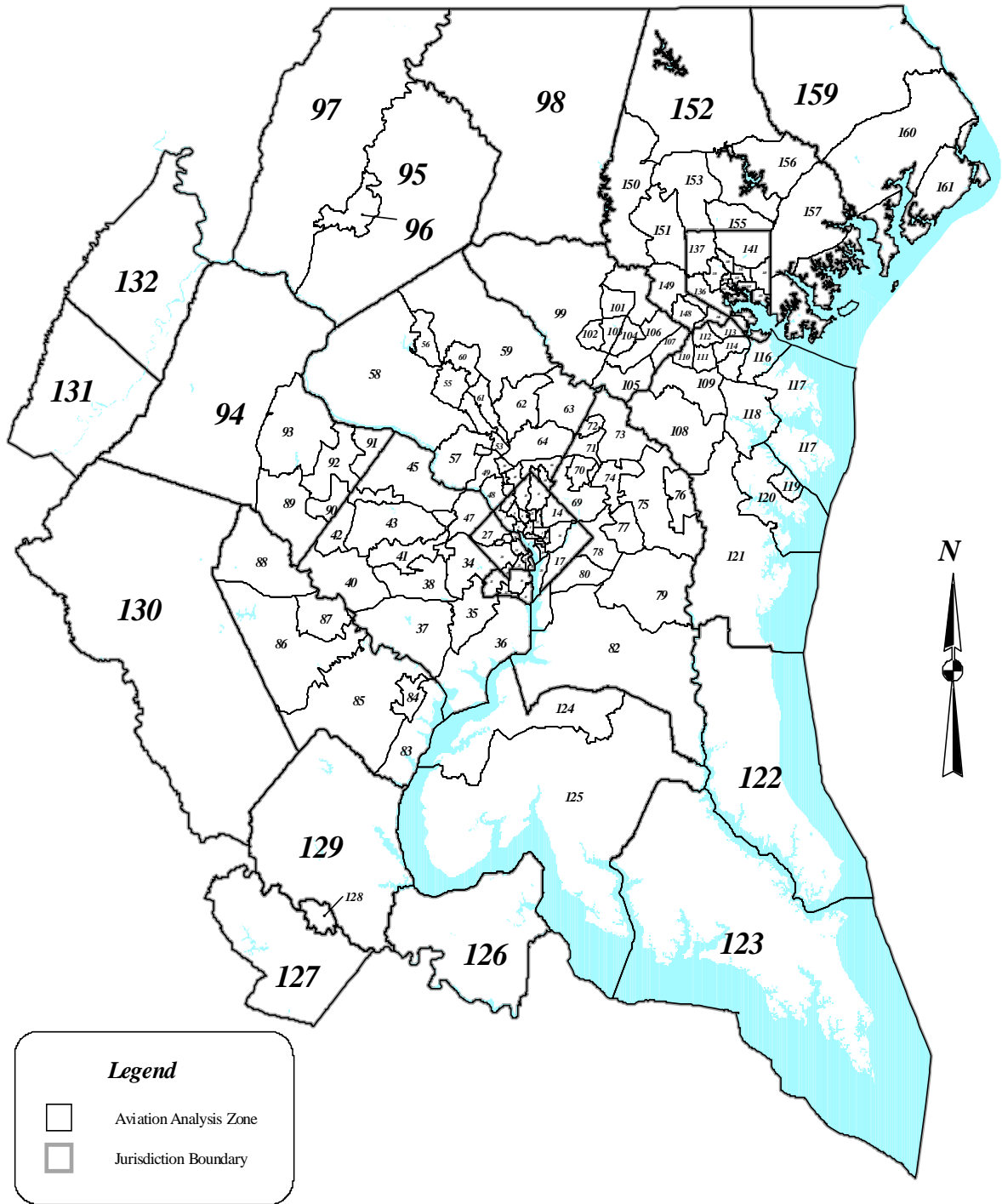
A locally originating air passenger is defined as air traveler beginning his or her air travel on a flight departing from one of the region's three airports. This definition excludes air travelers who are just connecting to another flight at one of the region's airport, but includes air travelers who are not residents of the Washington/Baltimore region who are making a return air trip home from a business or vacation trip to the Washington/Baltimore region. Thus, local originating air passengers can be either residents or non-residents of the Washington/Baltimore region. In fact, the results of the 2007 Washington/Baltimore Regional Air Passenger Survey showed that approximately 60% of all locally originating air passengers were non-residents who began their ground access trip to the airport from a hotel/motel, place of business, a private residence or other location in the Air System Planning region.

Figure 1
Washington / Baltimore Air System Planning Region



Note:-
BWI = Baltimore/Washington International Thurgood Marshall Airport
DCA = Ronald Reagan National Airport
IAD = Dulles International Airport

Figure 2
Washington / Baltimore
Air System Planning Region
Aviation Analysis Zone System



Note:- See Appendix A Table A-1 for listing of Aviation Analysis Zone System listing by Jurisdiction

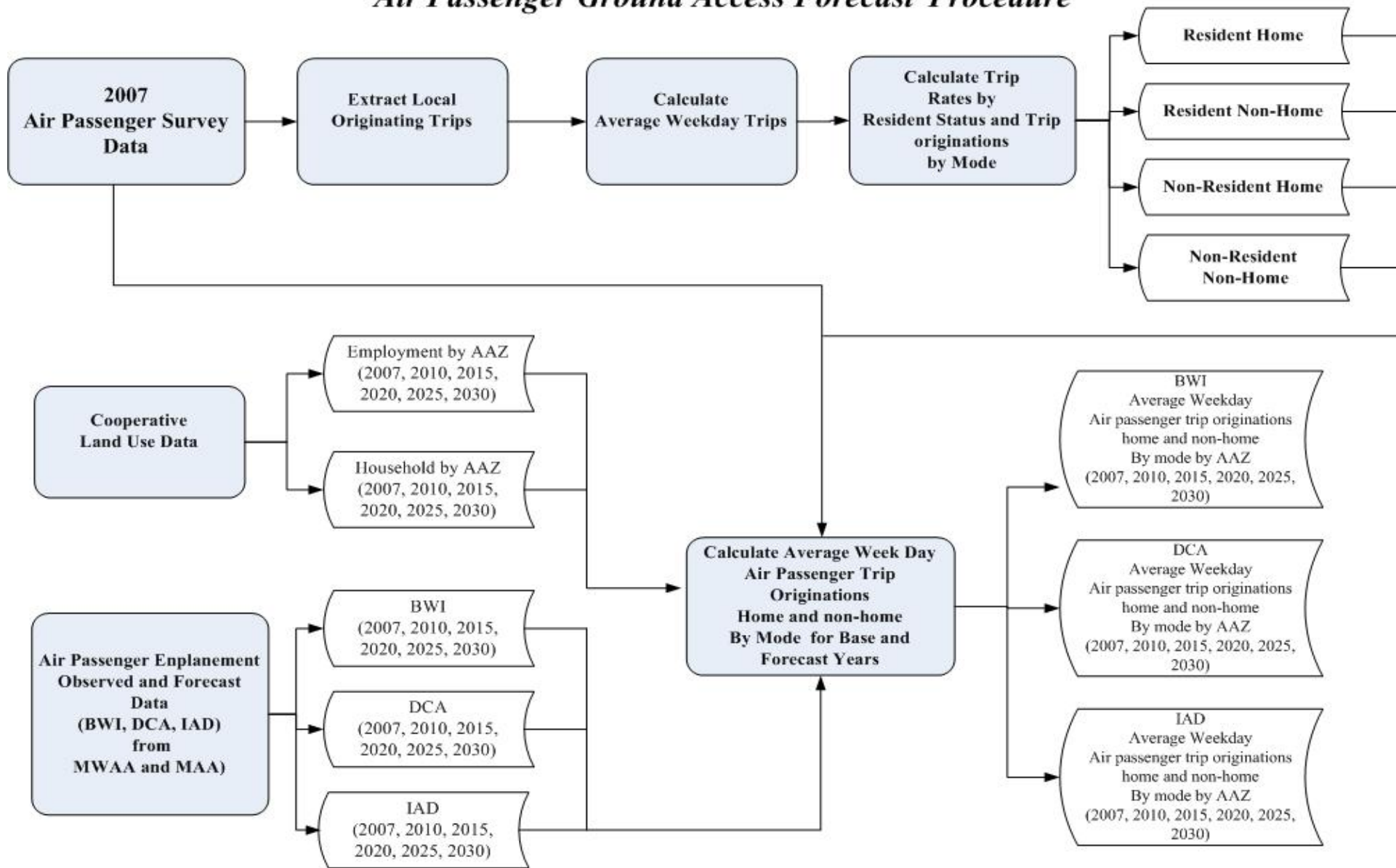
Air Passenger Ground Access Trip Forecasting Methodology

The update of air passenger ground access forecasts for Washington/Baltimore Air Systems Planning region was accomplished in a series of steps, illustrated in Figure 3. These steps were:

- Convert base year 2007 annual air passenger trips from Regional Air Passenger Survey to average weekday air passenger ground access trips.
- Summarize base year 2007 average weekday air passenger ground access trips by residential (home based) / non-residential (non-home based) trip origin type and area resident/non-resident status for each AAZ.²
- Summarize household and employment land activity data by new AAZ base year 2007 and all forecast years (2010, 2015, 2020 and 2030).
- Calculate base year 2007 air passenger ground access trip generation factors by home/non-home trip origin type and area resident/non-resident status for each airport-new AAZ pair.
- Calculate average weekday airport air passenger ground access trips to each airport for 2007 base year and all forecast years.
- Summarize base year 2007 weekday ground access trips by mode of arrival for each airport-new-AAZ-trip origin area type-resident-status classification.
- Calculate average weekday airport ground access trips by mode of arrival for 2007 base year and all forecast years.
- Calculate time-of-day split.

² In the context of air passenger ground access trips, a home-based trip refers to any airport ground access trip that begins at a private residence. For example, an airport ground access trip by a non-resident that begins at the home of friend or family member who lives in this region is considered to be a home-based trip, even though this starting location is not technically the “home” of the non-resident air passenger.

Figure 3
Air Passenger Ground Access Forecast Procedure



Conversion of 2007 Air Passenger Survey Data to Average Weekday Air Passenger Ground Access Trips

The first step in the update of airport ground access trips was converting annual air passenger trips from the 2007 Washington/Baltimore Regional Air Passenger Survey to average weekday figures. This was accomplished by (1) slightly adjusting the annual air passenger survey weights to exactly match the year 2007 observed enplanements at the three commercial airports; (2) selecting only the survey records for local originating air passengers making an airport ground access trips on a weekday; and (3) dividing the adjusted annual survey weights for each air passenger trip record using the following formula:

$$\text{Average Weekday Air Passenger Ground Access Trips} = \frac{\text{Annual Weekday Ground Access Trips}}{260}$$

Review of 2007 Air Passenger Survey data

23.8 million air passengers originated in the Washington-Baltimore Region in 2007 (See Table 1). Average weekday air passenger originations are further grouped into internal (local originating air passenger trips within the Washington-Baltimore Air System Planning Region), and external (local originating air passenger trips from areas outside the Washington-Baltimore Air System Planning Region), and are presented in Table 2.

Table 1
2007 Washington / Baltimore Regional Air Passenger Survey
Annual Trip Originations by Airport (in Thousands)

| Enplanement Type | | Airport | | | |
|--|----------------|---------------|--------------|---------------|---------------|
| | | BWI | DCA | IAD | Total |
| Local origination | <i>Number</i> | 8,854 | 8,465 | 6,486 | 23,804 |
| - (<i>Came by ground transportation</i>) | <i>Percent</i> | 84% | 89% | 53% | 74% |
| Connected from another Flight | <i>Number</i> | 1,675 | 1,016 | 5,788 | 8,479 |
| - (<i>Local and/or International</i>) | <i>Percent</i> | 16% | 11% | 47% | 26% |
| Total Annual Enplanements | <i>Number</i> | 10,529 | 9,481 | 12,274 | 32,283 |
| | <i>Percent</i> | 100% | 100% | 100% | 100% |
| Percent of Air System Planning Region | | 33% | 29% | 38% | |

Source:- 2007 Washington-Baltimore Regional Air Passenger Survey

Table 2
2007 Washington / Baltimore Regional Air Passenger Survey
Average Weekday Enplanements
Internal/External Trip Originations by Airport

| Enplanement Type | | Airport | | | | |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | BWI | DCA | IAD | Total | |
| Within Air System Planning Region | <i>Number</i> | 23,059 | 24,777 | 19,449 | 67,285 | |
| - (<i>Internals</i>) | <i>Percent</i> | 92% | 99% | 97% | 96% | |
| Outside Air System Planning Region | <i>Number</i> | 2,005 | 300 | 520 | 2,825 | |
| - (<i>Externals</i>) | <i>Percent</i> | 8% | 1% | 3% | 4% | |
| Total Annual Enplanements | | <i>Number</i> | 25,064 | 25,077 | 19,969 | 70,110 |
| | | <i>Percent</i> | 100.00% | 100.00% | 100.00% | 100.00% |

- *Internal* originating trips are local originating trips within the Washington/Baltimore Air System Planning Area.

- *External* originating trips are trips originating from PA, DE, WV, NJ or external VA and MD

Source:- 2007 Washington-Baltimore Regional Air Passenger Survey

Review of Air Passenger Enplanement Forecast

Enplanement forecasts for the three commercial airports in the Washington / Baltimore region were provided by the Maryland Aviation Administration (MAA) for BWI and by the Metropolitan Washington Airport Authority (MWAA) DCA and IAD.

Tables 3, 4, and 5 present observed and forecast air passenger enplanements for the three airports in the Washington/Baltimore region. Air passenger enplanements for BWI, are presented in Table 3. MAA forecasted enplanements at BWI to reach over 18 million by 2030, almost double the 2005 volume.

Enplanements at IAD are projected to reach more than 30 million by 2030, a 127 percent increase from the 2005 volume. Table 4 shows observed and MWAA enplanement forecast for IAD. Forecasts for the period 2025 through 2030 were developed based on 2015 through 2025 growth. Therefore, for the 2025 through 2030 annual increase was projected to be at 2.8 percent.

Table 3
Annual Air Passenger Enplanement Forecasts
Baltimore/Washington International Thurgood Marshall Airport

| Year | Enplanements | Change | Average Annual Compound Growth | |
|-------------|-------------------------|-----------|--------------------------------|------|
| 2005 | 9,865,928 ¹ | | | |
| 2007 | 10,528,875 ¹ | 662,947 | 2005 - 2007 | 1.2% |
| 2010 | 12,350,100 ² | 1,821,225 | 2007 - 2010 | 5.5% |
| 2015 | 13,772,200 ² | 1,422,100 | 2010 - 2015 | 2.2% |
| 2020 | 15,255,400 ² | 1,483,200 | 2015 - 2020 | 2.1% |
| 2025 | 16,752,400 ² | 1,497,000 | 2020 - 2025 | 1.9% |
| 2030 | 18,304,500 ² | 1,552,100 | 2025 - 2030 | 1.8% |

¹ MAA Observed

² Baltimore/Washington International Airport Aviation Activity Forecasts, February 2004, P. A1

Table 4
Annual Air Passenger Enplanement Forecasts
Washington Dulles International Airport

| Year | Enplanements | Change | Average Annual Compound Growth | |
|-------------|-------------------------|------------|--------------------------------|------|
| 2005 | 13,396,373 ¹ | | | |
| 2007 | 12,273,506 ¹ | -1,122,867 | 2005 - 2007 | 3.7% |
| 2010 | 14,884,017 ² | 2,610,511 | 2007 - 2010 | 6.6% |
| 2015 | 18,659,504 ² | 3,775,487 | 2010 - 2015 | 4.6% |
| 2020 | 22,627,000 ² | 3,967,496 | 2015 - 2020 | 3.9% |
| 2025 | 26,515,000 ² | 3,888,000 | 2020 - 2025 | 3.2% |
| 2030 | 30,386,492 ³ | 3,871,492 | 2025 - 2030 | 2.8% |

¹ MWAA Observed

² Washington Dulles International Airport, Strategic Plan: Forecast Technical Report, MWAA, DRAFT February 2008, Page 22

³ Growth based on regression analysis 2015-2025 growth

At DCA, enplanements are projected to reach 11.2 million by 2030 (Table 5). Forecast of enplanements for the period 2025 to 2030 were estimated based on 2010 to 2025 growth.

Table 5
Annual Air Passenger Enplanement Forecasts
Ronald Reagan Washington National Airport

| Year | Enplanements | Change | Average Annual Compound Growth | |
|------|-------------------------|----------|--------------------------------|-------|
| | | | | |
| 2005 | 8,909,063 ¹ | | | |
| 2007 | 9,480,721 ¹ | 571,658 | 2005 - 2007 | 6.1% |
| 2010 | 8,854,300 ² | -626,421 | 2007 - 2010 | -2.0% |
| 2015 | 9,485,300 ² | 631,000 | 2010 - 2015 | 1.4% |
| 2020 | 10,123,800 ² | 638,500 | 2015 - 2020 | 1.3% |
| 2025 | 10,695,800 ² | 572,000 | 2020 - 2025 | 1.1% |
| 2030 | 11,201,300 ³ | 505,500 | 2025 - 2030 | 0.9% |

¹ MWWA Observed

² Ronald Reagan Washington National Airport, Strategic Plan: Forecast Technical Report MWWA, July 2005, Page 9-2

³ Growth based on regression analysis 2010-2025 forecast

Market Segmentation

Based on the 2007 Washington-Baltimore Regional Air Passenger Survey data, enplanements were further grouped into local originations and internal originations. Table 6 shows the breakdown of these two types of originations by airport for base year 2007 and forecast years 2010 through 2030.

Table 6
Washington / Baltimore Regional Airports
Local and Internal AAZ Originating Trips
(in thousands)

| Local Originating Trips | | | | | Internal AAZ Originating Trips | | | |
|-------------------------|--------|-------|--------|--------|--------------------------------|-------|--------|--------|
| Year | BWI | DCA | IAD | Total | BWI | DCA | IAD | Total |
| 2007 | 8,844 | 8,438 | 6,505 | 23,787 | 8,137 | 8,353 | 6,310 | 22,800 |
| 2010 | 10,374 | 7,880 | 7,889 | 26,143 | 9,544 | 7,802 | 7,652 | 24,998 |
| 2015 | 11,569 | 8,442 | 9,890 | 29,900 | 10,643 | 8,357 | 9,593 | 28,594 |
| 2020 | 12,815 | 9,010 | 11,992 | 33,817 | 11,789 | 8,920 | 11,633 | 32,342 |
| 2025 | 14,072 | 9,519 | 14,053 | 37,644 | 12,946 | 9,424 | 13,631 | 36,002 |
| 2030 | 15,376 | 9,969 | 16,105 | 41,450 | 14,146 | 9,869 | 15,622 | 39,637 |

Note:-

- Local originating trips are departing passengers who's trip starts from one of the region's three airports.
- Internal AAZ originating trips are local originating trips within the Washington/Baltimore Air System Planning Area.
- Local originating trips are calculated based on the 2007 Air Passenger Survey data to be 84% for BWI, 89% for DCA and 53% for IAD, of the total enplanements, shown on Tables 3, 4 and 5, respectively.
- Internal originating trips are calculated based on the 2007 Air Passenger Survey data to be 92% for BWI, 99% for DCA and 97% for IAD, of the total local originating trips, that are within the 161 internal AAZ's.
- These data does not include external zones for PA, DE, WV, NJ or external VA and MD

Summarization of Base Year Air Passenger Ground Access Trips by Resident Status and Area Type

The next step in the process was to summarize the average weekday ground access trip data for each airport (BWI, DCA, and IAD) by trip origin type and resident status for each new AAZ in the Air Systems Planning Region. Ground access trip data for all external AAZs were summarized into a single combined external AAZ record. The weekday ground access data were summarized into two trip origin types (home-based, non-home based) and two resident status types (resident, non-resident). Thus, this processing summarized the ground access trip data into four categories for each Airport-AAZ pair. These categories were:

- (1) Resident Status=**Resident**, Origin Type=**Home-based***
- (2) Resident Status=**Resident**, Origin Type=**Non-home based***
- (3) Resident Status=**Non-Resident**, Origin Type=**Home-based***
- (4) Resident Status=**Non-Resident**, Origin Type=**Non-home based***

The database produced by this summarization had a total of 1932 cells (3-airports x 161 AAZs x 4 Resident Status/Ori­gin Type categories). Table 7 shows average weekday airport ground access trips for the entire Air Systems Planning Region summarized by these four categories. As shown in Table 7, residents and non resident trips were categorized into Home-Based (HB) and Non-Home-Based (NHB) trip purposes depending on the air passengers' trip origination, i.e., the starting point of the passenger's ground trip to the airport.

Table 7
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Air Passenger Ground Access Trips
by Resident Status and Trip Origin
(Internal AAZs Only)

| BWI | | | | | |
|-------------|-------------------|-----------------------|---------------------|-----------------------|---------------|
| Year | Resident | | Non-Resident | | Total |
| | Home-based | Non-Home Based | Home-based | Non-Home Based | |
| 2007 | 10,508 | 1,353 | 4,609 | 6,588 | 23,059 |
| 2010 | 12,339 | 1,575 | 5,416 | 7,717 | 27,047 |
| 2015 | 13,766 | 1,746 | 6,054 | 8,596 | 30,162 |
| 2020 | 15,248 | 1,936 | 6,696 | 9,530 | 33,410 |
| 2025 | 16,662 | 2,131 | 7,303 | 10,572 | 36,668 |
| 2030 | 18,183 | 2,335 | 7,972 | 11,598 | 40,088 |

| DCA | | | | | |
|-------------|-------------------|-----------------------|---------------------|-----------------------|---------------|
| Year | Resident | | Non-Resident | | Total |
| | Home-based | Non-Home Based | Home-based | Non-Home Based | |
| 2007 | 7,850 | 1,668 | 2,943 | 12,317 | 24,777 |
| 2010 | 7,334 | 1,544 | 2,741 | 11,543 | 23,162 |
| 2015 | 7,819 | 1,623 | 2,908 | 12,463 | 24,813 |
| 2020 | 8,298 | 1,720 | 3,091 | 13,375 | 26,483 |
| 2025 | 8,849 | 1,804 | 3,284 | 14,042 | 27,980 |
| 2030 | 9,293 | 1,881 | 3,439 | 14,689 | 29,302 |

| IAD | | | | | |
|-------------|-------------------|-----------------------|---------------------|-----------------------|---------------|
| Year | Resident | | Non-Resident | | Total |
| | Home-based | Non-Home Based | Home-based | Non-Home Based | |
| 2007 | 9,053 | 1,300 | 3,263 | 5,833 | 19,449 |
| 2010 | 10,979 | 1,582 | 3,943 | 7,098 | 23,602 |
| 2015 | 13,785 | 1,964 | 4,941 | 8,900 | 29,590 |
| 2020 | 16,714 | 2,372 | 5,977 | 10,818 | 35,881 |
| 2025 | 19,662 | 2,755 | 7,028 | 12,601 | 42,046 |
| 2030 | 22,561 | 3,140 | 8,087 | 14,398 | 48,186 |

| All Airports | | | | | |
|---------------------|-------------------|-----------------------|---------------------|-----------------------|----------------|
| Year | Resident | | Non-Resident | | Total |
| | Home-based | Non-Home Based | Home-based | Non-Home Based | |
| 2007 | 27,411 | 4,321 | 10,814 | 24,738 | 67,285 |
| 2010 | 30,652 | 4,701 | 12,100 | 26,357 | 73,811 |
| 2015 | 35,371 | 5,332 | 13,903 | 29,959 | 84,565 |
| 2020 | 40,260 | 6,027 | 15,764 | 33,723 | 95,774 |
| 2025 | 45,173 | 6,691 | 17,615 | 37,215 | 106,694 |
| 2030 | 50,036 | 7,356 | 19,498 | 40,686 | 117,576 |

Summarize Land Activity Data for 2007 Base Year and Forecast Years

Household and employment land activity data for 2007 and forecasts for 2010, 2015, 2020 and 2030 by small area TAZs were the latest small-area forecasts available obtained from MWCOG and BMC. The MWCOG data were the Round 7.2 Cooperative Forecasts and BMC data were their Round 7 1 and activity forecasts. These TAZ-level data were aggregated to the internal AAZs shown in Figures 2 through 5.

Table 8 shows the combined MWCOG and BMC land activity forecasts summarized for the entire Air Systems Planning Region.

Table 8
Washington / Baltimore Air System Planning Region
Household and Employment Forecast

| Year | Household | Change | Percent Growth | |
|------|-----------|---------|----------------|----|
| 2005 | 3,001,410 | - | | |
| 2007 | 3,161,925 | 160,515 | 2005 - 2007 | 5% |
| 2010 | 3,213,664 | 212,254 | 2007 - 2010 | 7% |
| 2015 | 3,429,687 | 216,023 | 2010 - 2015 | 7% |
| 2020 | 3,621,096 | 191,409 | 2015 - 2020 | 6% |
| 2025 | 3,782,209 | 161,113 | 2020 - 2025 | 4% |
| 2030 | 3,921,369 | 139,160 | 2025 - 2030 | 4% |

Source:- MWCOG Round 7.2 Cooperative Forecast and BMC 7.2 Landuse Data

| Year | Employment | Change | Percent Growth | |
|------|------------|---------|----------------|----|
| 2005 | 4,591,565 | - | | |
| 2007 | 4,726,765 | 135,200 | 2005 - 2007 | 3% |
| 2010 | 4,919,480 | 327,915 | 2007 - 2010 | 7% |
| 2015 | 5,271,050 | 351,570 | 2010 - 2015 | 7% |
| 2020 | 5,617,974 | 346,924 | 2015 - 2020 | 7% |
| 2025 | 5,911,279 | 293,305 | 2020 - 2025 | 5% |
| 2030 | 6,160,592 | 249,313 | 2025 - 2030 | 4% |

Source:- MWCOG Round 7.2 Cooperative Forecast and BMC 7.2 Landuse Data

Note: For regional transportation planning purposes, CTPP-based adjustments were applied to employment forecasts in selected non-MWCOG jurisdictions to account for definitional differences in employment.

Calculate Air Passenger Ground Access Trip Generation Factors

Once the air passenger ground access trip and land activity data were summarized, trip generation factors were calculated for each Airport/AAZ/trip origin type/resident-status classification using the following formulae:

A. Resident Home-based Trip Origin factor for Airport_(A) AAZ_(X) =

$$\text{Resident Home-based Factor} = \frac{\text{Total Resident Home-based Trip Origin Trips (AAZ}_X\text{) (Year 2007)}}{\text{Total Households (AAZ}_X\text{) (Year 2007)}}$$

B. Resident Non-home based Trip Origin factor for Airport_(A) AAZ_(X) =

$$\text{Resident Non-home based Factor} = \frac{\text{Total Resident Non-home based Trip Origin Trips (AAZ}_X\text{) (Year 2007)}}{\text{Total Employment (AAZ}_X\text{) (Year 2007)}}$$

C. Non-Resident Home-based Trip Origin factor for Airport_(A) AAZ_(X) =

$$\text{Non-Resident Home-based Factor} = \frac{\text{Total Non-Resident Home based Trip Origin Trips (AAZ}_X\text{) (Year 2007)}}{\text{Total Households (AAZ}_X\text{) (Year 2007)}}$$

D. Non-Resident Non-Home based Trip Origin factor for Airport_(A) AAZ_(X) =

$$\text{Non-Resident Non-Home based Factor} = \frac{\text{Total Non-Resident Non-home based Trip Origin Trips (AAZ}_X\text{) (Year 2007)}}{\text{Total Employment (AAZ}_X\text{) (Year 2007)}}$$

Table 9
Washington / Baltimore Air System Planning Region
Home and Non-Home Trip Rates by Resident Status

| | Trip Rates | | | |
|----------------|------------|----------|--------------|----------|
| | Resident | | Non-Resident | |
| | Home | Non-Home | Home | Non-Home |
| Airport | | | | |
| BWI | 0.0033 | 0.0003 | 0.0015 | 0.0013 |
| DCA | 0.0038 | 0.0003 | 0.0009 | 0.0024 |
| IAD | 0.0029 | 0.0003 | 0.0010 | 0.0012 |

Calculate Air Passenger Ground Access Trips for 2007 and Forecast Years

Ground access trips for 2007, 2010, 2015, 2020, 2025 and 2030 were calculated by multiplying base year and forecast year household and employment data by the appropriate trip generation factors and adjusting the resultant product to be consistent with local air passenger originations estimated from approved MWAA and MAA totals for each airport. For each airport-AAZ combination, (1) air passenger ground access trips by residents with home-based trip origin types were calculated by multiplying AAZ households by the resident home-based trip origin trip generation factor; (2) air passenger ground access trips by residents with non-home-based trip origin types were calculated by multiplying AAZ employment by the resident non-home based trip origin trip generation factor; (3) air passenger ground access trips by non-residents with home based trip origin types were calculated by multiplying AAZ households by the non-resident home-based trip origin trip generation factor; and (4) air passenger ground access trips by non-residents with non-home based origin types were calculated by multiplying AAZ employment by the non-resident non-home based trip origin trip generation factor. The resultant products for each AAZ-origin type-resident-status classification were then summed by airport-AAZ pair and totaled for each airport. This total was then divided by a previously determined MWAA and MAA control total for local passenger originations at that airport to obtain a MWAA and MAA adjustment factor. This adjustment factor was then applied to all airport-AAZ pairs to ensure that the sum of the calculated ground access trips by AAZ for that airport would match the approved MWAA and MAA forecasts.

Table 9 shows calculated 2007 to 2030 air passenger average weekday ground access trips totals by airport for the entire Air Systems Planning Region. Detailed 2007 to 2030 average weekday air passenger ground access trips by AAZ are presented in Appendix A.

Table 10
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Air Passenger Ground Access Trips
(Internal AAZ's Only)

| Forecast Years | Airports | | | Total |
|-------------------|----------|--------|--------|----------------|
| | BWI | DCA | IAD | |
| 2007 | 23,059 | 24,777 | 19,449 | 67,285 |
| 2010 | 27,047 | 23,162 | 23,602 | 73,811 |
| 2015 | 30,162 | 24,813 | 29,590 | 84,565 |
| 2020 | 33,410 | 26,483 | 35,881 | 95,774 |
| 2025 | 36,668 | 27,980 | 42,046 | 106,694 |
| 2030 | 40,088 | 29,302 | 48,186 | 117,576 |

- *Internal* originating trips are local originating trips within the Washington/Baltimore Air System Planning Area.

Summarize 2007 Base Year Air Passenger Ground Access Trips by Mode of Arrival

The next step in the process was to summarize the average weekday ground access trip data from the 2007 Air Passenger survey by mode of arrival for each Airport-AAZ pair by trip origin type and resident status. The ground access trip data were summarized into four major arrival modes as follows:

- Auto = *Private Car, Rental Car and Taxi*
- Transit = *Metrorail , Amtrak/MARC/VRE and Light Rail*
- Airport Transit = *Airport Bus/Limo and Hotel/Motel Courtesy*
- Other = *Charter Bus, Employer Shuttle, and All Other*

The auto mode of arrival was further split into two sub-categories:

- *Auto Driver*
- *Auto Passenger*

The split of auto ground access trips into auto driver and auto passenger trips was determined from the air passenger survey question that asked for the total number of household members, friends, or business associates that traveled with the surveyed air passenger to the airport. From this question the total vehicle occupancy of air passengers arriving at the airport by private or rental cars could be determined. The reciprocal of this number yields the proportion of air passengers who were likely auto drivers. The complement of this reciprocal yields the proportion of air passengers who were likely auto passengers. Multiplying the survey record weights by these proportions produces estimates of the number of air passengers who were auto drivers and the number of air passengers who were auto passengers for these auto ground access trips. Air passengers arriving at the airport by taxi are by definition auto passengers.

Once the ground access mode of arrival trip data were summarized, modal shares for Auto Driver, Auto Passenger, Transit, Airport Transit and Other arrival modes were calculated for each Airport/AAZ/trip origin type/resident status classification.

Calculate Air Passenger Ground Access Trips by Mode for 2007 Base Year and Forecast Years

Air passenger ground access trips to BWI airport by mode of arrival for 2007, 2010, 2015, 2020, 2025 and 2030 were estimated by multiplying respective year ground access trips for each BWI-AAZ/trip origin type/resident status classification by the base year modal shares for that classification.

Air passenger ground access trips to DCA and IAD airports by mode of arrival were estimated in the same way as was done for BWI airport. For forecast year 2015 and beyond, however, initial estimates of ground access trips by mode of arrival were further adjusted to take into account the planned opening of the Metrorail extension to IAD anticipated in 2015.

The adjustment for IAD was made by taking the 2015 Metrorail air passenger ridership projection from the Dulles Extension FEIS (Final Environmental Impact Statement) Patronage Forecast Report (November 2004) for the Dulles Airport station and allocating this air

passenger-related ridership to selected AAZs in the Air System Planning region. This allocation was based upon an examination of the air passenger ground access trips by Metrorail to DCA in 2007, the characteristics of the AAZs from which these DCA Metrorail ground access trips were made, and the modal share of each ground access mode to DCA from these AAZs. No independent mode choice modeling was done and professional judgment was used to allocate the FEIS Metrorail ridership projection to individual AAZs and adjusting the other ground access modal share percentages from these AAZs to IAD accordingly. These adjusted modal shares were then applied to total ground access trips to IAD by AAZ for 2015, 2020, 2025 and 2030 to obtain final adjusted estimates of ground access trips by mode for these forecast years.

Adjustments to initial estimates of DCA air passenger ground access trips to take into account the expected opening of the Dulles Extension in 2015 were fairly limited in geographic scope because the Vienna Metrorail line and other lines throughout the region already well serve DCA. Thus, adjustments to modal shares were only made for a few select AAZs in the Tysons/Dulles Corridor (AAZs 43, 44, 45, 89, 91 and 92). Again, no mode choice modeling was done and professional judgment was used in making these adjustments. These adjusted modal shares were then applied to total air passenger trips to DCA from these selected AAZs for 2015, 2020, 2025 and 2030 to obtain final adjusted estimates of ground access trips by mode for these forecast years. Table 11 and figure 4 show air passenger ground access forecast to each airport by mode for the base and forecast years.

Table 11
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Air Passenger Ground Access Trips
by Mode 2007 - 2030 BWI Airport

| Year | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-------------|--------------------|-----------------------|----------------|------------------------|--------------|--------------|
| 2007 | 11,864 | 7,755 | 687 | 2,731 | 21 | 23,059 |
| 2010 | 13,914 | 9,098 | 806 | 3,205 | 24 | 27,047 |
| 2015 | 15,504 | 10,179 | 895 | 3,558 | 26 | 30,162 |
| 2020 | 17,172 | 11,278 | 997 | 3,933 | 30 | 33,410 |
| 2025 | 18,829 | 12,366 | 1,086 | 4,353 | 33 | 36,668 |
| 2030 | 20,608 | 13,515 | 1,187 | 4,742 | 36 | 40,088 |

Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Air Passenger Ground Access Trips
by Mode 2007 - 2030 DCA Airport

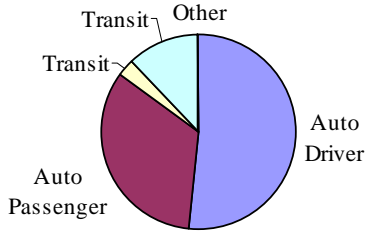
| Year | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-------------|--------------------|-----------------------|----------------|------------------------|--------------|--------------|
| 2007 | 11,910 | 6,031 | 3,918 | 2,857 | 61 | 24,777 |
| 2010 | 11,111 | 5,625 | 3,676 | 2,692 | 58 | 23,162 |
| 2015 | 12,290 | 5,831 | 4,500 | 2,098 | 93 | 24,813 |
| 2020 | 13,089 | 6,220 | 4,822 | 2,254 | 98 | 26,483 |
| 2025 | 13,884 | 6,561 | 5,036 | 2,401 | 98 | 27,980 |
| 2030 | 14,604 | 6,866 | 5,246 | 2,488 | 99 | 29,302 |

Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Air Passenger Ground Access Trips
by Mode 2007 - 2030 IAD Airport

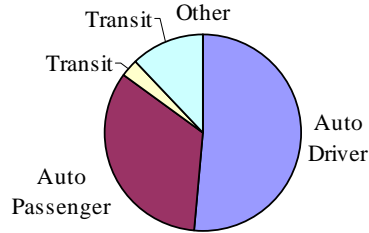
| Year | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-------------|--------------------|-----------------------|----------------|------------------------|--------------|--------------|
| 2007 | 10,733 | 6,478 | 148 | 2,068 | 23 | 19,449 |
| 2010 | 13,050 | 7,819 | 183 | 2,523 | 27 | 23,602 |
| 2015 | 16,191 | 8,092 | 3,344 | 1,862 | 101 | 29,590 |
| 2020 | 19,609 | 9,861 | 4,005 | 2,286 | 119 | 35,881 |
| 2025 | 23,007 | 11,588 | 4,448 | 2,868 | 135 | 42,046 |
| 2030 | 26,401 | 13,296 | 4,903 | 3,430 | 156 | 48,186 |

Source:- 2007 Washington-Baltimore Regional Air Passenger Survey

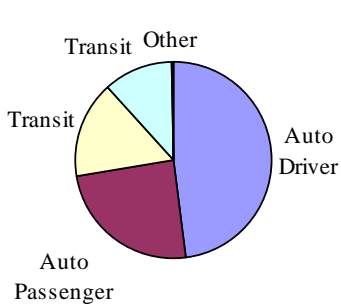
Figure 4
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Air Passenger Ground Access Trips Mod Shares By Airport
2007 and 2030



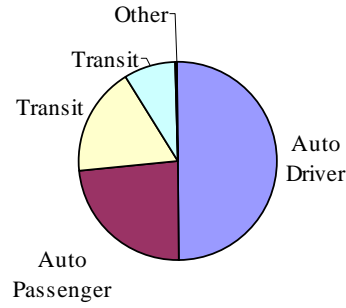
BWI 2007



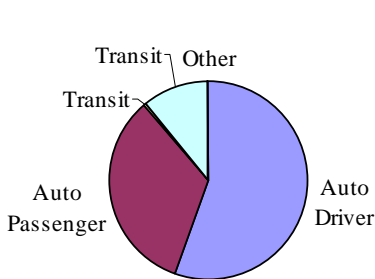
BWI 2030



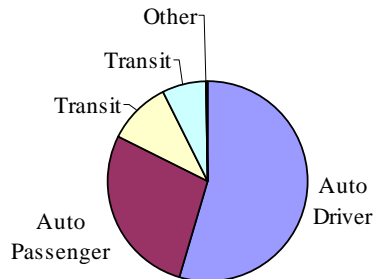
DCA 2007



DCA 2030



IAD 2007



IAD 2030

Time-Of-Day Split

The 2007 air passenger survey data has scheduled flight time for the survey records. Two separate time-of-day split factors were developed using the survey data. Time-of-day is calculated, as a percent of total trips departing one-hour and/or two hours before the flight time, and is shown in Table 12. These are:

One-Hour before flight time:-

1. AM trips = flight time 700 to 1000 (7:00 AM to 10:00 AM).
2. PM trips = flight time 1600 to 1900 (4:00 PM to 7:00 PM).
3. Off-Peak trips = flight time 600 to 700, 1000 to 1600, and 1900 to 2400.
(6:00-7:00 AM, 10:00 AM-4:00 PM, and 7:00 -12:00 PM).

Two-Hours before flight time:-

1. AM trips = flight time 600 to 900 (6:00 AM to 9:00 AM).
2. PM trips = flight time 1500 to 1800 (3:00 PM to 6:00 PM).
3. Off-Peak trips = flight time 900 to 1500, and 1800 to 2400.
(9:00 AM-3:00 PM, and 6:00 12:00 PM).

Table 12
2007 Washington / Baltimore Regional Air Passenger Survey
Average Weekday Air Passenger Ground Access Trips
by Time-of-Day by Airport

| | One-Hour Before Flight Departure | | | | Two-Hour Before Flight Departure | | | |
|-----------------|----------------------------------|---------------|---------------|---------------|----------------------------------|---------------|---------------|---------------|
| | BWI | DCA | IAD | Total | BWI | DCA | IAD | Total |
| AM-Peak | 5,380 | 6,523 | 4,468 | 16,371 | 4,107 | 6,626 | 4,227 | 14,961 |
| | 23% | 26% | 23% | 24% | 18% | 27% | 22% | 22% |
| PM-Peak | 4,617 | 5,613 | 4,988 | 15,218 | 3,648 | 5,260 | 4,753 | 13,661 |
| | 20% | 23% | 26% | 23% | 16% | 21% | 24% | 20% |
| Off-Peak | 13,061 | 12,641 | 9,993 | 35,694 | 15,303 | 12,891 | 10,469 | 38,662 |
| | 57% | 51% | 51% | 53% | 66% | 52% | 54% | 57% |
| Total | 23,058 | 24,777 | 19,449 | 67,284 | 23,058 | 24,777 | 19,449 | 67,284 |
| | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

Source:- 2007 Washington-Baltimore Regional Air Passenger Survey

Summary and Conclusion

The update of forecast air passenger ground access trips to the region's three commercial airports is an important step in the airport system planning process. This report documents the CASP update of forecast ground access trips to BWI, DCA and IAD airports from Aviation Analysis Zones (AAZ) in Washington/Baltimore Air Systems Planning Region. These forecasts are detailed by major mode of arrival at each airport for 2007 and by 5-year intervals for the 2010 to 2030 forecast period. Although no independent mode choice modeling has been performed in this study, these forecasts have been adjusted based on the ridership projection from the Dulles Extension FEIS Patronage Forecast to account for the anticipated impact on air passenger ground access travel to Dulles Airport resulting from the planned opening of the Dulles Metrorail line extension in 2015.

These ground access forecasts will be used as inputs for the CLRP update and as the basis for revising the Ground Access Element of the CASP Regional Airport System Plan, both scheduled to occur in 2010.

The ground access forecast, developed in this update by AAZ represent 2,671 Transportation Analysis Zones (TAZ). Of the 161 AAZ's in the study area, 132 are within the MWCOG planning region. Therefore, the ground access forecasts are further disaggregated into the 1,972 TAZ's in the MWCOG planning area by mode and time-of-day as an input to the regional travel demand model process.

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Appendix A
Washington - Baltimore
Air System Planning Region
Aviation Analysis Zone System
By Jurisdiction

**Table A-1
Washington / Baltimore Air System Planning Region
Aviation Analysis Zone System**

| No. | Jurisdiction | No. of AAZ's | AAZ's Range | No. of TAZ's |
|--|------------------------|-----------------|----------------|-----------------|
| 1 | District of Columbia | 20 | 1 - 20 | 319 |
| 2 | Arlington County | 9 | 21 - 29 | 82 |
| 3 | City of Alexandria | 4 | 30 - 33 | 60 |
| 4 | Fairfax County | 14 | 34 - 47 | 356 |
| 5 | Montgomery County | 21 | 48 - 68 | 309 |
| 6 | Prince George's County | 14 | 69 - 82 | 380 |
| 7 | Prince William County | 6 | 83 - 88 | 142 |
| 8 | Loudoun County | 5 | 89 -94 | 126 |
| 9 | Frederick County | 3 | 95 - 97 | 24 |
| 10 | Carroll County | 1 | 98 | 14 |
| 11 | Howard County | 9 | 99 - 107 | 20 |
| 12 | Anne Arundel County | 14 | 108 - 121 | 33 |
| 13 | Calvert County | 1 | 122 | 14 |
| 14 | St. Mary's County | 1 | 123 | 21 |
| 15 | Charles County | 2 | 124 - 125 | 24 |
| 16 | King George County | 1 | 126 | 5 |
| 17 | Spotsylvania County | 1 | 127 | 6 |
| 18 | City of Fredericksburg | 1 | 128 | 2 |
| 19 | Stafford County | 1 | 129 | 14 |
| 20 | Fauquier County | 1 | 130 | 11 |
| 21 | Clarke County | 1 | 131 | 3 |
| 22 | Jefferson County | 1 | 132 | 7 |
| 23 | Baltimore City | 13 | 133 - 145 | 217 |
| 24 | Baltimore County | 13 | 146 - 158 | 342 |
| 25 | Harford County | 3 | 159 - 161 | 140 |
| Total Washington/Baltimore Air System Planning Area | | 160 | | 2,671 |
| 26 | External Maryland | 1 | 162 | NA |
| 27 | External Virginia | 1 | 163 | NA |
| 28 | External West Virginia | 1 | 164 | NA |
| 29 | Pennsylvania | 1 | 165 | NA |
| 30 | Delaware | 1 | 166 | NA |
| 31 | New Jersey | 1 | 167 | NA |
| 32 | Other | 1 | 999 | NA |
| Total Externals | | 7 | | |
| Grand Total | | 167 | | |

Appendix B
Ground Access Forecast Update
Average Weekday Trips by Airport
2007 – 2030

Air Passenger Ground Access Forecast Update

Table B-1
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips 2007 - 2030 - BWI Airport

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|------|------|------|------|------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 1 | 17 | 19 | 20 | 22 | 23 | 24 |
| 2 | 67 | 76 | 81 | 86 | 91 | 97 |
| 3 | 371 | 456 | 504 | 594 | 634 | 695 |
| 4 | 338 | 388 | 415 | 443 | 469 | 499 |
| 5 | 117 | 134 | 147 | 162 | 171 | 186 |
| 6 | 72 | 82 | 88 | 95 | 100 | 107 |
| 7 | 7 | 8 | 9 | 10 | 11 | 11 |
| 8 | 85 | 98 | 105 | 117 | 125 | 138 |
| 9 | 14 | 16 | 18 | 19 | 20 | 21 |
| 10 | 105 | 120 | 127 | 134 | 145 | 157 |
| 11 | 118 | 135 | 148 | 167 | 178 | 193 |
| 12 | 69 | 82 | 91 | 99 | 105 | 113 |
| 13 | 105 | 125 | 146 | 175 | 185 | 201 |
| 14 | 109 | 126 | 145 | 164 | 191 | 217 |
| 15 | 76 | 91 | 101 | 116 | 123 | 133 |
| 16 | 45 | 58 | 70 | 79 | 88 | 96 |
| 17 | 38 | 45 | 51 | 58 | 68 | 78 |
| 18 | 36 | 41 | 44 | 51 | 55 | 64 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 9 | 10 | 15 | 18 | 19 | 20 |
| 23 | 3 | 3 | 3 | 4 | 4 | 4 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 60 | 72 | 85 | 97 | 108 | 117 |
| 26 | 31 | 38 | 42 | 49 | 54 | 58 |
| 27 | 76 | 87 | 94 | 99 | 105 | 112 |
| 28 | 34 | 39 | 46 | 51 | 55 | 59 |
| 29 | 94 | 113 | 123 | 131 | 139 | 148 |
| 30 | 95 | 108 | 122 | 136 | 153 | 170 |
| 31 | 50 | 63 | 72 | 82 | 92 | 103 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 30 | 35 | 38 | 44 | 49 | 56 |
| 34 | 34 | 39 | 42 | 46 | 50 | 55 |
| 35 | 20 | 24 | 29 | 32 | 35 | 38 |
| 36 | 128 | 149 | 169 | 189 | 209 | 231 |
| 37 | 65 | 75 | 81 | 87 | 93 | 100 |
| 38 | 62 | 70 | 75 | 81 | 86 | 92 |
| 39 | 35 | 42 | 47 | 52 | 58 | 64 |
| 40 | 55 | 63 | 72 | 84 | 96 | 108 |
| 41 | 102 | 121 | 139 | 155 | 170 | 187 |

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|------|------|------|------|------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 18 | 21 | 22 | 24 | 26 | 28 |
| 44 | 40 | 50 | 60 | 74 | 87 | 101 |
| 45 | 46 | 53 | 57 | 61 | 66 | 70 |
| 46 | 26 | 32 | 37 | 43 | 48 | 54 |
| 47 | 18 | 21 | 23 | 25 | 27 | 29 |
| 48 | 14 | 16 | 17 | 18 | 19 | 21 |
| 49 | 43 | 51 | 54 | 57 | 61 | 64 |
| 50 | 41 | 47 | 54 | 60 | 63 | 67 |
| 51 | 15 | 17 | 20 | 21 | 23 | 24 |
| 52 | 73 | 82 | 98 | 105 | 114 | 124 |
| 53 | 121 | 142 | 175 | 213 | 247 | 281 |
| 54 | 104 | 122 | 141 | 165 | 188 | 208 |
| 55 | 195 | 226 | 260 | 315 | 385 | 464 |
| 56 | 106 | 130 | 164 | 210 | 255 | 313 |
| 57 | 65 | 75 | 84 | 90 | 95 | 101 |
| 58 | 310 | 358 | 388 | 424 | 459 | 496 |
| 59 | 299 | 347 | 390 | 439 | 491 | 529 |
| 60 | 111 | 128 | 140 | 150 | 159 | 170 |
| 61 | 68 | 77 | 90 | 113 | 132 | 154 |
| 62 | 168 | 192 | 207 | 225 | 238 | 254 |
| 63 | 308 | 351 | 377 | 403 | 428 | 455 |
| 64 | 343 | 401 | 444 | 486 | 520 | 560 |
| 65 | 111 | 127 | 137 | 146 | 155 | 165 |
| 66 | 170 | 193 | 204 | 219 | 232 | 248 |
| 67 | 101 | 123 | 170 | 188 | 202 | 221 |
| 68 | 66 | 74 | 79 | 84 | 89 | 94 |
| 69 | 125 | 144 | 154 | 166 | 180 | 195 |
| 70 | 262 | 318 | 367 | 425 | 478 | 537 |
| 71 | 79 | 91 | 99 | 106 | 115 | 125 |
| 72 | 21 | 25 | 30 | 40 | 56 | 80 |
| 73 | 267 | 313 | 349 | 389 | 427 | 468 |
| 74 | 95 | 109 | 115 | 126 | 139 | 154 |
| 75 | 229 | 277 | 304 | 328 | 350 | 381 |
| 76 | 480 | 575 | 645 | 718 | 811 | 917 |
| 77 | 123 | 143 | 155 | 171 | 188 | 204 |
| 78 | 135 | 154 | 166 | 179 | 194 | 210 |
| 79 | 118 | 140 | 163 | 194 | 228 | 266 |
| 80 | 68 | 77 | 83 | 90 | 98 | 105 |
| 81 | 12 | 14 | 18 | 22 | 24 | 27 |
| 82 | 126 | 146 | 164 | 181 | 199 | 221 |

Air Passenger Ground Access Forecast Update

Table B-1
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips 2007 - 2030 - BWI Airport

cont...

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|-------|-------|-------|-------|-------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 83 | 23 | 29 | 37 | 44 | 50 | 57 |
| 84 | 29 | 35 | 42 | 51 | 62 | 72 |
| 85 | 43 | 52 | 57 | 62 | 66 | 71 |
| 86 | 5 | 7 | 9 | 10 | 12 | 14 |
| 87 | 16 | 19 | 21 | 25 | 28 | 32 |
| 88 | 28 | 39 | 46 | 53 | 60 | 66 |
| 89 | 14 | 20 | 30 | 44 | 55 | 61 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 5 | 6 | 6 | 7 | 7 | 8 |
| 92 | 44 | 55 | 66 | 84 | 102 | 119 |
| 93 | 40 | 51 | 66 | 85 | 100 | 114 |
| 94 | 33 | 41 | 48 | 62 | 78 | 93 |
| 95 | 235 | 285 | 336 | 385 | 442 | 512 |
| 96 | 90 | 111 | 126 | 144 | 163 | 193 |
| 97 | 282 | 335 | 377 | 424 | 470 | 519 |
| 98 | 411 | 486 | 545 | 610 | 675 | 743 |
| 99 | 356 | 442 | 547 | 624 | 695 | 768 |
| 100 | 392 | 464 | 512 | 580 | 633 | 680 |
| 101 | 308 | 357 | 402 | 445 | 476 | 506 |
| 102 | 121 | 140 | 150 | 160 | 170 | 180 |
| 103 | 276 | 319 | 355 | 398 | 442 | 483 |
| 104 | 278 | 320 | 340 | 363 | 387 | 412 |
| 105 | 147 | 181 | 215 | 248 | 290 | 327 |
| 106 | 160 | 191 | 213 | 235 | 255 | 275 |
| 107 | 78 | 102 | 137 | 172 | 200 | 227 |
| 108 | 545 | 656 | 759 | 853 | 938 | 1,043 |
| 109 | 179 | 214 | 244 | 279 | 311 | 349 |
| 110 | 75 | 87 | 96 | 113 | 131 | 143 |
| 111 | 32 | 40 | 47 | 56 | 62 | 69 |
| 112 | 939 | 1,085 | 1,224 | 1,340 | 1,597 | 1,757 |
| 113 | 15 | 18 | 21 | 23 | 25 | 27 |
| 114 | 40 | 46 | 50 | 55 | 60 | 66 |
| 115 | 176 | 204 | 222 | 242 | 262 | 284 |
| 116 | 10 | 12 | 14 | 15 | 17 | 20 |
| 117 | 303 | 349 | 381 | 416 | 450 | 486 |
| 118 | 440 | 507 | 553 | 604 | 653 | 702 |
| 119 | 245 | 285 | 305 | 325 | 345 | 373 |
| 120 | 525 | 615 | 673 | 731 | 789 | 853 |
| 121 | 233 | 268 | 290 | 315 | 341 | 365 |
| 122 | 301 | 356 | 407 | 455 | 500 | 544 |
| 123 | 182 | 220 | 262 | 305 | 349 | 395 |

| AAZ | Average Weekday Trips | | | | | |
|---------------------------|-----------------------|---------------|---------------|---------------|---------------|---------------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 124 | 131 | 155 | 182 | 211 | 242 | 276 |
| 125 | 65 | 77 | 93 | 111 | 130 | 145 |
| 126 | 12 | 15 | 19 | 23 | 27 | 32 |
| 127 | 49 | 65 | 85 | 102 | 119 | 138 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 84 | 111 | 144 | 173 | 204 | 238 |
| 130 | 42 | 52 | 64 | 78 | 95 | 116 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 41 | 50 | 60 | 71 | 85 | 102 |
| 133 | 862 | 1,005 | 1,095 | 1,176 | 1,258 | 1,342 |
| 134 | 190 | 222 | 245 | 264 | 280 | 299 |
| 135 | 134 | 154 | 166 | 191 | 206 | 221 |
| 136 | 113 | 129 | 139 | 150 | 161 | 172 |
| 137 | 224 | 256 | 273 | 289 | 308 | 329 |
| 138 | 112 | 128 | 140 | 153 | 166 | 179 |
| 139 | 69 | 79 | 85 | 93 | 102 | 109 |
| 140 | 278 | 316 | 338 | 359 | 383 | 407 |
| 141 | 539 | 615 | 655 | 695 | 737 | 783 |
| 142 | 24 | 26 | 28 | 30 | 32 | 34 |
| 143 | 168 | 195 | 215 | 235 | 255 | 267 |
| 144 | 288 | 341 | 387 | 435 | 485 | 531 |
| 145 | 117 | 133 | 151 | 165 | 178 | 191 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 22 | 25 | 27 | 29 | 31 | 33 |
| 148 | 24 | 28 | 29 | 31 | 33 | 36 |
| 149 | 244 | 279 | 299 | 320 | 340 | 362 |
| 150 | 240 | 283 | 306 | 329 | 350 | 374 |
| 151 | 877 | 1,030 | 1,108 | 1,200 | 1,276 | 1,361 |
| 152 | 154 | 178 | 191 | 204 | 218 | 233 |
| 153 | 286 | 343 | 372 | 398 | 423 | 451 |
| 154 | 500 | 570 | 608 | 650 | 690 | 736 |
| 155 | 387 | 446 | 484 | 519 | 550 | 587 |
| 156 | 59 | 68 | 73 | 78 | 83 | 89 |
| 157 | 436 | 511 | 560 | 601 | 640 | 684 |
| 158 | 161 | 185 | 198 | 212 | 226 | 241 |
| 159 | 162 | 190 | 215 | 232 | 251 | 270 |
| 160 | 379 | 457 | 530 | 583 | 630 | 689 |
| 161 | 36 | 42 | 56 | 62 | 77 | 82 |
| Sub-Total Internal | 23,059 | 27,047 | 30,162 | 33,410 | 36,668 | 40,088 |
| External Trips | 2,005 | 2,352 | 2,623 | 2,905 | 3,190 | 3,486 |
| Total Trips | 25,064 | 29,399 | 32,785 | 36,315 | 39,858 | 43,574 |

Air Passenger Ground Access Forecast Update

Table B-2
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips 2007 - 2030 - DCA Airport

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|-------|-------|-------|-------|-------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 1 | 16 | 15 | 14 | 15 | 15 | 15 |
| 2 | 499 | 449 | 447 | 450 | 460 | 468 |
| 3 | 3,476 | 3,348 | 3,471 | 3,861 | 3,975 | 4,164 |
| 4 | 2,038 | 1,844 | 1,852 | 1,867 | 1,910 | 1,943 |
| 5 | 410 | 371 | 379 | 392 | 401 | 415 |
| 6 | 666 | 596 | 600 | 604 | 619 | 631 |
| 7 | 159 | 143 | 145 | 152 | 158 | 162 |
| 8 | 229 | 210 | 212 | 222 | 231 | 243 |
| 9 | 391 | 350 | 360 | 361 | 370 | 382 |
| 10 | 132 | 119 | 118 | 119 | 124 | 127 |
| 11 | 143 | 129 | 134 | 143 | 148 | 153 |
| 12 | 112 | 106 | 109 | 112 | 115 | 117 |
| 13 | 82 | 76 | 82 | 90 | 92 | 96 |
| 14 | 134 | 122 | 129 | 135 | 157 | 170 |
| 15 | 115 | 108 | 114 | 124 | 127 | 131 |
| 16 | 200 | 202 | 230 | 244 | 263 | 273 |
| 17 | 101 | 93 | 100 | 108 | 125 | 136 |
| 18 | 402 | 370 | 369 | 389 | 398 | 428 |
| 19 | 69 | 64 | 82 | 91 | 104 | 110 |
| 20 | 55 | 49 | 49 | 49 | 52 | 53 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 1,616 | 1,583 | 2,101 | 2,383 | 2,505 | 2,606 |
| 23 | 244 | 220 | 219 | 226 | 231 | 234 |
| 24 | 84 | 75 | 74 | 74 | 76 | 77 |
| 25 | 388 | 367 | 409 | 441 | 474 | 492 |
| 26 | 484 | 473 | 492 | 540 | 568 | 586 |
| 27 | 343 | 307 | 311 | 315 | 324 | 330 |
| 28 | 508 | 486 | 552 | 615 | 645 | 671 |
| 29 | 266 | 257 | 262 | 268 | 274 | 279 |
| 30 | 284 | 255 | 272 | 289 | 315 | 336 |
| 31 | 552 | 526 | 550 | 574 | 619 | 661 |
| 32 | 108 | 104 | 118 | 130 | 147 | 150 |
| 33 | 386 | 351 | 382 | 423 | 472 | 514 |
| 34 | 405 | 371 | 383 | 397 | 418 | 434 |
| 35 | 371 | 337 | 366 | 384 | 407 | 425 |
| 36 | 714 | 658 | 705 | 743 | 794 | 835 |
| 37 | 455 | 413 | 417 | 424 | 439 | 449 |
| 38 | 123 | 111 | 112 | 114 | 118 | 121 |
| 39 | 84 | 80 | 86 | 89 | 94 | 98 |
| 40 | 55 | 51 | 54 | 59 | 65 | 71 |
| 41 | 288 | 270 | 294 | 306 | 324 | 339 |

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|------|------|------|-------|-------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 42 | 22 | 22 | 24 | 26 | 30 | 32 |
| 43 | 261 | 237 | 240 | 245 | 254 | 260 |
| 44 | 129 | 127 | 136 | 148 | 162 | 175 |
| 45 | 184 | 166 | 168 | 170 | 176 | 180 |
| 46 | 296 | 282 | 322 | 364 | 410 | 446 |
| 47 | 175 | 160 | 163 | 168 | 175 | 181 |
| 48 | 155 | 140 | 139 | 140 | 143 | 145 |
| 49 | 66 | 61 | 61 | 61 | 63 | 63 |
| 50 | 93 | 85 | 90 | 94 | 96 | 97 |
| 51 | 129 | 118 | 130 | 134 | 139 | 144 |
| 52 | 239 | 214 | 244 | 250 | 263 | 273 |
| 53 | 218 | 194 | 213 | 229 | 251 | 274 |
| 54 | 285 | 263 | 285 | 314 | 346 | 365 |
| 55 | 141 | 130 | 140 | 161 | 190 | 218 |
| 56 | 83 | 83 | 98 | 115 | 129 | 142 |
| 57 | 223 | 202 | 214 | 216 | 221 | 225 |
| 58 | 169 | 154 | 157 | 162 | 169 | 175 |
| 59 | 114 | 105 | 110 | 117 | 127 | 131 |
| 60 | 65 | 59 | 60 | 60 | 61 | 62 |
| 61 | 27 | 24 | 26 | 31 | 35 | 39 |
| 62 | 102 | 93 | 94 | 96 | 98 | 100 |
| 63 | 15 | 14 | 14 | 14 | 14 | 15 |
| 64 | 205 | 186 | 189 | 196 | 203 | 208 |
| 65 | 79 | 71 | 71 | 71 | 72 | 74 |
| 66 | 62 | 56 | 56 | 57 | 59 | 59 |
| 67 | 214 | 197 | 228 | 235 | 244 | 253 |
| 68 | 77 | 69 | 69 | 69 | 70 | 71 |
| 69 | 267 | 244 | 248 | 255 | 269 | 284 |
| 70 | 8 | 7 | 7 | 8 | 8 | 9 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 30 | 27 | 27 | 28 | 29 | 29 |
| 75 | 25 | 24 | 24 | 25 | 26 | 27 |
| 76 | 894 | 870 | 934 | 997 | 1,113 | 1,221 |
| 77 | 44 | 41 | 42 | 43 | 46 | 48 |
| 78 | 112 | 100 | 102 | 104 | 108 | 111 |
| 79 | 56 | 52 | 57 | 65 | 73 | 83 |
| 80 | 43 | 39 | 39 | 40 | 42 | 43 |
| 81 | 33 | 38 | 48 | 51 | 57 | 58 |
| 82 | 164 | 151 | 164 | 174 | 186 | 197 |

Air Passenger Ground Access Forecast Update

Table B-2
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips 2007 - 2030 - DCA Airport

cont...

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|------|------|------|------|------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 83 | 183 | 181 | 211 | 237 | 261 | 285 |
| 84 | 54 | 52 | 60 | 71 | 85 | 95 |
| 85 | 322 | 301 | 314 | 319 | 331 | 339 |
| 86 | 30 | 31 | 37 | 43 | 50 | 56 |
| 87 | 67 | 62 | 67 | 74 | 81 | 87 |
| 88 | 12 | 13 | 15 | 17 | 19 | 21 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 49 | 46 | 49 | 52 | 56 | 59 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 23 | 23 | 25 | 32 | 41 | 47 |
| 93 | 75 | 75 | 91 | 109 | 124 | 133 |
| 94 | 4 | 4 | 5 | 6 | 7 | 8 |
| 95 | 19 | 18 | 20 | 22 | 24 | 26 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 125 | 117 | 123 | 131 | 140 | 148 |
| 98 | 23 | 21 | 22 | 24 | 25 | 27 |
| 99 | 5 | 5 | 5 | 6 | 6 | 7 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 3 | 3 | 3 | 3 | 3 | 3 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 141 | 128 | 134 | 140 | 150 | 154 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 2 | 2 | 2 | 3 | 3 | 3 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 8 | 8 | 8 | 9 | 10 | 11 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 5 | 5 | 5 | 5 | 5 | 5 |
| 116 | 6 | 6 | 6 | 7 | 7 | 8 |
| 117 | 21 | 19 | 19 | 20 | 21 | 22 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 8 | 7 | 7 | 7 | 7 | 7 |
| 120 | 48 | 45 | 46 | 47 | 49 | 51 |
| 121 | 7 | 6 | 6 | 6 | 7 | 7 |
| 122 | 88 | 82 | 92 | 99 | 105 | 109 |
| 123 | 81 | 77 | 85 | 93 | 102 | 109 |

| AAZ | Average Weekday Trips | | | | | |
|---------------------------|-----------------------|---------------|---------------|---------------|---------------|---------------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 124 | 102 | 95 | 106 | 116 | 130 | 141 |
| 125 | 57 | 54 | 61 | 69 | 78 | 83 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 89 | 94 | 116 | 130 | 148 | 164 |
| 128 | 6 | 6 | 7 | 7 | 8 | 8 |
| 129 | 258 | 268 | 329 | 373 | 425 | 473 |
| 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 4 | 4 | 5 | 5 | 6 | 7 |
| 133 | 11 | 10 | 10 | 10 | 10 | 10 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 32 | 29 | 30 | 31 | 32 | 33 |
| 139 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 73 | 65 | 65 | 65 | 67 | 68 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 4 | 4 | 4 | 4 | 5 | 5 |
| 144 | 6 | 6 | 6 | 7 | 7 | 8 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 32 | 30 | 30 | 31 | 31 | 32 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 24,777 | 23,162 | 24,813 | 26,483 | 27,980 | 29,302 |
| External Trips | 270 | 258 | 276 | 295 | 311 | 326 |
| Total Trips | 25,047 | 23,420 | 25,089 | 26,778 | 28,291 | 29,628 |

Air Passenger Ground Access Forecast Update

Table B-3
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips 2007 - 2030 - IAD Airport

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|-------|-------|-------|-------|-------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 20 | 24 | 27 | 31 | 34 | 37 |
| 3 | 707 | 885 | 1,070 | 1,330 | 1,482 | 1,673 |
| 4 | 884 | 1,025 | 1,199 | 1,348 | 1,483 | 1,622 |
| 5 | 76 | 88 | 105 | 122 | 134 | 150 |
| 6 | 153 | 176 | 206 | 231 | 255 | 279 |
| 7 | 18 | 21 | 25 | 30 | 33 | 36 |
| 8 | 38 | 44 | 52 | 60 | 67 | 76 |
| 9 | 109 | 126 | 148 | 166 | 184 | 206 |
| 10 | 63 | 73 | 84 | 94 | 105 | 117 |
| 11 | 36 | 42 | 50 | 60 | 67 | 74 |
| 12 | 46 | 56 | 67 | 77 | 84 | 93 |
| 13 | 21 | 24 | 30 | 36 | 40 | 45 |
| 14 | 54 | 64 | 82 | 99 | 116 | 136 |
| 15 | 61 | 76 | 99 | 117 | 128 | 143 |
| 16 | 66 | 86 | 114 | 134 | 156 | 174 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 91 | 108 | 125 | 150 | 165 | 194 |
| 19 | 11 | 13 | 20 | 25 | 31 | 35 |
| 20 | 6 | 7 | 8 | 9 | 10 | 11 |
| 21 | 49 | 56 | 65 | 73 | 80 | 87 |
| 22 | 123 | 156 | 240 | 312 | 357 | 400 |
| 23 | 101 | 118 | 136 | 157 | 173 | 188 |
| 24 | 16 | 19 | 21 | 24 | 26 | 29 |
| 25 | 183 | 223 | 291 | 350 | 405 | 454 |
| 26 | 294 | 368 | 445 | 545 | 618 | 687 |
| 27 | 212 | 243 | 285 | 331 | 369 | 404 |
| 28 | 132 | 157 | 203 | 241 | 272 | 301 |
| 29 | 66 | 80 | 96 | 107 | 118 | 129 |
| 30 | 78 | 90 | 109 | 126 | 147 | 167 |
| 31 | 127 | 154 | 186 | 216 | 250 | 288 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 155 | 181 | 220 | 267 | 314 | 367 |
| 34 | 232 | 272 | 326 | 376 | 426 | 477 |
| 35 | 147 | 172 | 219 | 256 | 292 | 328 |
| 36 | 155 | 183 | 226 | 266 | 307 | 347 |
| 37 | 373 | 438 | 518 | 591 | 661 | 728 |
| 38 | 349 | 404 | 476 | 540 | 604 | 667 |
| 39 | 106 | 128 | 160 | 185 | 211 | 237 |
| 40 | 520 | 610 | 755 | 923 | 1,100 | 1,278 |
| 41 | 515 | 620 | 784 | 911 | 1,038 | 1,166 |

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|-------|-------|-------|-------|-------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 42 | 358 | 443 | 612 | 765 | 943 | 1,118 |
| 43 | 934 | 1,087 | 1,284 | 1,458 | 1,625 | 1,793 |
| 44 | 1,178 | 1,481 | 1,888 | 2,334 | 2,796 | 3,269 |
| 45 | 827 | 969 | 1,146 | 1,308 | 1,464 | 1,613 |
| 46 | 301 | 369 | 483 | 606 | 729 | 848 |
| 47 | 306 | 358 | 425 | 488 | 547 | 606 |
| 48 | 156 | 181 | 210 | 235 | 258 | 282 |
| 49 | 59 | 70 | 81 | 91 | 100 | 109 |
| 50 | 37 | 43 | 51 | 57 | 63 | 69 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 97 | 112 | 149 | 170 | 193 | 215 |
| 53 | 42 | 49 | 65 | 83 | 99 | 116 |
| 54 | 304 | 361 | 458 | 568 | 676 | 772 |
| 55 | 359 | 423 | 532 | 681 | 865 | 1,066 |
| 56 | 80 | 102 | 141 | 185 | 225 | 270 |
| 57 | 212 | 248 | 300 | 338 | 372 | 407 |
| 58 | 346 | 404 | 477 | 548 | 618 | 688 |
| 59 | 87 | 102 | 125 | 148 | 173 | 191 |
| 60 | 111 | 127 | 161 | 190 | 217 | 246 |
| 61 | 89 | 102 | 130 | 173 | 210 | 250 |
| 62 | 193 | 223 | 263 | 299 | 330 | 361 |
| 63 | 38 | 44 | 51 | 58 | 63 | 69 |
| 64 | 134 | 158 | 191 | 220 | 245 | 271 |
| 65 | 82 | 96 | 111 | 124 | 136 | 149 |
| 66 | 13 | 15 | 18 | 20 | 22 | 24 |
| 67 | 36 | 43 | 60 | 69 | 77 | 86 |
| 68 | 11 | 12 | 14 | 16 | 17 | 19 |
| 69 | 10 | 12 | 14 | 16 | 18 | 20 |
| 70 | 91 | 109 | 136 | 164 | 190 | 219 |
| 71 | 4 | 5 | 6 | 7 | 8 | 9 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 5 | 5 | 7 | 8 | 9 | 9 |
| 74 | 51 | 58 | 68 | 78 | 88 | 98 |
| 75 | 30 | 37 | 44 | 50 | 55 | 62 |
| 76 | 16 | 19 | 22 | 25 | 29 | 32 |
| 77 | 5 | 6 | 7 | 8 | 9 | 10 |
| 78 | 5 | 6 | 7 | 8 | 9 | 10 |
| 79 | 27 | 33 | 41 | 52 | 63 | 76 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 5 | 6 | 8 | 9 | 11 | 12 |

Air Passenger Ground Access Forecast Update

Table B-3
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips 2007 - 2030 - IAD Airport

cont...

| AAZ | Average Weekday Trips | | | | | |
|-----|-----------------------|-------|-------|-------|-------|-------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 83 | 33 | 42 | 58 | 72 | 85 | 100 |
| 84 | 67 | 82 | 111 | 147 | 189 | 228 |
| 85 | 221 | 265 | 322 | 366 | 408 | 450 |
| 86 | 517 | 709 | 954 | 1,205 | 1,484 | 1,760 |
| 87 | 577 | 693 | 871 | 1,061 | 1,257 | 1,463 |
| 88 | 148 | 206 | 267 | 324 | 380 | 433 |
| 89 | 149 | 217 | 345 | 540 | 703 | 806 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 470 | 547 | 638 | 718 | 799 | 876 |
| 92 | 915 | 1,168 | 1,525 | 2,040 | 2,614 | 3,109 |
| 93 | 818 | 1,043 | 1,408 | 1,844 | 2,186 | 2,480 |
| 94 | 214 | 266 | 343 | 463 | 609 | 747 |
| 95 | 295 | 373 | 483 | 583 | 681 | 786 |
| 96 | 123 | 150 | 189 | 232 | 281 | 352 |
| 97 | 118 | 143 | 179 | 216 | 251 | 289 |
| 98 | 46 | 54 | 67 | 79 | 91 | 103 |
| 99 | 5 | 6 | 8 | 10 | 12 | 13 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 65 | 76 | 94 | 109 | 121 | 133 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 7 | 8 | 9 | 11 | 12 | 13 |
| 105 | 32 | 40 | 50 | 61 | 74 | 86 |
| 106 | 13 | 16 | 20 | 23 | 26 | 30 |
| 107 | 4 | 5 | 7 | 10 | 11 | 13 |
| 108 | 12 | 15 | 18 | 21 | 24 | 27 |
| 109 | 11 | 14 | 18 | 22 | 25 | 29 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 6 | 7 | 9 | 10 | 13 | 14 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 34 | 42 | 53 | 64 | 75 | 87 |
| 117 | 1 | 1 | 2 | 2 | 2 | 3 |
| 118 | 5 | 5 | 6 | 7 | 8 | 9 |
| 119 | 73 | 86 | 100 | 112 | 124 | 137 |
| 120 | 18 | 21 | 25 | 29 | 32 | 36 |
| 121 | 7 | 8 | 9 | 11 | 12 | 13 |
| 122 | 52 | 62 | 77 | 91 | 104 | 116 |
| 123 | 70 | 86 | 114 | 141 | 169 | 198 |

| AAZ | Average Weekday Trips | | | | | |
|---------------------------|-----------------------|---------------|---------------|---------------|---------------|---------------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| 124 | 74 | 88 | 113 | 138 | 164 | 192 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 8 | 11 | 16 | 20 | 25 | 30 |
| 127 | 159 | 210 | 298 | 374 | 457 | 542 |
| 128 | 23 | 29 | 38 | 46 | 54 | 62 |
| 129 | 233 | 307 | 431 | 544 | 667 | 796 |
| 130 | 355 | 442 | 588 | 759 | 958 | 1,199 |
| 131 | 19 | 23 | 28 | 33 | 38 | 45 |
| 132 | 207 | 254 | 334 | 418 | 522 | 638 |
| 133 | 18 | 21 | 25 | 28 | 31 | 34 |
| 134 | 11 | 13 | 15 | 17 | 19 | 20 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 5 | 6 | 7 | 8 | 8 | 9 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 37 | 45 | 60 | 75 | 90 | 105 |
| 140 | 15 | 17 | 20 | 23 | 25 | 27 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 19 | 22 | 28 | 32 | 36 | 39 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 12 | 14 | 16 | 18 | 20 | 22 |
| 147 | 2 | 2 | 3 | 3 | 3 | 3 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 51 | 60 | 70 | 79 | 87 | 96 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 15 | 17 | 21 | 24 | 26 | 29 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 2 | 3 | 3 | 4 | 4 | 5 |
| 160 | 27 | 33 | 42 | 48 | 54 | 60 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 19,449 | 23,602 | 29,590 | 35,881 | 42,046 | 48,186 |
| External Trips | 506 | 614 | 770 | 933 | 1,094 | 1,253 |
| Total Trips | 19,955 | 24,216 | 30,360 | 36,814 | 43,140 | 49,439 |

Appendix C
Ground Access Forecast Update
Average Weekday Trips by Airport by Mode

Air Passenger Ground Access Forecast Update

Table C-1
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2007 - BWI Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 17 | 0 | 0 | 17 |
| 2 | 25 | 18 | 19 | 5 | 0 | 67 |
| 3 | 102 | 59 | 91 | 120 | 0 | 371 |
| 4 | 139 | 73 | 76 | 49 | 0 | 338 |
| 5 | 48 | 25 | 33 | 10 | 0 | 117 |
| 6 | 16 | 3 | 35 | 19 | 0 | 72 |
| 7 | 7 | 0 | 0 | 0 | 0 | 7 |
| 8 | 34 | 41 | 0 | 10 | 0 | 85 |
| 9 | 9 | 5 | 0 | 0 | 0 | 14 |
| 10 | 38 | 33 | 0 | 34 | 0 | 105 |
| 11 | 64 | 27 | 0 | 27 | 0 | 118 |
| 12 | 41 | 19 | 9 | 0 | 0 | 69 |
| 13 | 61 | 34 | 7 | 3 | 0 | 105 |
| 14 | 37 | 32 | 26 | 14 | 0 | 109 |
| 15 | 18 | 22 | 22 | 13 | 0 | 76 |
| 16 | 24 | 3 | 13 | 5 | 0 | 45 |
| 17 | 21 | 17 | 0 | 0 | 0 | 38 |
| 18 | 19 | 11 | 6 | 0 | 0 | 36 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 2 | 2 | 0 | 4 | 0 | 9 |
| 23 | 0 | 0 | 3 | 0 | 0 | 3 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 22 | 8 | 14 | 17 | 0 | 60 |
| 26 | 6 | 21 | 4 | 0 | 0 | 31 |
| 27 | 29 | 26 | 14 | 8 | 0 | 76 |
| 28 | 0 | 0 | 29 | 5 | 0 | 34 |
| 29 | 60 | 35 | 0 | 0 | 0 | 94 |
| 30 | 35 | 50 | 11 | 0 | 0 | 95 |
| 31 | 40 | 10 | 0 | 0 | 0 | 50 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 14 | 10 | 0 | 5 | 0 | 30 |
| 34 | 19 | 7 | 2 | 6 | 0 | 34 |
| 35 | 10 | 5 | 0 | 5 | 0 | 20 |
| 36 | 74 | 48 | 0 | 6 | 0 | 128 |
| 37 | 39 | 26 | 0 | 0 | 0 | 65 |
| 38 | 30 | 30 | 2 | 0 | 0 | 62 |
| 39 | 5 | 10 | 0 | 20 | 0 | 35 |
| 40 | 32 | 23 | 0 | 0 | 0 | 55 |
| 41 | 61 | 29 | 12 | 0 | 0 | 102 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 11 | 7 | 0 | 0 | 0 | 18 |
| 44 | 30 | 4 | 6 | 0 | 0 | 40 |
| 45 | 38 | 9 | 0 | 0 | 0 | 46 |
| 46 | 15 | 11 | 0 | 0 | 0 | 26 |
| 47 | 14 | 5 | 0 | 0 | 0 | 18 |
| 48 | 5 | 2 | 1 | 6 | 0 | 14 |
| 49 | 24 | 19 | 0 | 0 | 0 | 43 |
| 50 | 27 | 11 | 0 | 3 | 0 | 41 |
| 51 | 10 | 5 | 0 | 0 | 0 | 15 |
| 52 | 29 | 8 | 13 | 22 | 0 | 73 |
| 53 | 77 | 29 | 5 | 10 | 0 | 121 |
| 54 | 73 | 24 | 0 | 7 | 0 | 104 |
| 55 | 104 | 75 | 9 | 7 | 0 | 195 |
| 56 | 82 | 24 | 0 | 0 | 0 | 106 |
| 57 | 31 | 28 | 0 | 7 | 0 | 65 |
| 58 | 158 | 150 | 0 | 2 | 0 | 310 |
| 59 | 152 | 134 | 0 | 5 | 8 | 299 |
| 60 | 62 | 42 | 0 | 7 | 0 | 111 |
| 61 | 40 | 25 | 0 | 3 | 0 | 68 |
| 62 | 80 | 83 | 0 | 4 | 0 | 168 |
| 63 | 135 | 125 | 13 | 34 | 0 | 308 |
| 64 | 181 | 111 | 5 | 39 | 7 | 343 |
| 65 | 62 | 44 | 5 | 0 | 0 | 111 |
| 66 | 80 | 49 | 0 | 41 | 0 | 170 |
| 67 | 52 | 40 | 0 | 8 | 0 | 101 |
| 68 | 50 | 16 | 0 | 0 | 0 | 66 |
| 69 | 66 | 45 | 0 | 14 | 0 | 125 |
| 70 | 116 | 84 | 5 | 58 | 0 | 262 |
| 71 | 57 | 21 | 0 | 0 | 0 | 79 |
| 72 | 10 | 11 | 0 | 0 | 0 | 21 |
| 73 | 170 | 77 | 0 | 20 | 0 | 267 |
| 74 | 53 | 36 | 0 | 6 | 0 | 95 |
| 75 | 99 | 82 | 0 | 49 | 0 | 229 |
| 76 | 253 | 151 | 8 | 68 | 0 | 480 |
| 77 | 79 | 44 | 0 | 0 | 0 | 123 |
| 78 | 73 | 54 | 8 | 0 | 0 | 135 |
| 79 | 77 | 41 | 0 | 0 | 0 | 118 |
| 80 | 44 | 22 | 0 | 2 | 0 | 68 |
| 81 | 5 | 0 | 0 | 7 | 0 | 12 |
| 82 | 85 | 36 | 0 | 5 | 0 | 126 |

Air Passenger Ground Access Forecast Update

Table C-1
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2007 - BWI Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 16 | 7 | 0 | 0 | 0 | 23 |
| 84 | 25 | 4 | 0 | 0 | 0 | 29 |
| 85 | 28 | 9 | 0 | 7 | 0 | 43 |
| 86 | 5 | 0 | 0 | 0 | 0 | 5 |
| 87 | 8 | 8 | 0 | 0 | 0 | 16 |
| 88 | 19 | 9 | 0 | 0 | 0 | 28 |
| 89 | 5 | 9 | 0 | 0 | 0 | 14 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 5 | 0 | 0 | 0 | 0 | 5 |
| 92 | 29 | 14 | 0 | 0 | 0 | 44 |
| 93 | 22 | 19 | 0 | 0 | 0 | 40 |
| 94 | 25 | 9 | 0 | 0 | 0 | 33 |
| 95 | 140 | 91 | 0 | 3 | 0 | 235 |
| 96 | 60 | 30 | 0 | 0 | 0 | 90 |
| 97 | 130 | 38 | 0 | 114 | 0 | 282 |
| 98 | 252 | 137 | 0 | 22 | 0 | 411 |
| 99 | 179 | 81 | 0 | 96 | 0 | 356 |
| 100 | 142 | 115 | 4 | 132 | 0 | 392 |
| 101 | 151 | 115 | 10 | 32 | 0 | 308 |
| 102 | 72 | 46 | 0 | 4 | 0 | 121 |
| 103 | 170 | 74 | 0 | 26 | 6 | 276 |
| 104 | 154 | 125 | 0 | 0 | 0 | 278 |
| 105 | 80 | 45 | 0 | 22 | 0 | 147 |
| 106 | 103 | 27 | 0 | 29 | 0 | 160 |
| 107 | 29 | 39 | 0 | 10 | 0 | 78 |
| 108 | 287 | 226 | 0 | 31 | 0 | 545 |
| 109 | 91 | 88 | 0 | 0 | 0 | 179 |
| 110 | 27 | 13 | 0 | 36 | 0 | 75 |
| 111 | 5 | 9 | 0 | 18 | 0 | 32 |
| 112 | 264 | 219 | 14 | 443 | 0 | 939 |
| 113 | 9 | 6 | 0 | 0 | 0 | 15 |
| 114 | 26 | 14 | 0 | 0 | 0 | 40 |
| 115 | 83 | 70 | 0 | 23 | 0 | 176 |
| 116 | 4 | 6 | 0 | 0 | 0 | 10 |
| 117 | 213 | 84 | 0 | 7 | 0 | 303 |
| 118 | 199 | 182 | 0 | 59 | 0 | 440 |
| 119 | 151 | 69 | 0 | 25 | 0 | 245 |
| 120 | 236 | 208 | 0 | 81 | 0 | 525 |
| 121 | 117 | 106 | 3 | 7 | 0 | 233 |
| 122 | 146 | 154 | 0 | 0 | 0 | 301 |
| 123 | 91 | 76 | 0 | 15 | 0 | 182 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|------------|-----------------|-----------|---------------|
| 124 | 57 | 74 | 0 | 0 | 0 | 131 |
| 125 | 34 | 31 | 0 | 0 | 0 | 65 |
| 126 | 6 | 6 | 0 | 0 | 0 | 12 |
| 127 | 23 | 23 | 2 | 0 | 0 | 49 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 39 | 39 | 6 | 0 | 0 | 84 |
| 130 | 13 | 29 | 0 | 0 | 0 | 42 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 11 | 30 | 0 | 0 | 0 | 41 |
| 133 | 468 | 191 | 6 | 198 | 0 | 862 |
| 134 | 106 | 67 | 6 | 11 | 0 | 190 |
| 135 | 93 | 37 | 0 | 4 | 0 | 134 |
| 136 | 69 | 38 | 6 | 0 | 0 | 113 |
| 137 | 118 | 82 | 22 | 1 | 0 | 224 |
| 138 | 66 | 35 | 7 | 4 | 0 | 112 |
| 139 | 41 | 11 | 17 | 0 | 0 | 69 |
| 140 | 133 | 89 | 12 | 44 | 0 | 278 |
| 141 | 334 | 167 | 10 | 28 | 0 | 539 |
| 142 | 15 | 5 | 0 | 4 | 0 | 24 |
| 143 | 84 | 18 | 14 | 52 | 0 | 168 |
| 144 | 134 | 138 | 12 | 4 | 0 | 288 |
| 145 | 66 | 41 | 0 | 10 | 0 | 117 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 9 | 14 | 0 | 0 | 0 | 22 |
| 148 | 11 | 14 | 0 | 0 | 0 | 24 |
| 149 | 129 | 92 | 0 | 22 | 0 | 244 |
| 150 | 123 | 114 | 0 | 3 | 0 | 240 |
| 151 | 498 | 263 | 0 | 116 | 0 | 877 |
| 152 | 89 | 59 | 0 | 6 | 0 | 154 |
| 153 | 141 | 126 | 0 | 20 | 0 | 286 |
| 154 | 258 | 223 | 0 | 18 | 0 | 500 |
| 155 | 201 | 120 | 0 | 66 | 0 | 387 |
| 156 | 40 | 20 | 0 | 0 | 0 | 59 |
| 157 | 226 | 192 | 5 | 12 | 0 | 436 |
| 158 | 72 | 49 | 0 | 40 | 0 | 161 |
| 159 | 112 | 48 | 1 | 1 | 0 | 162 |
| 160 | 236 | 132 | 8 | 3 | 0 | 379 |
| 161 | 21 | 12 | 0 | 4 | 0 | 36 |
| Sub-Total Internal | 11,864 | 7,755 | 687 | 2,731 | 21 | 23,059 |
| External Trips | 1,179 | 706 | 11 | 110 | 0 | 2,005 |
| Total Trips | 13,043 | 8,461 | 697 | 2,841 | 21 | 25,064 |

Air Passenger Ground Access Forecast Update

Table C-2
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2010 - BWI Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 19 | 0 | 0 | 19 |
| 2 | 28 | 20 | 22 | 5 | 0 | 76 |
| 3 | 126 | 71 | 113 | 145 | 0 | 456 |
| 4 | 161 | 85 | 87 | 55 | 0 | 388 |
| 5 | 56 | 29 | 38 | 11 | 0 | 134 |
| 6 | 18 | 3 | 40 | 22 | 0 | 82 |
| 7 | 8 | 0 | 0 | 0 | 0 | 8 |
| 8 | 39 | 48 | 0 | 12 | 0 | 98 |
| 9 | 10 | 6 | 0 | 0 | 0 | 16 |
| 10 | 43 | 38 | 0 | 39 | 0 | 120 |
| 11 | 73 | 32 | 0 | 30 | 0 | 135 |
| 12 | 50 | 22 | 11 | 0 | 0 | 82 |
| 13 | 74 | 41 | 8 | 3 | 0 | 125 |
| 14 | 44 | 38 | 29 | 15 | 0 | 126 |
| 15 | 22 | 27 | 27 | 16 | 0 | 91 |
| 16 | 31 | 3 | 17 | 7 | 0 | 58 |
| 17 | 25 | 20 | 0 | 0 | 0 | 45 |
| 18 | 21 | 14 | 7 | 0 | 0 | 41 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 3 | 3 | 0 | 5 | 0 | 10 |
| 23 | 0 | 0 | 3 | 0 | 0 | 3 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 26 | 9 | 17 | 20 | 0 | 72 |
| 26 | 7 | 26 | 5 | 0 | 0 | 38 |
| 27 | 33 | 29 | 16 | 9 | 0 | 87 |
| 28 | 0 | 0 | 33 | 6 | 0 | 39 |
| 29 | 71 | 42 | 0 | 0 | 0 | 113 |
| 30 | 40 | 57 | 12 | 0 | 0 | 108 |
| 31 | 51 | 12 | 0 | 0 | 0 | 63 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 17 | 12 | 0 | 6 | 0 | 35 |
| 34 | 22 | 8 | 2 | 6 | 0 | 39 |
| 35 | 12 | 5 | 0 | 6 | 0 | 24 |
| 36 | 87 | 56 | 0 | 7 | 0 | 149 |
| 37 | 45 | 30 | 0 | 0 | 0 | 75 |
| 38 | 34 | 34 | 2 | 0 | 0 | 70 |
| 39 | 6 | 12 | 0 | 24 | 0 | 42 |
| 40 | 38 | 26 | 0 | 0 | 0 | 63 |
| 41 | 72 | 35 | 14 | 0 | 0 | 121 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 12 | 8 | 0 | 0 | 0 | 21 |
| 44 | 38 | 5 | 7 | 0 | 0 | 50 |
| 45 | 43 | 10 | 0 | 0 | 0 | 53 |
| 46 | 19 | 13 | 0 | 0 | 0 | 32 |
| 47 | 15 | 6 | 0 | 0 | 0 | 21 |
| 48 | 5 | 2 | 1 | 8 | 0 | 16 |
| 49 | 29 | 22 | 0 | 0 | 0 | 51 |
| 50 | 30 | 13 | 0 | 4 | 0 | 47 |
| 51 | 12 | 6 | 0 | 0 | 0 | 17 |
| 52 | 33 | 10 | 15 | 25 | 0 | 82 |
| 53 | 90 | 36 | 6 | 10 | 0 | 142 |
| 54 | 86 | 28 | 0 | 8 | 0 | 122 |
| 55 | 121 | 87 | 11 | 8 | 0 | 226 |
| 56 | 100 | 30 | 0 | 0 | 0 | 130 |
| 57 | 35 | 33 | 0 | 8 | 0 | 75 |
| 58 | 182 | 174 | 0 | 3 | 0 | 358 |
| 59 | 176 | 156 | 0 | 6 | 9 | 347 |
| 60 | 71 | 49 | 0 | 8 | 0 | 128 |
| 61 | 46 | 28 | 0 | 4 | 0 | 77 |
| 62 | 92 | 96 | 0 | 5 | 0 | 192 |
| 63 | 156 | 142 | 15 | 38 | 0 | 351 |
| 64 | 210 | 130 | 6 | 48 | 8 | 401 |
| 65 | 70 | 51 | 6 | 0 | 0 | 127 |
| 66 | 92 | 55 | 0 | 46 | 0 | 193 |
| 67 | 65 | 48 | 0 | 10 | 0 | 123 |
| 68 | 56 | 18 | 0 | 0 | 0 | 74 |
| 69 | 76 | 52 | 0 | 16 | 0 | 144 |
| 70 | 140 | 103 | 6 | 69 | 0 | 318 |
| 71 | 66 | 25 | 0 | 0 | 0 | 91 |
| 72 | 12 | 13 | 0 | 0 | 0 | 25 |
| 73 | 199 | 90 | 0 | 23 | 0 | 313 |
| 74 | 61 | 42 | 0 | 6 | 0 | 109 |
| 75 | 119 | 98 | 0 | 59 | 0 | 277 |
| 76 | 300 | 181 | 10 | 84 | 0 | 575 |
| 77 | 92 | 51 | 0 | 0 | 0 | 143 |
| 78 | 84 | 61 | 9 | 0 | 0 | 154 |
| 79 | 91 | 49 | 0 | 0 | 0 | 140 |
| 80 | 50 | 24 | 0 | 3 | 0 | 77 |
| 81 | 6 | 0 | 0 | 8 | 0 | 14 |
| 82 | 97 | 43 | 0 | 6 | 0 | 146 |

Air Passenger Ground Access Forecast Update

Table C-2
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2010 - BWI Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 21 | 9 | 0 | 0 | 0 | 29 |
| 84 | 30 | 4 | 0 | 0 | 0 | 35 |
| 85 | 33 | 11 | 0 | 8 | 0 | 52 |
| 86 | 7 | 0 | 0 | 0 | 0 | 7 |
| 87 | 9 | 9 | 0 | 0 | 0 | 19 |
| 88 | 27 | 12 | 0 | 0 | 0 | 39 |
| 89 | 8 | 13 | 0 | 0 | 0 | 20 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 6 | 0 | 0 | 0 | 0 | 6 |
| 92 | 37 | 18 | 0 | 0 | 0 | 55 |
| 93 | 28 | 24 | 0 | 0 | 0 | 51 |
| 94 | 30 | 11 | 0 | 0 | 0 | 41 |
| 95 | 171 | 111 | 0 | 4 | 0 | 285 |
| 96 | 73 | 38 | 0 | 0 | 0 | 111 |
| 97 | 157 | 44 | 0 | 135 | 0 | 335 |
| 98 | 299 | 161 | 0 | 26 | 0 | 486 |
| 99 | 221 | 100 | 0 | 121 | 0 | 442 |
| 100 | 168 | 136 | 5 | 155 | 0 | 464 |
| 101 | 175 | 134 | 11 | 37 | 0 | 357 |
| 102 | 83 | 52 | 0 | 5 | 0 | 140 |
| 103 | 197 | 85 | 0 | 30 | 7 | 319 |
| 104 | 176 | 144 | 0 | 0 | 0 | 320 |
| 105 | 98 | 56 | 0 | 27 | 0 | 181 |
| 106 | 123 | 33 | 0 | 35 | 0 | 191 |
| 107 | 37 | 50 | 0 | 14 | 0 | 102 |
| 108 | 345 | 273 | 0 | 38 | 0 | 656 |
| 109 | 109 | 105 | 0 | 0 | 0 | 214 |
| 110 | 31 | 14 | 0 | 42 | 0 | 87 |
| 111 | 6 | 11 | 0 | 23 | 0 | 40 |
| 112 | 304 | 253 | 15 | 513 | 0 | 1,085 |
| 113 | 11 | 7 | 0 | 0 | 0 | 18 |
| 114 | 30 | 16 | 0 | 0 | 0 | 46 |
| 115 | 97 | 81 | 0 | 27 | 0 | 204 |
| 116 | 5 | 7 | 0 | 0 | 0 | 12 |
| 117 | 245 | 97 | 0 | 7 | 0 | 349 |
| 118 | 229 | 209 | 0 | 68 | 0 | 507 |
| 119 | 176 | 80 | 0 | 29 | 0 | 285 |
| 120 | 276 | 244 | 0 | 95 | 0 | 615 |
| 121 | 135 | 123 | 3 | 7 | 0 | 268 |
| 122 | 173 | 182 | 0 | 0 | 0 | 356 |
| 123 | 110 | 90 | 0 | 19 | 0 | 220 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|------------|-----------------|-----------|---------------|
| 124 | 67 | 87 | 0 | 0 | 0 | 155 |
| 125 | 40 | 36 | 0 | 0 | 0 | 77 |
| 126 | 8 | 8 | 0 | 0 | 0 | 15 |
| 127 | 30 | 32 | 3 | 0 | 0 | 65 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 51 | 51 | 8 | 0 | 0 | 111 |
| 130 | 16 | 36 | 0 | 0 | 0 | 52 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 13 | 36 | 0 | 0 | 0 | 50 |
| 133 | 544 | 225 | 7 | 228 | 0 | 1,005 |
| 134 | 124 | 78 | 7 | 13 | 0 | 222 |
| 135 | 107 | 43 | 0 | 4 | 0 | 154 |
| 136 | 78 | 44 | 7 | 0 | 0 | 129 |
| 137 | 137 | 94 | 24 | 2 | 0 | 256 |
| 138 | 75 | 40 | 8 | 5 | 0 | 128 |
| 139 | 46 | 12 | 21 | 0 | 0 | 79 |
| 140 | 151 | 102 | 14 | 50 | 0 | 316 |
| 141 | 381 | 190 | 12 | 32 | 0 | 615 |
| 142 | 18 | 5 | 0 | 4 | 0 | 26 |
| 143 | 97 | 21 | 17 | 60 | 0 | 195 |
| 144 | 158 | 163 | 15 | 5 | 0 | 341 |
| 145 | 75 | 47 | 0 | 11 | 0 | 133 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 10 | 15 | 0 | 0 | 0 | 25 |
| 148 | 13 | 15 | 0 | 0 | 0 | 28 |
| 149 | 147 | 106 | 0 | 26 | 0 | 279 |
| 150 | 144 | 135 | 0 | 4 | 0 | 283 |
| 151 | 585 | 308 | 0 | 138 | 0 | 1,030 |
| 152 | 104 | 68 | 0 | 7 | 0 | 178 |
| 153 | 169 | 152 | 0 | 23 | 0 | 343 |
| 154 | 295 | 254 | 0 | 22 | 0 | 570 |
| 155 | 232 | 138 | 0 | 76 | 0 | 446 |
| 156 | 46 | 22 | 0 | 0 | 0 | 68 |
| 157 | 265 | 224 | 6 | 15 | 0 | 511 |
| 158 | 83 | 55 | 0 | 46 | 0 | 185 |
| 159 | 131 | 57 | 1 | 1 | 0 | 190 |
| 160 | 285 | 160 | 9 | 4 | 0 | 457 |
| 161 | 24 | 14 | 0 | 4 | 0 | 42 |
| Sub-Total Internal | 13,914 | 9,098 | 806 | 3,205 | 24 | 27,047 |
| External Trips | 1,382 | 828 | 13 | 129 | 0 | 2,352 |
| Total Trips | 15,296 | 9,926 | 819 | 3,334 | 24 | 29,399 |

Air Passenger Ground Access Forecast Update

Table C-3
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2015 - BWI Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 20 | 0 | 0 | 20 |
| 2 | 30 | 22 | 23 | 6 | 0 | 81 |
| 3 | 140 | 79 | 126 | 160 | 0 | 504 |
| 4 | 171 | 91 | 93 | 60 | 0 | 415 |
| 5 | 62 | 33 | 41 | 12 | 0 | 147 |
| 6 | 20 | 3 | 43 | 23 | 0 | 88 |
| 7 | 9 | 0 | 0 | 0 | 0 | 9 |
| 8 | 41 | 52 | 0 | 12 | 0 | 105 |
| 9 | 12 | 6 | 0 | 0 | 0 | 18 |
| 10 | 46 | 40 | 0 | 41 | 0 | 127 |
| 11 | 81 | 34 | 0 | 32 | 0 | 148 |
| 12 | 55 | 24 | 12 | 0 | 0 | 91 |
| 13 | 86 | 47 | 10 | 3 | 0 | 146 |
| 14 | 50 | 45 | 32 | 18 | 0 | 145 |
| 15 | 24 | 33 | 29 | 16 | 0 | 101 |
| 16 | 38 | 4 | 20 | 8 | 0 | 70 |
| 17 | 28 | 23 | 0 | 0 | 0 | 51 |
| 18 | 22 | 14 | 8 | 0 | 0 | 44 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 4 | 4 | 0 | 7 | 0 | 15 |
| 23 | 0 | 0 | 3 | 0 | 0 | 3 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 30 | 11 | 21 | 23 | 0 | 85 |
| 26 | 8 | 28 | 6 | 0 | 0 | 42 |
| 27 | 35 | 32 | 17 | 10 | 0 | 94 |
| 28 | 0 | 0 | 39 | 7 | 0 | 46 |
| 29 | 77 | 46 | 0 | 0 | 0 | 123 |
| 30 | 43 | 63 | 16 | 0 | 0 | 122 |
| 31 | 58 | 14 | 0 | 0 | 0 | 72 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 19 | 13 | 0 | 7 | 0 | 38 |
| 34 | 24 | 10 | 2 | 7 | 0 | 42 |
| 35 | 15 | 6 | 0 | 8 | 0 | 29 |
| 36 | 97 | 64 | 0 | 8 | 0 | 169 |
| 37 | 49 | 32 | 0 | 0 | 0 | 81 |
| 38 | 36 | 36 | 2 | 0 | 0 | 75 |
| 39 | 7 | 14 | 0 | 26 | 0 | 47 |
| 40 | 43 | 29 | 0 | 0 | 0 | 72 |
| 41 | 83 | 40 | 16 | 0 | 0 | 139 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 13 | 9 | 0 | 0 | 0 | 22 |
| 44 | 45 | 6 | 9 | 0 | 0 | 60 |
| 45 | 47 | 10 | 0 | 0 | 0 | 57 |
| 46 | 22 | 15 | 0 | 0 | 0 | 37 |
| 47 | 17 | 6 | 0 | 0 | 0 | 23 |
| 48 | 5 | 2 | 1 | 9 | 0 | 17 |
| 49 | 30 | 23 | 0 | 0 | 0 | 54 |
| 50 | 35 | 14 | 0 | 5 | 0 | 54 |
| 51 | 14 | 6 | 0 | 0 | 0 | 20 |
| 52 | 40 | 14 | 16 | 28 | 0 | 98 |
| 53 | 110 | 45 | 8 | 12 | 0 | 175 |
| 54 | 100 | 32 | 0 | 9 | 0 | 141 |
| 55 | 140 | 99 | 12 | 9 | 0 | 260 |
| 56 | 126 | 38 | 0 | 0 | 0 | 164 |
| 57 | 39 | 37 | 0 | 8 | 0 | 84 |
| 58 | 196 | 188 | 0 | 3 | 0 | 388 |
| 59 | 197 | 175 | 0 | 7 | 10 | 390 |
| 60 | 77 | 53 | 0 | 9 | 0 | 140 |
| 61 | 53 | 32 | 0 | 5 | 0 | 90 |
| 62 | 99 | 103 | 0 | 5 | 0 | 207 |
| 63 | 166 | 153 | 16 | 42 | 0 | 377 |
| 64 | 230 | 143 | 6 | 57 | 9 | 444 |
| 65 | 75 | 56 | 6 | 0 | 0 | 137 |
| 66 | 97 | 60 | 0 | 47 | 0 | 204 |
| 67 | 89 | 66 | 0 | 15 | 0 | 170 |
| 68 | 60 | 19 | 0 | 0 | 0 | 79 |
| 69 | 82 | 55 | 0 | 17 | 0 | 154 |
| 70 | 162 | 120 | 7 | 78 | 0 | 367 |
| 71 | 71 | 28 | 0 | 0 | 0 | 99 |
| 72 | 14 | 16 | 0 | 0 | 0 | 30 |
| 73 | 222 | 100 | 0 | 26 | 0 | 349 |
| 74 | 64 | 44 | 0 | 7 | 0 | 115 |
| 75 | 131 | 109 | 0 | 64 | 0 | 304 |
| 76 | 335 | 203 | 10 | 97 | 0 | 645 |
| 77 | 100 | 55 | 0 | 0 | 0 | 155 |
| 78 | 89 | 66 | 10 | 0 | 0 | 166 |
| 79 | 106 | 57 | 0 | 0 | 0 | 163 |
| 80 | 53 | 27 | 0 | 3 | 0 | 83 |
| 81 | 7 | 0 | 0 | 11 | 0 | 18 |
| 82 | 110 | 48 | 0 | 6 | 0 | 164 |

Air Passenger Ground Access Forecast Update

Table C-3
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2015 - BWI Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 26 | 11 | 0 | 0 | 0 | 37 |
| 84 | 36 | 6 | 0 | 0 | 0 | 42 |
| 85 | 37 | 12 | 0 | 9 | 0 | 57 |
| 86 | 9 | 0 | 0 | 0 | 0 | 9 |
| 87 | 11 | 11 | 0 | 0 | 0 | 21 |
| 88 | 32 | 14 | 0 | 0 | 0 | 46 |
| 89 | 11 | 18 | 0 | 0 | 0 | 30 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 6 | 0 | 0 | 0 | 0 | 6 |
| 92 | 44 | 22 | 0 | 0 | 0 | 66 |
| 93 | 35 | 31 | 0 | 0 | 0 | 66 |
| 94 | 36 | 12 | 0 | 0 | 0 | 48 |
| 95 | 201 | 130 | 0 | 4 | 0 | 336 |
| 96 | 84 | 42 | 0 | 0 | 0 | 126 |
| 97 | 177 | 52 | 0 | 148 | 0 | 377 |
| 98 | 335 | 181 | 0 | 29 | 0 | 545 |
| 99 | 276 | 124 | 0 | 148 | 0 | 547 |
| 100 | 186 | 151 | 6 | 170 | 0 | 512 |
| 101 | 198 | 151 | 13 | 41 | 0 | 402 |
| 102 | 89 | 56 | 0 | 5 | 0 | 150 |
| 103 | 218 | 96 | 0 | 33 | 7 | 355 |
| 104 | 187 | 153 | 0 | 0 | 0 | 340 |
| 105 | 116 | 67 | 0 | 32 | 0 | 215 |
| 106 | 137 | 37 | 0 | 39 | 0 | 213 |
| 107 | 50 | 68 | 0 | 19 | 0 | 137 |
| 108 | 401 | 315 | 0 | 43 | 0 | 759 |
| 109 | 125 | 120 | 0 | 0 | 0 | 244 |
| 110 | 34 | 16 | 0 | 46 | 0 | 96 |
| 111 | 7 | 13 | 0 | 27 | 0 | 47 |
| 112 | 342 | 285 | 17 | 580 | 0 | 1,224 |
| 113 | 13 | 8 | 0 | 0 | 0 | 21 |
| 114 | 33 | 17 | 0 | 0 | 0 | 50 |
| 115 | 106 | 89 | 0 | 28 | 0 | 222 |
| 116 | 6 | 8 | 0 | 0 | 0 | 14 |
| 117 | 267 | 106 | 0 | 8 | 0 | 381 |
| 118 | 251 | 229 | 0 | 74 | 0 | 553 |
| 119 | 187 | 87 | 0 | 31 | 0 | 305 |
| 120 | 303 | 267 | 0 | 103 | 0 | 673 |
| 121 | 145 | 132 | 4 | 8 | 0 | 290 |
| 122 | 198 | 209 | 0 | 0 | 0 | 407 |
| 123 | 131 | 109 | 0 | 22 | 0 | 262 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|------------|-----------------|-----------|---------------|
| 124 | 80 | 102 | 0 | 0 | 0 | 182 |
| 125 | 49 | 44 | 0 | 0 | 0 | 93 |
| 126 | 10 | 10 | 0 | 0 | 0 | 19 |
| 127 | 40 | 42 | 3 | 0 | 0 | 85 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 66 | 68 | 11 | 0 | 0 | 144 |
| 130 | 19 | 45 | 0 | 0 | 0 | 64 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 16 | 44 | 0 | 0 | 0 | 60 |
| 133 | 592 | 250 | 8 | 245 | 0 | 1,095 |
| 134 | 136 | 87 | 8 | 14 | 0 | 245 |
| 135 | 115 | 46 | 0 | 5 | 0 | 166 |
| 136 | 84 | 48 | 7 | 0 | 0 | 139 |
| 137 | 144 | 100 | 27 | 2 | 0 | 273 |
| 138 | 83 | 44 | 9 | 5 | 0 | 140 |
| 139 | 48 | 13 | 23 | 0 | 0 | 85 |
| 140 | 162 | 109 | 14 | 53 | 0 | 338 |
| 141 | 406 | 203 | 12 | 33 | 0 | 655 |
| 142 | 18 | 6 | 0 | 4 | 0 | 28 |
| 143 | 107 | 24 | 18 | 66 | 0 | 215 |
| 144 | 180 | 186 | 17 | 5 | 0 | 387 |
| 145 | 86 | 52 | 0 | 13 | 0 | 151 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 11 | 16 | 0 | 0 | 0 | 27 |
| 148 | 13 | 16 | 0 | 0 | 0 | 29 |
| 149 | 159 | 114 | 0 | 27 | 0 | 299 |
| 150 | 157 | 146 | 0 | 4 | 0 | 306 |
| 151 | 628 | 331 | 0 | 148 | 0 | 1,108 |
| 152 | 111 | 72 | 0 | 7 | 0 | 191 |
| 153 | 183 | 165 | 0 | 25 | 0 | 372 |
| 154 | 314 | 271 | 0 | 22 | 0 | 608 |
| 155 | 253 | 150 | 0 | 82 | 0 | 484 |
| 156 | 49 | 24 | 0 | 0 | 0 | 73 |
| 157 | 290 | 247 | 7 | 17 | 0 | 560 |
| 158 | 89 | 60 | 0 | 50 | 0 | 198 |
| 159 | 150 | 63 | 1 | 1 | 0 | 215 |
| 160 | 330 | 184 | 11 | 4 | 0 | 530 |
| 161 | 31 | 19 | 0 | 6 | 0 | 56 |
| Sub-Total Internal | 15,504 | 10,179 | 895 | 3,558 | 26 | 30,162 |
| External Trips | 1,542 | 923 | 14 | 144 | 0 | 2,623 |
| Total Trips | 17,045 | 11,102 | 909 | 3,702 | 26 | 32,785 |

Air Passenger Ground Access Forecast Update

Table C-4
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2020 - BWI Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 22 | 0 | 0 | 22 |
| 2 | 32 | 23 | 24 | 6 | 0 | 86 |
| 3 | 164 | 93 | 148 | 188 | 0 | 594 |
| 4 | 184 | 97 | 98 | 64 | 0 | 443 |
| 5 | 68 | 37 | 43 | 13 | 0 | 162 |
| 6 | 21 | 3 | 46 | 24 | 0 | 95 |
| 7 | 10 | 0 | 0 | 0 | 0 | 10 |
| 8 | 46 | 56 | 0 | 14 | 0 | 117 |
| 9 | 12 | 7 | 0 | 0 | 0 | 19 |
| 10 | 48 | 42 | 0 | 44 | 0 | 134 |
| 11 | 91 | 39 | 0 | 36 | 0 | 167 |
| 12 | 60 | 26 | 13 | 0 | 0 | 99 |
| 13 | 102 | 57 | 12 | 4 | 0 | 175 |
| 14 | 55 | 51 | 37 | 20 | 0 | 164 |
| 15 | 28 | 36 | 34 | 20 | 0 | 116 |
| 16 | 42 | 5 | 23 | 9 | 0 | 79 |
| 17 | 32 | 26 | 0 | 0 | 0 | 58 |
| 18 | 26 | 18 | 8 | 0 | 0 | 51 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 5 | 5 | 0 | 8 | 0 | 18 |
| 23 | 0 | 0 | 4 | 0 | 0 | 4 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 35 | 13 | 23 | 27 | 0 | 97 |
| 26 | 9 | 33 | 7 | 0 | 0 | 49 |
| 27 | 38 | 34 | 18 | 10 | 0 | 99 |
| 28 | 0 | 0 | 43 | 8 | 0 | 51 |
| 29 | 83 | 49 | 0 | 0 | 0 | 131 |
| 30 | 48 | 69 | 19 | 0 | 0 | 136 |
| 31 | 66 | 16 | 0 | 0 | 0 | 82 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 22 | 15 | 0 | 7 | 0 | 44 |
| 34 | 27 | 10 | 2 | 8 | 0 | 46 |
| 35 | 16 | 7 | 0 | 9 | 0 | 32 |
| 36 | 110 | 71 | 0 | 8 | 0 | 189 |
| 37 | 52 | 36 | 0 | 0 | 0 | 87 |
| 38 | 40 | 39 | 2 | 0 | 0 | 81 |
| 39 | 8 | 15 | 0 | 29 | 0 | 52 |
| 40 | 50 | 34 | 0 | 0 | 0 | 84 |
| 41 | 93 | 44 | 18 | 0 | 0 | 155 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 15 | 10 | 0 | 0 | 0 | 24 |
| 44 | 55 | 7 | 12 | 0 | 0 | 74 |
| 45 | 49 | 12 | 0 | 0 | 0 | 61 |
| 46 | 25 | 18 | 0 | 0 | 0 | 43 |
| 47 | 18 | 7 | 0 | 0 | 0 | 25 |
| 48 | 7 | 3 | 1 | 8 | 0 | 18 |
| 49 | 33 | 25 | 0 | 0 | 0 | 57 |
| 50 | 39 | 15 | 0 | 5 | 0 | 60 |
| 51 | 15 | 7 | 0 | 0 | 0 | 21 |
| 52 | 45 | 14 | 17 | 29 | 0 | 105 |
| 53 | 132 | 57 | 10 | 14 | 0 | 213 |
| 54 | 115 | 39 | 0 | 11 | 0 | 165 |
| 55 | 169 | 120 | 15 | 11 | 0 | 315 |
| 56 | 162 | 48 | 0 | 0 | 0 | 210 |
| 57 | 42 | 38 | 0 | 9 | 0 | 90 |
| 58 | 214 | 206 | 0 | 3 | 0 | 424 |
| 59 | 222 | 197 | 0 | 8 | 12 | 439 |
| 60 | 83 | 56 | 0 | 11 | 0 | 150 |
| 61 | 66 | 41 | 0 | 6 | 0 | 113 |
| 62 | 107 | 112 | 0 | 6 | 0 | 225 |
| 63 | 179 | 164 | 17 | 44 | 0 | 403 |
| 64 | 252 | 157 | 7 | 61 | 9 | 486 |
| 65 | 80 | 59 | 7 | 0 | 0 | 146 |
| 66 | 105 | 64 | 0 | 51 | 0 | 219 |
| 67 | 99 | 73 | 0 | 17 | 0 | 188 |
| 68 | 64 | 20 | 0 | 0 | 0 | 84 |
| 69 | 88 | 60 | 0 | 18 | 0 | 166 |
| 70 | 188 | 141 | 8 | 88 | 0 | 425 |
| 71 | 77 | 29 | 0 | 0 | 0 | 106 |
| 72 | 21 | 19 | 0 | 0 | 0 | 40 |
| 73 | 249 | 111 | 0 | 29 | 0 | 389 |
| 74 | 70 | 49 | 0 | 7 | 0 | 126 |
| 75 | 141 | 117 | 0 | 69 | 0 | 328 |
| 76 | 372 | 224 | 11 | 111 | 0 | 718 |
| 77 | 109 | 62 | 0 | 0 | 0 | 171 |
| 78 | 96 | 73 | 11 | 0 | 0 | 179 |
| 79 | 126 | 67 | 0 | 0 | 0 | 194 |
| 80 | 59 | 28 | 0 | 3 | 0 | 90 |
| 81 | 9 | 0 | 0 | 13 | 0 | 22 |
| 82 | 120 | 54 | 0 | 7 | 0 | 181 |

Air Passenger Ground Access Forecast Update

Table C-4
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2020 - BWI Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 31 | 13 | 0 | 0 | 0 | 44 |
| 84 | 44 | 7 | 0 | 0 | 0 | 51 |
| 85 | 40 | 13 | 0 | 9 | 0 | 62 |
| 86 | 10 | 0 | 0 | 0 | 0 | 10 |
| 87 | 13 | 12 | 0 | 0 | 0 | 25 |
| 88 | 36 | 17 | 0 | 0 | 0 | 53 |
| 89 | 17 | 27 | 0 | 0 | 0 | 44 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 7 | 0 | 0 | 0 | 0 | 7 |
| 92 | 56 | 28 | 0 | 0 | 0 | 84 |
| 93 | 46 | 40 | 0 | 0 | 0 | 85 |
| 94 | 46 | 16 | 0 | 0 | 0 | 62 |
| 95 | 231 | 149 | 0 | 5 | 0 | 385 |
| 96 | 95 | 49 | 0 | 0 | 0 | 144 |
| 97 | 201 | 59 | 0 | 164 | 0 | 424 |
| 98 | 374 | 204 | 0 | 32 | 0 | 610 |
| 99 | 315 | 142 | 0 | 167 | 0 | 624 |
| 100 | 211 | 171 | 6 | 191 | 0 | 580 |
| 101 | 219 | 167 | 14 | 45 | 0 | 445 |
| 102 | 95 | 60 | 0 | 5 | 0 | 160 |
| 103 | 244 | 107 | 0 | 38 | 9 | 398 |
| 104 | 200 | 163 | 0 | 0 | 0 | 363 |
| 105 | 134 | 77 | 0 | 37 | 0 | 248 |
| 106 | 150 | 41 | 0 | 44 | 0 | 235 |
| 107 | 63 | 85 | 0 | 23 | 0 | 172 |
| 108 | 453 | 353 | 0 | 48 | 0 | 853 |
| 109 | 143 | 137 | 0 | 0 | 0 | 279 |
| 110 | 40 | 19 | 0 | 54 | 0 | 113 |
| 111 | 8 | 16 | 0 | 32 | 0 | 56 |
| 112 | 374 | 313 | 19 | 634 | 0 | 1,340 |
| 113 | 14 | 9 | 0 | 0 | 0 | 23 |
| 114 | 35 | 19 | 0 | 0 | 0 | 55 |
| 115 | 114 | 97 | 0 | 31 | 0 | 242 |
| 116 | 7 | 9 | 0 | 0 | 0 | 15 |
| 117 | 292 | 115 | 0 | 9 | 0 | 416 |
| 118 | 273 | 250 | 0 | 81 | 0 | 604 |
| 119 | 200 | 92 | 0 | 33 | 0 | 325 |
| 120 | 329 | 290 | 0 | 112 | 0 | 731 |
| 121 | 157 | 144 | 4 | 9 | 0 | 315 |
| 122 | 222 | 233 | 0 | 0 | 0 | 455 |
| 123 | 152 | 127 | 0 | 26 | 0 | 305 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 93 | 119 | 0 | 0 | 0 | 211 |
| 125 | 58 | 53 | 0 | 0 | 0 | 111 |
| 126 | 12 | 12 | 0 | 0 | 0 | 23 |
| 127 | 48 | 49 | 4 | 0 | 0 | 102 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 80 | 81 | 13 | 0 | 0 | 173 |
| 130 | 23 | 55 | 0 | 0 | 0 | 78 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 19 | 52 | 0 | 0 | 0 | 71 |
| 133 | 637 | 268 | 8 | 263 | 0 | 1,176 |
| 134 | 147 | 93 | 9 | 15 | 0 | 264 |
| 135 | 133 | 53 | 0 | 5 | 0 | 191 |
| 136 | 90 | 52 | 8 | 0 | 0 | 150 |
| 137 | 153 | 106 | 28 | 2 | 0 | 289 |
| 138 | 90 | 47 | 10 | 5 | 0 | 153 |
| 139 | 53 | 14 | 26 | 0 | 0 | 93 |
| 140 | 171 | 116 | 15 | 57 | 0 | 359 |
| 141 | 431 | 216 | 13 | 36 | 0 | 695 |
| 142 | 20 | 6 | 0 | 4 | 0 | 30 |
| 143 | 117 | 26 | 20 | 72 | 0 | 235 |
| 144 | 201 | 209 | 19 | 7 | 0 | 435 |
| 145 | 93 | 58 | 0 | 14 | 0 | 165 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 11 | 17 | 0 | 0 | 0 | 29 |
| 148 | 14 | 17 | 0 | 0 | 0 | 31 |
| 149 | 169 | 122 | 0 | 29 | 0 | 320 |
| 150 | 168 | 156 | 0 | 4 | 0 | 329 |
| 151 | 679 | 357 | 0 | 164 | 0 | 1,200 |
| 152 | 119 | 77 | 0 | 8 | 0 | 204 |
| 153 | 194 | 176 | 0 | 28 | 0 | 398 |
| 154 | 335 | 291 | 0 | 24 | 0 | 650 |
| 155 | 271 | 160 | 0 | 87 | 0 | 519 |
| 156 | 52 | 26 | 0 | 0 | 0 | 78 |
| 157 | 311 | 265 | 7 | 18 | 0 | 601 |
| 158 | 95 | 64 | 0 | 53 | 0 | 212 |
| 159 | 160 | 68 | 2 | 1 | 0 | 232 |
| 160 | 363 | 203 | 12 | 5 | 0 | 583 |
| 161 | 34 | 21 | 0 | 6 | 0 | 62 |
| Sub-Total Internal | 17,172 | 11,278 | 997 | 3,933 | 30 | 33,410 |
| External Trips | 1,708 | 1,023 | 15 | 159 | 0 | 2,905 |
| Total Trips | 18,880 | 12,301 | 1,012 | 4,092 | 30 | 36,315 |

Air Passenger Ground Access Forecast Update

Table C-5
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2025 - BWI Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 23 | 0 | 0 | 23 |
| 2 | 34 | 24 | 26 | 6 | 0 | 91 |
| 3 | 175 | 99 | 159 | 200 | 0 | 634 |
| 4 | 192 | 103 | 105 | 68 | 0 | 469 |
| 5 | 73 | 38 | 47 | 13 | 0 | 171 |
| 6 | 21 | 4 | 49 | 26 | 0 | 100 |
| 7 | 11 | 0 | 0 | 0 | 0 | 11 |
| 8 | 50 | 61 | 0 | 14 | 0 | 125 |
| 9 | 13 | 7 | 0 | 0 | 0 | 20 |
| 10 | 52 | 45 | 0 | 47 | 0 | 145 |
| 11 | 97 | 42 | 0 | 39 | 0 | 178 |
| 12 | 63 | 28 | 14 | 0 | 0 | 105 |
| 13 | 108 | 61 | 12 | 4 | 0 | 185 |
| 14 | 65 | 58 | 44 | 24 | 0 | 191 |
| 15 | 29 | 37 | 36 | 20 | 0 | 123 |
| 16 | 47 | 5 | 26 | 10 | 0 | 88 |
| 17 | 38 | 31 | 0 | 0 | 0 | 68 |
| 18 | 27 | 18 | 9 | 0 | 0 | 55 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 5 | 5 | 0 | 9 | 0 | 19 |
| 23 | 0 | 0 | 4 | 0 | 0 | 4 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 37 | 14 | 27 | 30 | 0 | 108 |
| 26 | 10 | 37 | 7 | 0 | 0 | 54 |
| 27 | 40 | 35 | 19 | 11 | 0 | 105 |
| 28 | 0 | 0 | 46 | 9 | 0 | 55 |
| 29 | 88 | 51 | 0 | 0 | 0 | 139 |
| 30 | 53 | 78 | 22 | 0 | 0 | 153 |
| 31 | 74 | 18 | 0 | 0 | 0 | 92 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 25 | 16 | 0 | 8 | 0 | 49 |
| 34 | 29 | 11 | 2 | 8 | 0 | 50 |
| 35 | 18 | 8 | 0 | 9 | 0 | 35 |
| 36 | 121 | 78 | 0 | 10 | 0 | 209 |
| 37 | 56 | 38 | 0 | 0 | 0 | 93 |
| 38 | 42 | 42 | 2 | 0 | 0 | 86 |
| 39 | 9 | 17 | 0 | 32 | 0 | 58 |
| 40 | 58 | 38 | 0 | 0 | 0 | 96 |
| 41 | 102 | 49 | 19 | 0 | 0 | 170 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 15 | 11 | 0 | 0 | 0 | 26 |
| 44 | 65 | 8 | 14 | 0 | 0 | 87 |
| 45 | 54 | 12 | 0 | 0 | 0 | 66 |
| 46 | 29 | 20 | 0 | 0 | 0 | 48 |
| 47 | 20 | 7 | 0 | 0 | 0 | 27 |
| 48 | 7 | 3 | 1 | 8 | 0 | 19 |
| 49 | 34 | 26 | 0 | 0 | 0 | 61 |
| 50 | 41 | 17 | 0 | 6 | 0 | 63 |
| 51 | 15 | 7 | 0 | 0 | 0 | 23 |
| 52 | 47 | 17 | 19 | 32 | 0 | 114 |
| 53 | 153 | 67 | 12 | 15 | 0 | 247 |
| 54 | 132 | 44 | 0 | 12 | 0 | 188 |
| 55 | 206 | 147 | 18 | 14 | 0 | 385 |
| 56 | 198 | 57 | 0 | 0 | 0 | 255 |
| 57 | 45 | 41 | 0 | 9 | 0 | 95 |
| 58 | 231 | 223 | 0 | 4 | 0 | 459 |
| 59 | 249 | 220 | 0 | 9 | 13 | 491 |
| 60 | 88 | 59 | 0 | 12 | 0 | 159 |
| 61 | 76 | 50 | 0 | 7 | 0 | 132 |
| 62 | 113 | 119 | 0 | 6 | 0 | 238 |
| 63 | 189 | 174 | 18 | 47 | 0 | 428 |
| 64 | 269 | 168 | 7 | 65 | 10 | 520 |
| 65 | 85 | 63 | 7 | 0 | 0 | 155 |
| 66 | 111 | 68 | 0 | 54 | 0 | 232 |
| 67 | 106 | 78 | 0 | 18 | 0 | 202 |
| 68 | 68 | 21 | 0 | 0 | 0 | 89 |
| 69 | 95 | 64 | 0 | 20 | 0 | 180 |
| 70 | 211 | 160 | 9 | 98 | 0 | 478 |
| 71 | 84 | 31 | 0 | 0 | 0 | 115 |
| 72 | 32 | 24 | 0 | 0 | 0 | 56 |
| 73 | 277 | 120 | 0 | 30 | 0 | 427 |
| 74 | 77 | 53 | 0 | 8 | 0 | 139 |
| 75 | 151 | 124 | 0 | 74 | 0 | 350 |
| 76 | 418 | 253 | 12 | 129 | 0 | 811 |
| 77 | 120 | 68 | 0 | 0 | 0 | 188 |
| 78 | 104 | 77 | 12 | 0 | 0 | 194 |
| 79 | 148 | 79 | 0 | 0 | 0 | 228 |
| 80 | 63 | 31 | 0 | 3 | 0 | 98 |
| 81 | 10 | 0 | 0 | 15 | 0 | 24 |
| 82 | 133 | 58 | 0 | 8 | 0 | 199 |

Air Passenger Ground Access Forecast Update

**Table C-5
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2025 - BWI Airport**

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 35 | 15 | 0 | 0 | 0 | 50 |
| 84 | 54 | 8 | 0 | 0 | 0 | 62 |
| 85 | 42 | 14 | 0 | 10 | 0 | 66 |
| 86 | 12 | 0 | 0 | 0 | 0 | 12 |
| 87 | 14 | 14 | 0 | 0 | 0 | 28 |
| 88 | 41 | 18 | 0 | 0 | 0 | 60 |
| 89 | 21 | 34 | 0 | 0 | 0 | 55 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 7 | 0 | 0 | 0 | 0 | 7 |
| 92 | 70 | 33 | 0 | 0 | 0 | 102 |
| 93 | 53 | 47 | 0 | 0 | 0 | 100 |
| 94 | 58 | 20 | 0 | 0 | 0 | 78 |
| 95 | 264 | 172 | 0 | 6 | 0 | 442 |
| 96 | 108 | 55 | 0 | 0 | 0 | 163 |
| 97 | 225 | 66 | 0 | 180 | 0 | 470 |
| 98 | 415 | 225 | 0 | 36 | 0 | 675 |
| 99 | 351 | 157 | 0 | 188 | 0 | 695 |
| 100 | 230 | 185 | 7 | 212 | 0 | 633 |
| 101 | 234 | 179 | 15 | 49 | 0 | 476 |
| 102 | 100 | 64 | 0 | 6 | 0 | 170 |
| 103 | 271 | 119 | 0 | 42 | 10 | 442 |
| 104 | 215 | 173 | 0 | 0 | 0 | 387 |
| 105 | 157 | 90 | 0 | 43 | 0 | 290 |
| 106 | 163 | 44 | 0 | 48 | 0 | 255 |
| 107 | 74 | 100 | 0 | 27 | 0 | 200 |
| 108 | 499 | 388 | 0 | 52 | 0 | 938 |
| 109 | 159 | 151 | 0 | 0 | 0 | 311 |
| 110 | 44 | 22 | 0 | 64 | 0 | 131 |
| 111 | 9 | 18 | 0 | 36 | 0 | 62 |
| 112 | 445 | 371 | 22 | 760 | 0 | 1,597 |
| 113 | 15 | 10 | 0 | 0 | 0 | 25 |
| 114 | 39 | 21 | 0 | 0 | 0 | 60 |
| 115 | 124 | 105 | 0 | 34 | 0 | 262 |
| 116 | 7 | 10 | 0 | 0 | 0 | 17 |
| 117 | 316 | 124 | 0 | 10 | 0 | 450 |
| 118 | 296 | 270 | 0 | 87 | 0 | 653 |
| 119 | 212 | 98 | 0 | 35 | 0 | 345 |
| 120 | 355 | 313 | 0 | 121 | 0 | 789 |
| 121 | 171 | 156 | 4 | 10 | 0 | 341 |
| 122 | 243 | 256 | 0 | 0 | 0 | 500 |
| 123 | 174 | 146 | 0 | 29 | 0 | 349 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 106 | 136 | 0 | 0 | 0 | 242 |
| 125 | 68 | 61 | 0 | 0 | 0 | 130 |
| 126 | 14 | 14 | 0 | 0 | 0 | 27 |
| 127 | 57 | 58 | 4 | 0 | 0 | 119 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 94 | 95 | 15 | 0 | 0 | 204 |
| 130 | 28 | 67 | 0 | 0 | 0 | 95 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 23 | 62 | 0 | 0 | 0 | 85 |
| 133 | 681 | 288 | 9 | 281 | 0 | 1,258 |
| 134 | 155 | 99 | 10 | 16 | 0 | 280 |
| 135 | 143 | 57 | 0 | 5 | 0 | 206 |
| 136 | 97 | 55 | 8 | 0 | 0 | 161 |
| 137 | 163 | 113 | 30 | 2 | 0 | 308 |
| 138 | 98 | 52 | 10 | 6 | 0 | 166 |
| 139 | 56 | 16 | 29 | 0 | 0 | 102 |
| 140 | 182 | 123 | 16 | 61 | 0 | 383 |
| 141 | 457 | 228 | 14 | 38 | 0 | 737 |
| 142 | 21 | 6 | 0 | 5 | 0 | 32 |
| 143 | 127 | 28 | 22 | 78 | 0 | 255 |
| 144 | 223 | 234 | 22 | 7 | 0 | 485 |
| 145 | 102 | 61 | 0 | 15 | 0 | 178 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 12 | 18 | 0 | 0 | 0 | 31 |
| 148 | 15 | 18 | 0 | 0 | 0 | 33 |
| 149 | 180 | 129 | 0 | 31 | 0 | 340 |
| 150 | 179 | 167 | 0 | 5 | 0 | 350 |
| 151 | 722 | 381 | 0 | 173 | 0 | 1,276 |
| 152 | 126 | 83 | 0 | 9 | 0 | 218 |
| 153 | 208 | 187 | 0 | 28 | 0 | 423 |
| 154 | 356 | 309 | 0 | 26 | 0 | 690 |
| 155 | 287 | 171 | 0 | 93 | 0 | 550 |
| 156 | 56 | 27 | 0 | 0 | 0 | 83 |
| 157 | 331 | 282 | 7 | 19 | 0 | 640 |
| 158 | 100 | 68 | 0 | 57 | 0 | 226 |
| 159 | 173 | 74 | 2 | 2 | 0 | 251 |
| 160 | 392 | 219 | 13 | 5 | 0 | 630 |
| 161 | 43 | 26 | 0 | 8 | 0 | 77 |
| Sub-Total Internal | 18,829 | 12,366 | 1,086 | 4,353 | 33 | 36,668 |
| External Trips | 1,875 | 1,123 | 17 | 175 | 0 | 3,190 |
| Total Trips | 20,704 | 13,490 | 1,103 | 4,528 | 33 | 39,858 |

Air Passenger Ground Access Forecast Update

Table C-6
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2030 - BWI Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 24 | 0 | 0 | 24 |
| 2 | 37 | 26 | 28 | 7 | 0 | 97 |
| 3 | 193 | 110 | 175 | 218 | 0 | 695 |
| 4 | 206 | 109 | 112 | 72 | 0 | 499 |
| 5 | 80 | 43 | 49 | 14 | 0 | 186 |
| 6 | 23 | 4 | 52 | 28 | 0 | 107 |
| 7 | 11 | 0 | 0 | 0 | 0 | 11 |
| 8 | 56 | 66 | 0 | 16 | 0 | 138 |
| 9 | 14 | 8 | 0 | 0 | 0 | 21 |
| 10 | 57 | 49 | 0 | 51 | 0 | 157 |
| 11 | 105 | 45 | 0 | 43 | 0 | 193 |
| 12 | 68 | 30 | 15 | 0 | 0 | 113 |
| 13 | 117 | 66 | 14 | 4 | 0 | 201 |
| 14 | 75 | 66 | 50 | 27 | 0 | 217 |
| 15 | 31 | 41 | 39 | 21 | 0 | 133 |
| 16 | 50 | 6 | 28 | 11 | 0 | 96 |
| 17 | 42 | 35 | 0 | 0 | 0 | 78 |
| 18 | 32 | 22 | 10 | 0 | 0 | 64 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 5 | 5 | 0 | 10 | 0 | 20 |
| 23 | 0 | 0 | 4 | 0 | 0 | 4 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 41 | 15 | 29 | 32 | 0 | 117 |
| 26 | 11 | 39 | 8 | 0 | 0 | 58 |
| 27 | 43 | 38 | 20 | 11 | 0 | 112 |
| 28 | 0 | 0 | 50 | 9 | 0 | 59 |
| 29 | 93 | 54 | 0 | 0 | 0 | 148 |
| 30 | 59 | 86 | 26 | 0 | 0 | 170 |
| 31 | 83 | 20 | 0 | 0 | 0 | 103 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 28 | 18 | 0 | 9 | 0 | 56 |
| 34 | 31 | 12 | 3 | 9 | 0 | 55 |
| 35 | 19 | 8 | 0 | 10 | 0 | 38 |
| 36 | 134 | 86 | 0 | 11 | 0 | 231 |
| 37 | 59 | 41 | 0 | 0 | 0 | 100 |
| 38 | 45 | 45 | 2 | 0 | 0 | 92 |
| 39 | 9 | 19 | 0 | 35 | 0 | 64 |
| 40 | 65 | 44 | 0 | 0 | 0 | 108 |
| 41 | 112 | 54 | 21 | 0 | 0 | 187 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 17 | 11 | 0 | 0 | 0 | 28 |
| 44 | 74 | 9 | 17 | 0 | 0 | 101 |
| 45 | 58 | 12 | 0 | 0 | 0 | 70 |
| 46 | 32 | 22 | 0 | 0 | 0 | 54 |
| 47 | 21 | 7 | 0 | 0 | 0 | 29 |
| 48 | 7 | 3 | 2 | 9 | 0 | 21 |
| 49 | 37 | 28 | 0 | 0 | 0 | 64 |
| 50 | 44 | 18 | 0 | 6 | 0 | 67 |
| 51 | 16 | 8 | 0 | 0 | 0 | 24 |
| 52 | 52 | 18 | 20 | 35 | 0 | 124 |
| 53 | 173 | 75 | 14 | 18 | 0 | 281 |
| 54 | 145 | 49 | 0 | 14 | 0 | 208 |
| 55 | 249 | 177 | 22 | 16 | 0 | 464 |
| 56 | 247 | 66 | 0 | 0 | 0 | 313 |
| 57 | 48 | 43 | 0 | 10 | 0 | 101 |
| 58 | 251 | 241 | 0 | 4 | 0 | 496 |
| 59 | 269 | 237 | 0 | 9 | 14 | 529 |
| 60 | 94 | 63 | 0 | 13 | 0 | 170 |
| 61 | 88 | 57 | 0 | 8 | 0 | 154 |
| 62 | 121 | 126 | 0 | 6 | 0 | 254 |
| 63 | 201 | 184 | 19 | 51 | 0 | 455 |
| 64 | 289 | 181 | 8 | 72 | 11 | 560 |
| 65 | 91 | 66 | 8 | 0 | 0 | 165 |
| 66 | 118 | 72 | 0 | 58 | 0 | 248 |
| 67 | 115 | 86 | 0 | 20 | 0 | 221 |
| 68 | 72 | 22 | 0 | 0 | 0 | 94 |
| 69 | 104 | 70 | 0 | 21 | 0 | 195 |
| 70 | 237 | 181 | 10 | 110 | 0 | 537 |
| 71 | 92 | 33 | 0 | 0 | 0 | 125 |
| 72 | 50 | 29 | 0 | 0 | 0 | 80 |
| 73 | 304 | 130 | 0 | 33 | 0 | 468 |
| 74 | 86 | 59 | 0 | 9 | 0 | 154 |
| 75 | 164 | 136 | 0 | 81 | 0 | 381 |
| 76 | 470 | 285 | 13 | 149 | 0 | 917 |
| 77 | 131 | 73 | 0 | 0 | 0 | 204 |
| 78 | 114 | 84 | 13 | 0 | 0 | 210 |
| 79 | 174 | 92 | 0 | 0 | 0 | 266 |
| 80 | 69 | 33 | 0 | 3 | 0 | 105 |
| 81 | 11 | 0 | 0 | 16 | 0 | 27 |
| 82 | 146 | 66 | 0 | 9 | 0 | 221 |

Air Passenger Ground Access Forecast Update

Table C-6
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2030 - BWI Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 40 | 17 | 0 | 0 | 0 | 57 |
| 84 | 63 | 10 | 0 | 0 | 0 | 72 |
| 85 | 45 | 15 | 0 | 11 | 0 | 71 |
| 86 | 14 | 0 | 0 | 0 | 0 | 14 |
| 87 | 16 | 16 | 0 | 0 | 0 | 32 |
| 88 | 45 | 21 | 0 | 0 | 0 | 66 |
| 89 | 23 | 38 | 0 | 0 | 0 | 61 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 8 | 0 | 0 | 0 | 0 | 8 |
| 92 | 81 | 37 | 0 | 0 | 0 | 119 |
| 93 | 60 | 53 | 0 | 0 | 0 | 114 |
| 94 | 70 | 23 | 0 | 0 | 0 | 93 |
| 95 | 305 | 200 | 0 | 7 | 0 | 512 |
| 96 | 129 | 64 | 0 | 0 | 0 | 193 |
| 97 | 251 | 73 | 0 | 195 | 0 | 519 |
| 98 | 456 | 248 | 0 | 39 | 0 | 743 |
| 99 | 388 | 173 | 0 | 208 | 0 | 768 |
| 100 | 245 | 197 | 7 | 230 | 0 | 680 |
| 101 | 248 | 190 | 16 | 52 | 0 | 506 |
| 102 | 107 | 67 | 0 | 6 | 0 | 180 |
| 103 | 297 | 128 | 0 | 47 | 11 | 483 |
| 104 | 229 | 184 | 0 | 0 | 0 | 412 |
| 105 | 178 | 101 | 0 | 49 | 0 | 327 |
| 106 | 175 | 47 | 0 | 53 | 0 | 275 |
| 107 | 84 | 113 | 0 | 30 | 0 | 227 |
| 108 | 556 | 431 | 0 | 56 | 0 | 1,043 |
| 109 | 178 | 172 | 0 | 0 | 0 | 349 |
| 110 | 49 | 24 | 0 | 71 | 0 | 143 |
| 111 | 10 | 19 | 0 | 40 | 0 | 69 |
| 112 | 490 | 409 | 24 | 835 | 0 | 1,757 |
| 113 | 16 | 11 | 0 | 0 | 0 | 27 |
| 114 | 43 | 23 | 0 | 0 | 0 | 66 |
| 115 | 134 | 113 | 0 | 36 | 0 | 284 |
| 116 | 8 | 11 | 0 | 0 | 0 | 20 |
| 117 | 340 | 135 | 0 | 10 | 0 | 486 |
| 118 | 317 | 291 | 0 | 94 | 0 | 702 |
| 119 | 229 | 106 | 0 | 38 | 0 | 373 |
| 120 | 384 | 338 | 0 | 131 | 0 | 853 |
| 121 | 183 | 167 | 5 | 10 | 0 | 365 |
| 122 | 265 | 279 | 0 | 0 | 0 | 544 |
| 123 | 196 | 164 | 0 | 34 | 0 | 395 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 121 | 155 | 0 | 0 | 0 | 276 |
| 125 | 76 | 69 | 0 | 0 | 0 | 145 |
| 126 | 16 | 16 | 0 | 0 | 0 | 32 |
| 127 | 66 | 67 | 5 | 0 | 0 | 138 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 109 | 110 | 18 | 0 | 0 | 238 |
| 130 | 35 | 82 | 0 | 0 | 0 | 116 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 28 | 74 | 0 | 0 | 0 | 102 |
| 133 | 726 | 307 | 10 | 300 | 0 | 1,342 |
| 134 | 166 | 106 | 10 | 17 | 0 | 299 |
| 135 | 154 | 61 | 0 | 6 | 0 | 221 |
| 136 | 104 | 59 | 9 | 0 | 0 | 172 |
| 137 | 174 | 121 | 32 | 2 | 0 | 329 |
| 138 | 106 | 56 | 11 | 6 | 0 | 179 |
| 139 | 60 | 17 | 32 | 0 | 0 | 109 |
| 140 | 193 | 131 | 18 | 64 | 0 | 407 |
| 141 | 486 | 243 | 15 | 40 | 0 | 783 |
| 142 | 22 | 7 | 0 | 5 | 0 | 34 |
| 143 | 134 | 29 | 22 | 82 | 0 | 267 |
| 144 | 243 | 256 | 24 | 8 | 0 | 531 |
| 145 | 110 | 65 | 0 | 16 | 0 | 191 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 13 | 20 | 0 | 0 | 0 | 33 |
| 148 | 17 | 19 | 0 | 0 | 0 | 36 |
| 149 | 191 | 138 | 0 | 33 | 0 | 362 |
| 150 | 192 | 178 | 0 | 5 | 0 | 374 |
| 151 | 771 | 405 | 0 | 185 | 0 | 1,361 |
| 152 | 137 | 87 | 0 | 9 | 0 | 233 |
| 153 | 221 | 200 | 0 | 30 | 0 | 451 |
| 154 | 380 | 329 | 0 | 27 | 0 | 736 |
| 155 | 306 | 183 | 0 | 98 | 0 | 587 |
| 156 | 60 | 29 | 0 | 0 | 0 | 89 |
| 157 | 354 | 301 | 8 | 21 | 0 | 684 |
| 158 | 107 | 73 | 0 | 60 | 0 | 241 |
| 159 | 186 | 80 | 2 | 2 | 0 | 270 |
| 160 | 429 | 240 | 14 | 6 | 0 | 689 |
| 161 | 45 | 28 | 0 | 9 | 0 | 82 |
| Sub-Total Internal | 20,608 | 13,515 | 1,187 | 4,742 | 36 | 40,088 |
| External Trips | 2,049 | 1,227 | 19 | 191 | 0 | 3,486 |
| Total Trips | 22,657 | 14,743 | 1,206 | 4,933 | 36 | 43,574 |

Air Passenger Ground Access Forecast Update

Table C-7
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2007 - DCA Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 16 | 0 | 0 | 16 |
| 2 | 162 | 80 | 89 | 169 | 0 | 499 |
| 3 | 1,747 | 856 | 609 | 264 | 0 | 3,476 |
| 4 | 1,016 | 519 | 417 | 86 | 0 | 2,038 |
| 5 | 180 | 75 | 111 | 37 | 7 | 410 |
| 6 | 384 | 199 | 83 | 0 | 0 | 666 |
| 7 | 81 | 35 | 7 | 37 | 0 | 159 |
| 8 | 93 | 23 | 96 | 16 | 0 | 229 |
| 9 | 120 | 34 | 15 | 222 | 0 | 391 |
| 10 | 111 | 9 | 12 | 0 | 0 | 132 |
| 11 | 46 | 39 | 57 | 0 | 0 | 143 |
| 12 | 63 | 14 | 35 | 0 | 0 | 112 |
| 13 | 42 | 5 | 36 | 0 | 0 | 82 |
| 14 | 29 | 4 | 94 | 7 | 0 | 134 |
| 15 | 58 | 13 | 41 | 3 | 0 | 115 |
| 16 | 104 | 31 | 52 | 13 | 0 | 200 |
| 17 | 29 | 37 | 24 | 10 | 0 | 101 |
| 18 | 208 | 99 | 49 | 46 | 0 | 402 |
| 19 | 46 | 17 | 0 | 6 | 0 | 69 |
| 20 | 21 | 19 | 14 | 0 | 0 | 55 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 287 | 61 | 265 | 996 | 7 | 1,616 |
| 23 | 95 | 60 | 50 | 33 | 6 | 244 |
| 24 | 15 | 0 | 61 | 8 | 0 | 84 |
| 25 | 157 | 44 | 97 | 90 | 0 | 388 |
| 26 | 266 | 100 | 119 | 0 | 0 | 484 |
| 27 | 241 | 66 | 21 | 15 | 0 | 343 |
| 28 | 192 | 228 | 63 | 25 | 0 | 508 |
| 29 | 171 | 72 | 0 | 15 | 8 | 266 |
| 30 | 161 | 62 | 26 | 35 | 0 | 284 |
| 31 | 262 | 104 | 159 | 26 | 0 | 552 |
| 32 | 62 | 28 | 17 | 0 | 0 | 108 |
| 33 | 204 | 117 | 19 | 46 | 0 | 386 |
| 34 | 240 | 137 | 18 | 10 | 0 | 405 |
| 35 | 209 | 128 | 34 | 0 | 0 | 371 |
| 36 | 369 | 154 | 177 | 13 | 0 | 714 |
| 37 | 191 | 119 | 120 | 25 | 0 | 455 |
| 38 | 73 | 46 | 4 | 0 | 0 | 123 |
| 39 | 45 | 7 | 7 | 26 | 0 | 84 |
| 40 | 38 | 17 | 0 | 0 | 0 | 55 |
| 41 | 172 | 94 | 19 | 4 | 0 | 288 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 22 | 0 | 0 | 0 | 0 | 22 |
| 43 | 144 | 109 | 0 | 7 | 0 | 261 |
| 44 | 99 | 30 | 0 | 0 | 0 | 129 |
| 45 | 109 | 76 | 0 | 0 | 0 | 184 |
| 46 | 217 | 46 | 28 | 5 | 0 | 296 |
| 47 | 108 | 56 | 4 | 8 | 0 | 175 |
| 48 | 80 | 54 | 22 | 0 | 0 | 155 |
| 49 | 40 | 15 | 11 | 0 | 0 | 66 |
| 50 | 43 | 38 | 3 | 10 | 0 | 93 |
| 51 | 59 | 32 | 26 | 13 | 0 | 129 |
| 52 | 101 | 58 | 75 | 5 | 0 | 239 |
| 53 | 66 | 113 | 39 | 0 | 0 | 218 |
| 54 | 94 | 97 | 79 | 15 | 0 | 285 |
| 55 | 94 | 11 | 24 | 13 | 0 | 141 |
| 56 | 46 | 29 | 3 | 5 | 0 | 83 |
| 57 | 124 | 55 | 7 | 38 | 0 | 223 |
| 58 | 86 | 42 | 41 | 0 | 0 | 169 |
| 59 | 78 | 29 | 7 | 0 | 0 | 114 |
| 60 | 30 | 19 | 0 | 16 | 0 | 65 |
| 61 | 16 | 4 | 7 | 0 | 0 | 27 |
| 62 | 53 | 26 | 16 | 7 | 0 | 102 |
| 63 | 8 | 8 | 0 | 0 | 0 | 15 |
| 64 | 102 | 44 | 59 | 0 | 0 | 205 |
| 65 | 54 | 25 | 0 | 0 | 0 | 79 |
| 66 | 26 | 4 | 31 | 0 | 0 | 62 |
| 67 | 57 | 6 | 98 | 53 | 0 | 214 |
| 68 | 32 | 6 | 19 | 20 | 0 | 77 |
| 69 | 135 | 71 | 41 | 19 | 0 | 267 |
| 70 | 0 | 0 | 8 | 0 | 0 | 8 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 8 | 21 | 0 | 0 | 0 | 30 |
| 75 | 15 | 6 | 4 | 0 | 0 | 25 |
| 76 | 363 | 271 | 10 | 251 | 0 | 894 |
| 77 | 36 | 8 | 0 | 0 | 0 | 44 |
| 78 | 52 | 53 | 0 | 0 | 7 | 112 |
| 79 | 22 | 20 | 0 | 13 | 0 | 56 |
| 80 | 22 | 14 | 7 | 0 | 0 | 43 |
| 81 | 9 | 19 | 5 | 0 | 0 | 33 |
| 82 | 102 | 45 | 3 | 0 | 14 | 164 |

Air Passenger Ground Access Forecast Update

Table C-7
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2007 - DCA Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 88 | 68 | 9 | 18 | 0 | 183 |
| 84 | 32 | 14 | 0 | 8 | 0 | 54 |
| 85 | 209 | 97 | 0 | 15 | 0 | 322 |
| 86 | 26 | 4 | 0 | 0 | 0 | 30 |
| 87 | 32 | 35 | 0 | 0 | 0 | 67 |
| 88 | 8 | 4 | 0 | 0 | 0 | 12 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 32 | 9 | 8 | 0 | 0 | 49 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 14 | 10 | 0 | 0 | 0 | 23 |
| 93 | 29 | 46 | 0 | 0 | 0 | 75 |
| 94 | 2 | 2 | 0 | 0 | 0 | 4 |
| 95 | 19 | 0 | 0 | 0 | 0 | 19 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 65 | 14 | 37 | 9 | 0 | 125 |
| 98 | 13 | 10 | 0 | 0 | 0 | 23 |
| 99 | 5 | 0 | 0 | 0 | 0 | 5 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 3 | 0 | 0 | 0 | 0 | 3 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 65 | 75 | 0 | 0 | 0 | 141 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 2 | 0 | 0 | 0 | 0 | 2 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 3 | 5 | 0 | 0 | 0 | 8 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 3 | 3 | 0 | 0 | 0 | 5 |
| 116 | 3 | 3 | 0 | 0 | 0 | 6 |
| 117 | 5 | 0 | 16 | 0 | 0 | 21 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 4 | 4 | 0 | 0 | 0 | 8 |
| 120 | 21 | 25 | 0 | 2 | 0 | 48 |
| 121 | 7 | 0 | 0 | 0 | 0 | 7 |
| 122 | 33 | 52 | 0 | 3 | 0 | 88 |
| 123 | 57 | 24 | 0 | 0 | 0 | 81 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 49 | 32 | 14 | 7 | 0 | 102 |
| 125 | 36 | 22 | 0 | 0 | 0 | 57 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 57 | 18 | 14 | 0 | 0 | 89 |
| 128 | 0 | 0 | 6 | 0 | 0 | 6 |
| 129 | 144 | 89 | 0 | 13 | 12 | 258 |
| 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 4 | 0 | 0 | 0 | 0 | 4 |
| 133 | 11 | 0 | 0 | 0 | 0 | 11 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 19 | 10 | 4 | 0 | 0 | 32 |
| 139 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 42 | 31 | 0 | 0 | 0 | 73 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 4 | 0 | 0 | 0 | 0 | 4 |
| 144 | 6 | 0 | 0 | 0 | 0 | 6 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 18 | 13 | 0 | 2 | 0 | 32 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 11,910 | 6,031 | 3,918 | 2,857 | 61 | 24,777 |
| External Trips | 96 | 128 | 25 | 21 | 0 | 270 |
| Total Trips | 12,006 | 6,160 | 3,943 | 2,877 | 61 | 25,047 |

Air Passenger Ground Access Forecast Update

**Table C-8
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2010 - DCA Airport**

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 15 | 0 | 0 | 15 |
| 2 | 146 | 71 | 80 | 152 | 0 | 449 |
| 3 | 1,678 | 818 | 599 | 253 | 0 | 3,348 |
| 4 | 918 | 470 | 379 | 78 | 0 | 1,844 |
| 5 | 163 | 68 | 100 | 34 | 7 | 371 |
| 6 | 342 | 178 | 76 | 0 | 0 | 596 |
| 7 | 73 | 31 | 6 | 33 | 0 | 143 |
| 8 | 85 | 22 | 88 | 14 | 0 | 210 |
| 9 | 108 | 30 | 13 | 200 | 0 | 350 |
| 10 | 98 | 9 | 12 | 0 | 0 | 119 |
| 11 | 42 | 35 | 53 | 0 | 0 | 129 |
| 12 | 60 | 14 | 32 | 0 | 0 | 106 |
| 13 | 38 | 5 | 33 | 0 | 0 | 76 |
| 14 | 26 | 4 | 85 | 7 | 0 | 122 |
| 15 | 55 | 12 | 38 | 3 | 0 | 108 |
| 16 | 106 | 31 | 53 | 12 | 0 | 202 |
| 17 | 27 | 34 | 23 | 10 | 0 | 93 |
| 18 | 191 | 91 | 46 | 43 | 0 | 370 |
| 19 | 42 | 16 | 0 | 5 | 0 | 64 |
| 20 | 19 | 17 | 13 | 0 | 0 | 49 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 281 | 61 | 269 | 966 | 7 | 1,583 |
| 23 | 86 | 54 | 45 | 30 | 5 | 220 |
| 24 | 13 | 0 | 55 | 7 | 0 | 75 |
| 25 | 148 | 43 | 92 | 85 | 0 | 367 |
| 26 | 262 | 97 | 114 | 0 | 0 | 473 |
| 27 | 215 | 59 | 20 | 14 | 0 | 307 |
| 28 | 181 | 220 | 61 | 24 | 0 | 486 |
| 29 | 164 | 71 | 0 | 15 | 8 | 257 |
| 30 | 146 | 55 | 23 | 31 | 0 | 255 |
| 31 | 252 | 99 | 151 | 24 | 0 | 526 |
| 32 | 59 | 28 | 17 | 0 | 0 | 104 |
| 33 | 186 | 106 | 18 | 41 | 0 | 351 |
| 34 | 220 | 125 | 17 | 9 | 0 | 371 |
| 35 | 191 | 116 | 31 | 0 | 0 | 337 |
| 36 | 340 | 142 | 164 | 12 | 0 | 658 |
| 37 | 173 | 109 | 108 | 22 | 0 | 413 |
| 38 | 66 | 41 | 4 | 0 | 0 | 111 |
| 39 | 44 | 6 | 6 | 24 | 0 | 80 |
| 40 | 35 | 15 | 0 | 0 | 0 | 51 |
| 41 | 161 | 87 | 18 | 4 | 0 | 270 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 22 | 0 | 0 | 0 | 0 | 22 |
| 43 | 132 | 99 | 0 | 6 | 0 | 237 |
| 44 | 97 | 30 | 0 | 0 | 0 | 127 |
| 45 | 98 | 68 | 0 | 0 | 0 | 166 |
| 46 | 207 | 43 | 27 | 4 | 0 | 282 |
| 47 | 98 | 51 | 4 | 7 | 0 | 160 |
| 48 | 72 | 49 | 20 | 0 | 0 | 140 |
| 49 | 38 | 13 | 10 | 0 | 0 | 61 |
| 50 | 39 | 35 | 2 | 9 | 0 | 85 |
| 51 | 54 | 29 | 23 | 12 | 0 | 118 |
| 52 | 90 | 52 | 68 | 5 | 0 | 214 |
| 53 | 58 | 101 | 35 | 0 | 0 | 194 |
| 54 | 86 | 89 | 73 | 14 | 0 | 263 |
| 55 | 87 | 9 | 22 | 11 | 0 | 130 |
| 56 | 46 | 29 | 3 | 5 | 0 | 83 |
| 57 | 113 | 50 | 6 | 33 | 0 | 202 |
| 58 | 77 | 39 | 38 | 0 | 0 | 154 |
| 59 | 72 | 26 | 7 | 0 | 0 | 105 |
| 60 | 27 | 17 | 0 | 14 | 0 | 59 |
| 61 | 15 | 4 | 6 | 0 | 0 | 24 |
| 62 | 48 | 24 | 14 | 7 | 0 | 93 |
| 63 | 7 | 7 | 0 | 0 | 0 | 14 |
| 64 | 93 | 40 | 54 | 0 | 0 | 186 |
| 65 | 48 | 23 | 0 | 0 | 0 | 71 |
| 66 | 24 | 4 | 28 | 0 | 0 | 56 |
| 67 | 53 | 5 | 92 | 48 | 0 | 197 |
| 68 | 28 | 5 | 17 | 18 | 0 | 69 |
| 69 | 123 | 66 | 37 | 18 | 0 | 244 |
| 70 | 0 | 0 | 7 | 0 | 0 | 7 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 7 | 19 | 0 | 0 | 0 | 27 |
| 75 | 15 | 5 | 3 | 0 | 0 | 24 |
| 76 | 352 | 262 | 9 | 247 | 0 | 870 |
| 77 | 33 | 8 | 0 | 0 | 0 | 41 |
| 78 | 47 | 47 | 0 | 0 | 6 | 100 |
| 79 | 21 | 19 | 0 | 12 | 0 | 52 |
| 80 | 20 | 13 | 6 | 0 | 0 | 39 |
| 81 | 10 | 22 | 6 | 0 | 0 | 38 |
| 82 | 93 | 42 | 3 | 0 | 13 | 151 |

Air Passenger Ground Access Forecast Update

Table C-8
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2010 - DCA Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 87 | 68 | 9 | 17 | 0 | 181 |
| 84 | 31 | 14 | 0 | 7 | 0 | 52 |
| 85 | 196 | 90 | 0 | 14 | 0 | 301 |
| 86 | 27 | 5 | 0 | 0 | 0 | 31 |
| 87 | 30 | 33 | 0 | 0 | 0 | 62 |
| 88 | 9 | 4 | 0 | 0 | 0 | 13 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 30 | 9 | 7 | 0 | 0 | 46 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 13 | 10 | 0 | 0 | 0 | 23 |
| 93 | 29 | 47 | 0 | 0 | 0 | 75 |
| 94 | 2 | 2 | 0 | 0 | 0 | 4 |
| 95 | 18 | 0 | 0 | 0 | 0 | 18 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 62 | 14 | 34 | 8 | 0 | 117 |
| 98 | 12 | 9 | 0 | 0 | 0 | 21 |
| 99 | 5 | 0 | 0 | 0 | 0 | 5 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 3 | 0 | 0 | 0 | 0 | 3 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 59 | 69 | 0 | 0 | 0 | 128 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 2 | 0 | 0 | 0 | 0 | 2 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 3 | 5 | 0 | 0 | 0 | 8 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 2 | 2 | 0 | 0 | 0 | 5 |
| 116 | 3 | 3 | 0 | 0 | 0 | 6 |
| 117 | 5 | 0 | 14 | 0 | 0 | 19 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 3 | 3 | 0 | 0 | 0 | 7 |
| 120 | 19 | 24 | 0 | 2 | 0 | 45 |
| 121 | 6 | 0 | 0 | 0 | 0 | 6 |
| 122 | 32 | 47 | 0 | 3 | 0 | 82 |
| 123 | 53 | 24 | 0 | 0 | 0 | 77 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 46 | 31 | 13 | 6 | 0 | 95 |
| 125 | 33 | 20 | 0 | 0 | 0 | 54 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 60 | 19 | 15 | 0 | 0 | 94 |
| 128 | 0 | 0 | 6 | 0 | 0 | 6 |
| 129 | 151 | 93 | 0 | 12 | 12 | 268 |
| 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 4 | 0 | 0 | 0 | 0 | 4 |
| 133 | 10 | 0 | 0 | 0 | 0 | 10 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 17 | 9 | 3 | 0 | 0 | 29 |
| 139 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 37 | 28 | 0 | 0 | 0 | 65 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 4 | 0 | 0 | 0 | 0 | 4 |
| 144 | 6 | 0 | 0 | 0 | 0 | 6 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 16 | 12 | 0 | 2 | 0 | 30 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 11,111 | 5,625 | 3,676 | 2,692 | 58 | 23,162 |
| External Trips | 91 | 123 | 24 | 20 | 0 | 258 |
| Total Trips | 11,202 | 5,748 | 3,700 | 2,711 | 58 | 23,420 |

Air Passenger Ground Access Forecast Update

Table C-9
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2015 - DCA Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 14 | 0 | 0 | 14 |
| 2 | 196 | 71 | 158 | 22 | 0 | 447 |
| 3 | 1,284 | 763 | 1,245 | 173 | 6 | 3,471 |
| 4 | 571 | 462 | 665 | 94 | 60 | 1,852 |
| 5 | 227 | 99 | 38 | 15 | 0 | 379 |
| 6 | 246 | 64 | 168 | 102 | 20 | 600 |
| 7 | 108 | 37 | 0 | 0 | 0 | 145 |
| 8 | 123 | 51 | 38 | 0 | 0 | 212 |
| 9 | 217 | 79 | 64 | 0 | 0 | 360 |
| 10 | 70 | 3 | 40 | 5 | 0 | 118 |
| 11 | 53 | 33 | 48 | 0 | 0 | 134 |
| 12 | 45 | 11 | 48 | 4 | 0 | 109 |
| 13 | 41 | 24 | 13 | 4 | 0 | 82 |
| 14 | 28 | 4 | 90 | 7 | 0 | 129 |
| 15 | 58 | 15 | 38 | 4 | 0 | 114 |
| 16 | 129 | 58 | 35 | 8 | 0 | 230 |
| 17 | 50 | 50 | 0 | 0 | 0 | 100 |
| 18 | 138 | 80 | 151 | 0 | 0 | 369 |
| 19 | 0 | 0 | 0 | 82 | 0 | 82 |
| 20 | 49 | 0 | 0 | 0 | 0 | 49 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 693 | 420 | 505 | 483 | 0 | 2,101 |
| 23 | 147 | 50 | 22 | 0 | 0 | 219 |
| 24 | 39 | 15 | 15 | 5 | 0 | 74 |
| 25 | 143 | 68 | 135 | 63 | 0 | 409 |
| 26 | 177 | 98 | 166 | 51 | 0 | 492 |
| 27 | 167 | 97 | 47 | 0 | 0 | 311 |
| 28 | 271 | 149 | 83 | 50 | 0 | 552 |
| 29 | 156 | 91 | 15 | 0 | 0 | 262 |
| 30 | 160 | 70 | 42 | 0 | 0 | 272 |
| 31 | 264 | 121 | 82 | 82 | 0 | 550 |
| 32 | 69 | 35 | 15 | 0 | 0 | 118 |
| 33 | 248 | 37 | 39 | 58 | 0 | 382 |
| 34 | 172 | 161 | 39 | 12 | 0 | 383 |
| 35 | 293 | 73 | 0 | 0 | 0 | 366 |
| 36 | 501 | 63 | 43 | 98 | 0 | 705 |
| 37 | 307 | 110 | 0 | 0 | 0 | 417 |
| 38 | 73 | 39 | 0 | 0 | 0 | 112 |
| 39 | 51 | 36 | 0 | 0 | 0 | 86 |
| 40 | 41 | 13 | 0 | 0 | 0 | 54 |
| 41 | 185 | 71 | 24 | 14 | 0 | 294 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 15 | 5 | 0 | 4 | 0 | 24 |
| 43 | 146 | 53 | 31 | 11 | 0 | 240 |
| 44 | 50 | 34 | 29 | 24 | 0 | 136 |
| 45 | 101 | 39 | 20 | 8 | 0 | 168 |
| 46 | 151 | 64 | 58 | 48 | 0 | 322 |
| 47 | 91 | 62 | 10 | 0 | 0 | 163 |
| 48 | 88 | 25 | 11 | 15 | 0 | 139 |
| 49 | 23 | 34 | 0 | 3 | 0 | 61 |
| 50 | 27 | 58 | 5 | 0 | 0 | 90 |
| 51 | 38 | 54 | 19 | 19 | 0 | 130 |
| 52 | 73 | 98 | 37 | 29 | 7 | 244 |
| 53 | 92 | 88 | 6 | 26 | 0 | 213 |
| 54 | 179 | 89 | 8 | 8 | 0 | 285 |
| 55 | 66 | 64 | 4 | 6 | 0 | 140 |
| 56 | 72 | 26 | 0 | 0 | 0 | 98 |
| 57 | 96 | 118 | 0 | 0 | 0 | 214 |
| 58 | 94 | 49 | 0 | 14 | 0 | 157 |
| 59 | 90 | 21 | 0 | 0 | 0 | 110 |
| 60 | 36 | 21 | 2 | 0 | 0 | 60 |
| 61 | 11 | 11 | 1 | 3 | 0 | 26 |
| 62 | 46 | 31 | 0 | 17 | 0 | 94 |
| 63 | 5 | 8 | 0 | 0 | 0 | 14 |
| 64 | 79 | 83 | 11 | 15 | 0 | 189 |
| 65 | 46 | 11 | 4 | 9 | 0 | 71 |
| 66 | 27 | 24 | 0 | 6 | 0 | 56 |
| 67 | 114 | 51 | 35 | 28 | 0 | 228 |
| 68 | 44 | 14 | 11 | 0 | 0 | 69 |
| 69 | 104 | 107 | 37 | 0 | 0 | 248 |
| 70 | 3 | 3 | 1 | 0 | 0 | 7 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 10 | 13 | 4 | 0 | 0 | 27 |
| 75 | 8 | 10 | 4 | 2 | 0 | 24 |
| 76 | 764 | 0 | 0 | 170 | 0 | 934 |
| 77 | 34 | 8 | 0 | 0 | 0 | 42 |
| 78 | 63 | 25 | 13 | 0 | 0 | 102 |
| 79 | 29 | 29 | 0 | 0 | 0 | 57 |
| 80 | 20 | 13 | 6 | 0 | 0 | 39 |
| 81 | 48 | 0 | 0 | 0 | 0 | 48 |
| 82 | 143 | 21 | 0 | 0 | 0 | 164 |

Air Passenger Ground Access Forecast Update

Table C-9
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2015 - DCA Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 147 | 64 | 0 | 0 | 0 | 211 |
| 84 | 35 | 25 | 0 | 0 | 0 | 60 |
| 85 | 137 | 120 | 0 | 56 | 0 | 314 |
| 86 | 31 | 6 | 0 | 0 | 0 | 37 |
| 87 | 44 | 23 | 0 | 0 | 0 | 67 |
| 88 | 13 | 2 | 0 | 0 | 0 | 15 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 6 | 11 | 0 | 32 | 0 | 49 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 11 | 7 | 3 | 4 | 0 | 25 |
| 93 | 48 | 24 | 5 | 14 | 0 | 91 |
| 94 | 3 | 1 | 0 | 0 | 0 | 5 |
| 95 | 17 | 3 | 0 | 0 | 0 | 20 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 109 | 6 | 0 | 9 | 0 | 123 |
| 98 | 8 | 14 | 0 | 0 | 0 | 22 |
| 99 | 5 | 0 | 0 | 0 | 0 | 5 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 1 | 1 | 0 | 1 | 0 | 3 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 43 | 16 | 0 | 75 | 0 | 134 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 2 | 0 | 0 | 0 | 0 | 2 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 3 | 6 | 0 | 0 | 0 | 8 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 2 | 2 | 0 | 0 | 0 | 5 |
| 116 | 3 | 3 | 0 | 0 | 0 | 6 |
| 117 | 19 | 0 | 0 | 0 | 0 | 19 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 3 | 3 | 0 | 0 | 0 | 7 |
| 120 | 41 | 6 | 0 | 0 | 0 | 46 |
| 121 | 3 | 3 | 0 | 0 | 0 | 6 |
| 122 | 92 | 0 | 0 | 0 | 0 | 92 |
| 123 | 59 | 26 | 0 | 0 | 0 | 85 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 32 | 73 | 0 | 0 | 0 | 106 |
| 125 | 50 | 11 | 0 | 0 | 0 | 61 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 52 | 64 | 0 | 0 | 0 | 116 |
| 128 | 2 | 3 | 0 | 2 | 0 | 7 |
| 129 | 259 | 70 | 0 | 0 | 0 | 329 |
| 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 2 | 1 | 0 | 1 | 0 | 5 |
| 133 | 3 | 2 | 0 | 5 | 0 | 10 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 15 | 15 | 0 | 0 | 0 | 30 |
| 139 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 28 | 36 | 0 | 0 | 0 | 65 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 4 | 0 | 0 | 0 | 0 | 4 |
| 144 | 6 | 0 | 0 | 0 | 0 | 6 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 30 | 0 | 0 | 0 | 0 | 30 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 12,290 | 5,831 | 4,500 | 2,098 | 93 | 24,813 |
| External Trips | 98 | 131 | 26 | 21 | 0 | 276 |
| Total Trips | 12,388 | 5,963 | 4,526 | 2,120 | 93 | 25,089 |

Air Passenger Ground Access Forecast Update

Table C-10
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2020 - DCA Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 15 | 0 | 0 | 15 |
| 2 | 196 | 72 | 163 | 19 | 0 | 450 |
| 3 | 1,446 | 858 | 1,396 | 154 | 7 | 3,861 |
| 4 | 576 | 466 | 668 | 95 | 63 | 1,867 |
| 5 | 235 | 102 | 40 | 16 | 0 | 392 |
| 6 | 247 | 65 | 168 | 104 | 20 | 604 |
| 7 | 115 | 37 | 0 | 0 | 0 | 152 |
| 8 | 129 | 53 | 40 | 0 | 0 | 222 |
| 9 | 216 | 80 | 65 | 0 | 0 | 361 |
| 10 | 70 | 3 | 40 | 5 | 0 | 119 |
| 11 | 56 | 37 | 50 | 0 | 0 | 143 |
| 12 | 46 | 11 | 50 | 5 | 0 | 112 |
| 13 | 46 | 27 | 14 | 3 | 0 | 90 |
| 14 | 29 | 4 | 94 | 7 | 0 | 135 |
| 15 | 63 | 15 | 42 | 4 | 0 | 124 |
| 16 | 138 | 62 | 36 | 8 | 0 | 244 |
| 17 | 54 | 54 | 0 | 0 | 0 | 108 |
| 18 | 145 | 84 | 160 | 0 | 0 | 389 |
| 19 | 0 | 0 | 0 | 91 | 0 | 91 |
| 20 | 49 | 0 | 0 | 0 | 0 | 49 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 787 | 478 | 572 | 546 | 0 | 2,383 |
| 23 | 152 | 51 | 23 | 0 | 0 | 226 |
| 24 | 43 | 13 | 13 | 4 | 0 | 74 |
| 25 | 155 | 74 | 146 | 67 | 0 | 441 |
| 26 | 194 | 108 | 183 | 55 | 0 | 540 |
| 27 | 170 | 98 | 48 | 0 | 0 | 315 |
| 28 | 301 | 167 | 92 | 55 | 0 | 615 |
| 29 | 160 | 93 | 15 | 0 | 0 | 268 |
| 30 | 169 | 75 | 44 | 0 | 0 | 289 |
| 31 | 276 | 127 | 86 | 86 | 0 | 574 |
| 32 | 74 | 37 | 19 | 0 | 0 | 130 |
| 33 | 275 | 42 | 42 | 64 | 0 | 423 |
| 34 | 178 | 167 | 40 | 12 | 0 | 397 |
| 35 | 306 | 77 | 0 | 0 | 0 | 384 |
| 36 | 529 | 67 | 44 | 103 | 0 | 743 |
| 37 | 312 | 112 | 0 | 0 | 0 | 424 |
| 38 | 75 | 39 | 0 | 0 | 0 | 114 |
| 39 | 52 | 37 | 0 | 0 | 0 | 89 |
| 40 | 45 | 14 | 0 | 0 | 0 | 59 |
| 41 | 193 | 74 | 24 | 15 | 0 | 306 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 17 | 5 | 0 | 4 | 0 | 26 |
| 43 | 148 | 54 | 32 | 11 | 0 | 245 |
| 44 | 55 | 37 | 31 | 25 | 0 | 148 |
| 45 | 102 | 39 | 20 | 8 | 0 | 170 |
| 46 | 171 | 73 | 65 | 55 | 0 | 364 |
| 47 | 94 | 64 | 10 | 0 | 0 | 168 |
| 48 | 88 | 25 | 11 | 15 | 0 | 140 |
| 49 | 23 | 34 | 0 | 3 | 0 | 61 |
| 50 | 28 | 61 | 5 | 0 | 0 | 94 |
| 51 | 40 | 53 | 20 | 20 | 0 | 134 |
| 52 | 74 | 100 | 38 | 30 | 8 | 250 |
| 53 | 100 | 96 | 7 | 27 | 0 | 229 |
| 54 | 197 | 98 | 9 | 9 | 0 | 314 |
| 55 | 76 | 74 | 5 | 6 | 0 | 161 |
| 56 | 85 | 30 | 0 | 0 | 0 | 115 |
| 57 | 97 | 119 | 0 | 0 | 0 | 216 |
| 58 | 97 | 50 | 0 | 14 | 0 | 162 |
| 59 | 95 | 22 | 0 | 0 | 0 | 117 |
| 60 | 36 | 21 | 2 | 0 | 0 | 60 |
| 61 | 14 | 13 | 1 | 4 | 0 | 31 |
| 62 | 47 | 31 | 0 | 17 | 0 | 96 |
| 63 | 6 | 8 | 0 | 0 | 0 | 14 |
| 64 | 82 | 87 | 12 | 15 | 0 | 196 |
| 65 | 47 | 11 | 4 | 9 | 0 | 71 |
| 66 | 27 | 24 | 0 | 6 | 0 | 57 |
| 67 | 118 | 54 | 35 | 29 | 0 | 235 |
| 68 | 45 | 13 | 11 | 0 | 0 | 69 |
| 69 | 107 | 110 | 38 | 0 | 0 | 255 |
| 70 | 3 | 3 | 1 | 0 | 0 | 8 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 10 | 13 | 4 | 0 | 0 | 28 |
| 75 | 9 | 10 | 4 | 2 | 0 | 25 |
| 76 | 784 | 0 | 0 | 214 | 0 | 997 |
| 77 | 35 | 8 | 0 | 0 | 0 | 43 |
| 78 | 66 | 26 | 12 | 0 | 0 | 104 |
| 79 | 32 | 32 | 0 | 0 | 0 | 65 |
| 80 | 21 | 13 | 6 | 0 | 0 | 40 |
| 81 | 51 | 0 | 0 | 0 | 0 | 51 |
| 82 | 150 | 24 | 0 | 0 | 0 | 174 |

Air Passenger Ground Access Forecast Update

Table C-10
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2020 - DCA Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 164 | 72 | 0 | 0 | 0 | 237 |
| 84 | 42 | 29 | 0 | 0 | 0 | 71 |
| 85 | 140 | 123 | 0 | 57 | 0 | 319 |
| 86 | 36 | 8 | 0 | 0 | 0 | 43 |
| 87 | 48 | 26 | 0 | 0 | 0 | 74 |
| 88 | 14 | 2 | 0 | 0 | 0 | 17 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 6 | 12 | 0 | 34 | 0 | 52 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 14 | 9 | 3 | 5 | 0 | 32 |
| 93 | 58 | 28 | 7 | 16 | 0 | 109 |
| 94 | 4 | 1 | 0 | 0 | 0 | 6 |
| 95 | 18 | 3 | 0 | 0 | 0 | 22 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 115 | 6 | 0 | 10 | 0 | 131 |
| 98 | 9 | 15 | 0 | 0 | 0 | 24 |
| 99 | 6 | 0 | 0 | 0 | 0 | 6 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 1 | 1 | 0 | 1 | 0 | 3 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 47 | 14 | 0 | 79 | 0 | 140 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 3 | 0 | 0 | 0 | 0 | 3 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 3 | 6 | 0 | 0 | 0 | 9 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 3 | 3 | 0 | 0 | 0 | 5 |
| 116 | 3 | 3 | 0 | 0 | 0 | 7 |
| 117 | 20 | 0 | 0 | 0 | 0 | 20 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 4 | 4 | 0 | 0 | 0 | 7 |
| 120 | 42 | 6 | 0 | 0 | 0 | 47 |
| 121 | 3 | 3 | 0 | 0 | 0 | 6 |
| 122 | 99 | 0 | 0 | 0 | 0 | 99 |
| 123 | 65 | 28 | 0 | 0 | 0 | 93 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 35 | 81 | 0 | 0 | 0 | 116 |
| 125 | 57 | 12 | 0 | 0 | 0 | 69 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 59 | 72 | 0 | 0 | 0 | 130 |
| 128 | 2 | 3 | 0 | 2 | 0 | 7 |
| 129 | 295 | 77 | 0 | 0 | 0 | 373 |
| 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 3 | 1 | 0 | 1 | 0 | 5 |
| 133 | 3 | 2 | 0 | 5 | 0 | 10 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 16 | 16 | 0 | 0 | 0 | 31 |
| 139 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 29 | 37 | 0 | 0 | 0 | 65 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 4 | 0 | 0 | 0 | 0 | 4 |
| 144 | 7 | 0 | 0 | 0 | 0 | 7 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 31 | 0 | 0 | 0 | 0 | 31 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 13,089 | 6,220 | 4,822 | 2,254 | 98 | 26,483 |
| External Trips | 105 | 140 | 27 | 23 | 0 | 295 |
| Total Trips | 13,193 | 6,360 | 4,849 | 2,277 | 98 | 26,778 |

Air Passenger Ground Access Forecast Update

Table C-11
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2025 - DCA Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 15 | 0 | 0 | 15 |
| 2 | 202 | 74 | 166 | 18 | 0 | 460 |
| 3 | 1,485 | 882 | 1,442 | 159 | 6 | 3,975 |
| 4 | 590 | 477 | 685 | 95 | 63 | 1,910 |
| 5 | 241 | 104 | 40 | 16 | 0 | 401 |
| 6 | 253 | 67 | 173 | 105 | 21 | 619 |
| 7 | 117 | 40 | 0 | 0 | 0 | 158 |
| 8 | 134 | 56 | 41 | 0 | 0 | 231 |
| 9 | 222 | 81 | 67 | 0 | 0 | 370 |
| 10 | 73 | 3 | 42 | 6 | 0 | 124 |
| 11 | 58 | 38 | 52 | 0 | 0 | 148 |
| 12 | 47 | 12 | 51 | 5 | 0 | 115 |
| 13 | 47 | 28 | 15 | 3 | 0 | 92 |
| 14 | 34 | 5 | 109 | 9 | 0 | 157 |
| 15 | 64 | 15 | 43 | 4 | 0 | 127 |
| 16 | 148 | 66 | 40 | 9 | 0 | 263 |
| 17 | 62 | 62 | 0 | 0 | 0 | 125 |
| 18 | 148 | 86 | 164 | 0 | 0 | 398 |
| 19 | 0 | 0 | 0 | 104 | 0 | 104 |
| 20 | 52 | 0 | 0 | 0 | 0 | 52 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 828 | 500 | 600 | 576 | 0 | 2,505 |
| 23 | 154 | 53 | 24 | 0 | 0 | 231 |
| 24 | 40 | 16 | 16 | 4 | 0 | 76 |
| 25 | 166 | 80 | 157 | 71 | 0 | 474 |
| 26 | 203 | 113 | 193 | 59 | 0 | 568 |
| 27 | 175 | 101 | 48 | 0 | 0 | 324 |
| 28 | 317 | 175 | 96 | 57 | 0 | 645 |
| 29 | 164 | 93 | 17 | 0 | 0 | 274 |
| 30 | 186 | 83 | 46 | 0 | 0 | 315 |
| 31 | 297 | 136 | 93 | 93 | 0 | 619 |
| 32 | 84 | 44 | 18 | 0 | 0 | 147 |
| 33 | 308 | 46 | 46 | 72 | 0 | 472 |
| 34 | 188 | 176 | 42 | 13 | 0 | 418 |
| 35 | 325 | 82 | 0 | 0 | 0 | 407 |
| 36 | 565 | 72 | 46 | 110 | 0 | 794 |
| 37 | 323 | 116 | 0 | 0 | 0 | 439 |
| 38 | 77 | 41 | 0 | 0 | 0 | 118 |
| 39 | 55 | 39 | 0 | 0 | 0 | 94 |
| 40 | 50 | 16 | 0 | 0 | 0 | 65 |
| 41 | 205 | 78 | 26 | 16 | 0 | 324 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 19 | 6 | 0 | 5 | 0 | 30 |
| 43 | 154 | 56 | 33 | 11 | 0 | 254 |
| 44 | 60 | 40 | 34 | 28 | 0 | 162 |
| 45 | 106 | 41 | 21 | 9 | 0 | 176 |
| 46 | 193 | 82 | 74 | 62 | 0 | 410 |
| 47 | 98 | 67 | 10 | 0 | 0 | 175 |
| 48 | 90 | 26 | 12 | 16 | 0 | 143 |
| 49 | 24 | 35 | 0 | 3 | 0 | 63 |
| 50 | 28 | 61 | 6 | 0 | 0 | 96 |
| 51 | 43 | 56 | 20 | 20 | 0 | 139 |
| 52 | 78 | 106 | 40 | 32 | 8 | 263 |
| 53 | 109 | 104 | 8 | 30 | 0 | 251 |
| 54 | 217 | 108 | 10 | 10 | 0 | 346 |
| 55 | 89 | 87 | 6 | 8 | 0 | 190 |
| 56 | 95 | 34 | 0 | 0 | 0 | 129 |
| 57 | 100 | 122 | 0 | 0 | 0 | 221 |
| 58 | 102 | 53 | 0 | 15 | 0 | 169 |
| 59 | 103 | 24 | 0 | 0 | 0 | 127 |
| 60 | 37 | 22 | 2 | 0 | 0 | 61 |
| 61 | 15 | 15 | 1 | 4 | 0 | 35 |
| 62 | 48 | 32 | 0 | 18 | 0 | 98 |
| 63 | 6 | 9 | 0 | 0 | 0 | 14 |
| 64 | 85 | 90 | 12 | 16 | 0 | 203 |
| 65 | 48 | 11 | 4 | 9 | 0 | 72 |
| 66 | 28 | 25 | 0 | 6 | 0 | 59 |
| 67 | 123 | 55 | 36 | 30 | 0 | 244 |
| 68 | 46 | 14 | 10 | 0 | 0 | 70 |
| 69 | 113 | 116 | 41 | 0 | 0 | 269 |
| 70 | 4 | 4 | 1 | 0 | 0 | 8 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 11 | 14 | 4 | 0 | 0 | 29 |
| 75 | 9 | 11 | 4 | 2 | 0 | 26 |
| 76 | 877 | 0 | 0 | 236 | 0 | 1,113 |
| 77 | 37 | 9 | 0 | 0 | 0 | 46 |
| 78 | 67 | 27 | 13 | 0 | 0 | 108 |
| 79 | 37 | 37 | 0 | 0 | 0 | 73 |
| 80 | 21 | 14 | 6 | 0 | 0 | 42 |
| 81 | 57 | 0 | 0 | 0 | 0 | 57 |
| 82 | 162 | 24 | 0 | 0 | 0 | 186 |

Air Passenger Ground Access Forecast Update

Table C-11
 Washington / Baltimore Air System Planning Region
 Airport Ground Access Forecast Update
 Average Weekday Trips by Mode 2025 - DCA Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 180 | 80 | 0 | 0 | 0 | 261 |
| 84 | 50 | 35 | 0 | 0 | 0 | 85 |
| 85 | 145 | 127 | 0 | 59 | 0 | 331 |
| 86 | 41 | 9 | 0 | 0 | 0 | 50 |
| 87 | 53 | 28 | 0 | 0 | 0 | 81 |
| 88 | 16 | 3 | 0 | 0 | 0 | 19 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 7 | 13 | 0 | 37 | 0 | 56 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 19 | 12 | 4 | 7 | 0 | 41 |
| 93 | 66 | 32 | 7 | 19 | 0 | 124 |
| 94 | 5 | 1 | 0 | 1 | 0 | 7 |
| 95 | 20 | 4 | 0 | 0 | 0 | 24 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 123 | 7 | 0 | 11 | 0 | 140 |
| 98 | 10 | 16 | 0 | 0 | 0 | 25 |
| 99 | 6 | 0 | 0 | 0 | 0 | 6 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 1 | 1 | 0 | 1 | 0 | 3 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 50 | 15 | 0 | 85 | 0 | 150 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 3 | 0 | 0 | 0 | 0 | 3 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 3 | 7 | 0 | 0 | 0 | 10 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 3 | 3 | 0 | 0 | 0 | 5 |
| 116 | 4 | 4 | 0 | 0 | 0 | 7 |
| 117 | 21 | 0 | 0 | 0 | 0 | 21 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 4 | 4 | 0 | 0 | 0 | 7 |
| 120 | 43 | 6 | 0 | 0 | 0 | 49 |
| 121 | 3 | 3 | 0 | 0 | 0 | 7 |
| 122 | 105 | 0 | 0 | 0 | 0 | 105 |
| 123 | 72 | 30 | 0 | 0 | 0 | 102 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 39 | 91 | 0 | 0 | 0 | 130 |
| 125 | 64 | 14 | 0 | 0 | 0 | 78 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 67 | 81 | 0 | 0 | 0 | 148 |
| 128 | 2 | 3 | 0 | 3 | 0 | 8 |
| 129 | 337 | 88 | 0 | 0 | 0 | 425 |
| 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 3 | 2 | 0 | 2 | 0 | 6 |
| 133 | 3 | 2 | 0 | 5 | 0 | 10 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 16 | 16 | 0 | 0 | 0 | 32 |
| 139 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 29 | 38 | 0 | 0 | 0 | 67 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 5 | 0 | 0 | 0 | 0 | 5 |
| 144 | 7 | 0 | 0 | 0 | 0 | 7 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 31 | 0 | 0 | 0 | 0 | 31 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 13,884 | 6,561 | 5,036 | 2,401 | 98 | 27,980 |
| External Trips | 110 | 148 | 29 | 24 | 0 | 311 |
| Total Trips | 13,994 | 6,709 | 5,065 | 2,425 | 98 | 28,291 |

Air Passenger Ground Access Forecast Update

Table C-12
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2030 - DCA Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 15 | 0 | 0 | 15 |
| 2 | 204 | 74 | 169 | 22 | 0 | 468 |
| 3 | 1,555 | 925 | 1,513 | 166 | 6 | 4,164 |
| 4 | 601 | 485 | 696 | 97 | 64 | 1,943 |
| 5 | 249 | 108 | 42 | 17 | 0 | 415 |
| 6 | 258 | 69 | 176 | 107 | 21 | 631 |
| 7 | 121 | 41 | 0 | 0 | 0 | 162 |
| 8 | 141 | 58 | 44 | 0 | 0 | 243 |
| 9 | 230 | 84 | 68 | 0 | 0 | 382 |
| 10 | 75 | 3 | 43 | 6 | 0 | 127 |
| 11 | 61 | 38 | 54 | 0 | 0 | 153 |
| 12 | 48 | 12 | 52 | 6 | 0 | 117 |
| 13 | 50 | 30 | 14 | 3 | 0 | 96 |
| 14 | 36 | 5 | 120 | 9 | 0 | 170 |
| 15 | 66 | 17 | 44 | 4 | 0 | 131 |
| 16 | 154 | 69 | 42 | 9 | 0 | 273 |
| 17 | 68 | 68 | 0 | 0 | 0 | 136 |
| 18 | 160 | 92 | 176 | 0 | 0 | 428 |
| 19 | 0 | 0 | 0 | 110 | 0 | 110 |
| 20 | 53 | 0 | 0 | 0 | 0 | 53 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 859 | 523 | 626 | 599 | 0 | 2,606 |
| 23 | 156 | 54 | 24 | 0 | 0 | 234 |
| 24 | 42 | 15 | 15 | 4 | 0 | 77 |
| 25 | 173 | 83 | 163 | 73 | 0 | 492 |
| 26 | 210 | 117 | 199 | 61 | 0 | 586 |
| 27 | 178 | 103 | 49 | 0 | 0 | 330 |
| 28 | 330 | 181 | 101 | 59 | 0 | 671 |
| 29 | 165 | 96 | 17 | 0 | 0 | 279 |
| 30 | 197 | 88 | 51 | 0 | 0 | 336 |
| 31 | 319 | 146 | 98 | 98 | 0 | 661 |
| 32 | 86 | 43 | 20 | 0 | 0 | 150 |
| 33 | 335 | 51 | 51 | 77 | 0 | 514 |
| 34 | 195 | 182 | 44 | 13 | 0 | 434 |
| 35 | 340 | 85 | 0 | 0 | 0 | 425 |
| 36 | 594 | 75 | 50 | 117 | 0 | 835 |
| 37 | 330 | 119 | 0 | 0 | 0 | 449 |
| 38 | 79 | 42 | 0 | 0 | 0 | 121 |
| 39 | 58 | 41 | 0 | 0 | 0 | 98 |
| 40 | 53 | 17 | 0 | 0 | 0 | 71 |
| 41 | 214 | 81 | 27 | 16 | 0 | 339 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 21 | 7 | 0 | 5 | 0 | 32 |
| 43 | 158 | 57 | 34 | 12 | 0 | 260 |
| 44 | 65 | 43 | 37 | 30 | 0 | 175 |
| 45 | 108 | 42 | 22 | 9 | 0 | 180 |
| 46 | 210 | 89 | 80 | 67 | 0 | 446 |
| 47 | 101 | 69 | 11 | 0 | 0 | 181 |
| 48 | 91 | 26 | 12 | 16 | 0 | 145 |
| 49 | 24 | 36 | 0 | 4 | 0 | 63 |
| 50 | 29 | 62 | 6 | 0 | 0 | 97 |
| 51 | 44 | 56 | 22 | 22 | 0 | 144 |
| 52 | 81 | 110 | 41 | 33 | 8 | 273 |
| 53 | 119 | 113 | 8 | 33 | 0 | 274 |
| 54 | 229 | 114 | 11 | 11 | 0 | 365 |
| 55 | 102 | 100 | 7 | 9 | 0 | 218 |
| 56 | 105 | 37 | 0 | 0 | 0 | 142 |
| 57 | 101 | 124 | 0 | 0 | 0 | 225 |
| 58 | 105 | 54 | 0 | 15 | 0 | 175 |
| 59 | 106 | 24 | 0 | 0 | 0 | 131 |
| 60 | 38 | 22 | 2 | 0 | 0 | 62 |
| 61 | 17 | 16 | 1 | 5 | 0 | 39 |
| 62 | 49 | 33 | 0 | 18 | 0 | 100 |
| 63 | 6 | 9 | 0 | 0 | 0 | 15 |
| 64 | 87 | 92 | 13 | 17 | 0 | 208 |
| 65 | 49 | 12 | 4 | 9 | 0 | 74 |
| 66 | 28 | 25 | 0 | 6 | 0 | 59 |
| 67 | 128 | 58 | 38 | 30 | 0 | 253 |
| 68 | 46 | 15 | 11 | 0 | 0 | 71 |
| 69 | 119 | 122 | 43 | 0 | 0 | 284 |
| 70 | 4 | 4 | 1 | 0 | 0 | 9 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 11 | 14 | 4 | 0 | 0 | 29 |
| 75 | 9 | 11 | 4 | 2 | 0 | 27 |
| 76 | 990 | 0 | 0 | 231 | 0 | 1,221 |
| 77 | 39 | 9 | 0 | 0 | 0 | 48 |
| 78 | 70 | 28 | 13 | 0 | 0 | 111 |
| 79 | 41 | 41 | 0 | 0 | 0 | 83 |
| 80 | 22 | 14 | 7 | 0 | 0 | 43 |
| 81 | 58 | 0 | 0 | 0 | 0 | 58 |
| 82 | 171 | 26 | 0 | 0 | 0 | 197 |

Air Passenger Ground Access Forecast Update

Table C-12
 Washington / Baltimore Air System Planning Region
 Airport Ground Access Forecast Update
 Average Weekday Trips by Mode 2030 - DCA Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 197 | 87 | 0 | 0 | 0 | 285 |
| 84 | 56 | 40 | 0 | 0 | 0 | 95 |
| 85 | 149 | 130 | 0 | 60 | 0 | 339 |
| 86 | 46 | 10 | 0 | 0 | 0 | 56 |
| 87 | 57 | 30 | 0 | 0 | 0 | 87 |
| 88 | 18 | 3 | 0 | 0 | 0 | 21 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 7 | 13 | 0 | 38 | 0 | 59 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 21 | 13 | 5 | 8 | 0 | 47 |
| 93 | 71 | 35 | 8 | 20 | 0 | 133 |
| 94 | 6 | 2 | 0 | 1 | 0 | 8 |
| 95 | 23 | 4 | 0 | 0 | 0 | 26 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 129 | 7 | 0 | 12 | 0 | 148 |
| 98 | 10 | 17 | 0 | 0 | 0 | 27 |
| 99 | 7 | 0 | 0 | 0 | 0 | 7 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 1 | 1 | 0 | 1 | 0 | 3 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 51 | 17 | 0 | 86 | 0 | 154 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 3 | 0 | 0 | 0 | 0 | 3 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 4 | 7 | 0 | 0 | 0 | 11 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 3 | 3 | 0 | 0 | 0 | 5 |
| 116 | 4 | 4 | 0 | 0 | 0 | 8 |
| 117 | 22 | 0 | 0 | 0 | 0 | 22 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 4 | 4 | 0 | 0 | 0 | 7 |
| 120 | 45 | 6 | 0 | 0 | 0 | 51 |
| 121 | 3 | 3 | 0 | 0 | 0 | 7 |
| 122 | 109 | 0 | 0 | 0 | 0 | 109 |
| 123 | 78 | 32 | 0 | 0 | 0 | 109 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|-----------|---------------|
| 124 | 42 | 99 | 0 | 0 | 0 | 141 |
| 125 | 69 | 15 | 0 | 0 | 0 | 83 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 74 | 90 | 0 | 0 | 0 | 164 |
| 128 | 2 | 3 | 0 | 3 | 0 | 8 |
| 129 | 373 | 100 | 0 | 0 | 0 | 473 |
| 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 3 | 2 | 0 | 2 | 0 | 7 |
| 133 | 3 | 2 | 0 | 5 | 0 | 10 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 16 | 16 | 0 | 0 | 0 | 33 |
| 139 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 30 | 38 | 0 | 0 | 0 | 68 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 5 | 0 | 0 | 0 | 0 | 5 |
| 144 | 8 | 0 | 0 | 0 | 0 | 8 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 32 | 0 | 0 | 0 | 0 | 32 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 14,604 | 6,866 | 5,246 | 2,488 | 99 | 29,302 |
| External Trips | 116 | 155 | 30 | 25 | 0 | 326 |
| Total Trips | 14,719 | 7,021 | 5,276 | 2,513 | 99 | 29,628 |

Air Passenger Ground Access Forecast Update

Table C-13
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2007 - IAD Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 10 | 0 | 0 | 10 | 0 | 20 |
| 3 | 321 | 123 | 40 | 209 | 14 | 707 |
| 4 | 477 | 271 | 15 | 121 | 0 | 884 |
| 5 | 60 | 16 | 0 | 0 | 0 | 76 |
| 6 | 74 | 51 | 0 | 28 | 0 | 153 |
| 7 | 13 | 6 | 0 | 0 | 0 | 18 |
| 8 | 16 | 17 | 0 | 4 | 0 | 38 |
| 9 | 47 | 50 | 0 | 12 | 0 | 109 |
| 10 | 28 | 24 | 3 | 8 | 0 | 63 |
| 11 | 23 | 13 | 0 | 0 | 0 | 36 |
| 12 | 35 | 6 | 0 | 5 | 0 | 46 |
| 13 | 6 | 4 | 7 | 4 | 0 | 21 |
| 14 | 35 | 8 | 0 | 11 | 0 | 54 |
| 15 | 18 | 2 | 0 | 41 | 0 | 61 |
| 16 | 47 | 14 | 0 | 5 | 0 | 66 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 39 | 31 | 9 | 13 | 0 | 91 |
| 19 | 4 | 4 | 0 | 4 | 0 | 11 |
| 20 | 5 | 1 | 0 | 0 | 0 | 6 |
| 21 | 24 | 25 | 0 | 0 | 0 | 49 |
| 22 | 81 | 15 | 0 | 27 | 0 | 123 |
| 23 | 19 | 9 | 0 | 73 | 0 | 101 |
| 24 | 13 | 3 | 0 | 0 | 0 | 16 |
| 25 | 63 | 60 | 0 | 60 | 0 | 183 |
| 26 | 209 | 75 | 0 | 10 | 0 | 294 |
| 27 | 121 | 78 | 0 | 12 | 0 | 212 |
| 28 | 84 | 33 | 8 | 7 | 0 | 132 |
| 29 | 40 | 26 | 0 | 0 | 0 | 66 |
| 30 | 43 | 35 | 0 | 0 | 0 | 78 |
| 31 | 54 | 33 | 0 | 39 | 0 | 127 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 108 | 35 | 0 | 11 | 0 | 155 |
| 34 | 114 | 106 | 0 | 12 | 0 | 232 |
| 35 | 100 | 47 | 0 | 0 | 0 | 147 |
| 36 | 87 | 52 | 0 | 7 | 9 | 155 |
| 37 | 233 | 141 | 0 | 0 | 0 | 373 |
| 38 | 189 | 155 | 3 | 3 | 0 | 349 |
| 39 | 60 | 46 | 0 | 0 | 0 | 106 |
| 40 | 294 | 226 | 0 | 0 | 0 | 520 |
| 41 | 341 | 130 | 0 | 44 | 0 | 515 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 213 | 65 | 0 | 80 | 0 | 358 |
| 43 | 549 | 351 | 0 | 35 | 0 | 934 |
| 44 | 606 | 308 | 0 | 264 | 0 | 1,178 |
| 45 | 502 | 301 | 0 | 24 | 0 | 827 |
| 46 | 214 | 74 | 0 | 13 | 0 | 301 |
| 47 | 175 | 99 | 0 | 32 | 0 | 306 |
| 48 | 103 | 44 | 0 | 9 | 0 | 156 |
| 49 | 32 | 27 | 0 | 0 | 0 | 59 |
| 50 | 12 | 17 | 0 | 8 | 0 | 37 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 42 | 12 | 15 | 28 | 0 | 97 |
| 53 | 31 | 10 | 0 | 0 | 0 | 42 |
| 54 | 131 | 169 | 0 | 4 | 0 | 304 |
| 55 | 176 | 171 | 0 | 12 | 0 | 359 |
| 56 | 42 | 37 | 0 | 0 | 0 | 80 |
| 57 | 123 | 84 | 0 | 5 | 0 | 212 |
| 58 | 181 | 86 | 0 | 79 | 0 | 346 |
| 59 | 41 | 37 | 0 | 8 | 0 | 87 |
| 60 | 36 | 75 | 0 | 0 | 0 | 111 |
| 61 | 46 | 6 | 0 | 36 | 0 | 89 |
| 62 | 88 | 74 | 0 | 31 | 0 | 193 |
| 63 | 24 | 14 | 0 | 0 | 0 | 38 |
| 64 | 83 | 51 | 0 | 0 | 0 | 134 |
| 65 | 57 | 16 | 0 | 10 | 0 | 82 |
| 66 | 13 | 0 | 0 | 0 | 0 | 13 |
| 67 | 17 | 14 | 0 | 6 | 0 | 36 |
| 68 | 11 | 0 | 0 | 0 | 0 | 11 |
| 69 | 2 | 2 | 0 | 7 | 0 | 10 |
| 70 | 40 | 38 | 0 | 13 | 0 | 91 |
| 71 | 0 | 0 | 0 | 4 | 0 | 4 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 2 | 2 | 0 | 0 | 0 | 5 |
| 74 | 36 | 15 | 0 | 0 | 0 | 51 |
| 75 | 15 | 15 | 0 | 0 | 0 | 30 |
| 76 | 5 | 11 | 0 | 0 | 0 | 16 |
| 77 | 0 | 0 | 0 | 5 | 0 | 5 |
| 78 | 0 | 0 | 0 | 5 | 0 | 5 |
| 79 | 10 | 17 | 0 | 0 | 0 | 27 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 5 | 0 | 0 | 0 | 0 | 5 |

Air Passenger Ground Access Forecast Update

Table C-13
 Washington / Baltimore Air System Planning Region
 Airport Ground Access Forecast Update
 Average Weekday Trips by Mode 2007 - IAD Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 13 | 20 | 0 | 0 | 0 | 33 |
| 84 | 46 | 21 | 0 | 0 | 0 | 67 |
| 85 | 136 | 85 | 0 | 0 | 0 | 221 |
| 86 | 308 | 142 | 48 | 20 | 0 | 517 |
| 87 | 254 | 239 | 0 | 84 | 0 | 577 |
| 88 | 116 | 32 | 0 | 0 | 0 | 148 |
| 89 | 105 | 36 | 0 | 8 | 0 | 149 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 240 | 210 | 0 | 19 | 0 | 470 |
| 92 | 550 | 270 | 0 | 95 | 0 | 915 |
| 93 | 444 | 209 | 0 | 165 | 0 | 818 |
| 94 | 140 | 56 | 0 | 18 | 0 | 214 |
| 95 | 147 | 132 | 0 | 16 | 0 | 295 |
| 96 | 69 | 54 | 0 | 0 | 0 | 123 |
| 97 | 68 | 51 | 0 | 0 | 0 | 118 |
| 98 | 16 | 30 | 0 | 0 | 0 | 46 |
| 99 | 5 | 0 | 0 | 0 | 0 | 5 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 27 | 38 | 0 | 0 | 0 | 65 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 7 | 0 | 7 |
| 105 | 12 | 12 | 0 | 9 | 0 | 32 |
| 106 | 13 | 0 | 0 | 0 | 0 | 13 |
| 107 | 4 | 0 | 0 | 0 | 0 | 4 |
| 108 | 6 | 6 | 0 | 0 | 0 | 12 |
| 109 | 8 | 3 | 0 | 0 | 0 | 11 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 6 | 0 | 0 | 0 | 0 | 6 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 26 | 8 | 0 | 0 | 0 | 34 |
| 117 | 1 | 0 | 0 | 0 | 0 | 1 |
| 118 | 5 | 0 | 0 | 0 | 0 | 5 |
| 119 | 15 | 29 | 0 | 29 | 0 | 73 |
| 120 | 7 | 11 | 0 | 0 | 0 | 18 |
| 121 | 5 | 2 | 0 | 0 | 0 | 7 |
| 122 | 23 | 23 | 0 | 6 | 0 | 52 |
| 123 | 26 | 44 | 0 | 0 | 0 | 70 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|------------|-----------------|-----------|---------------|
| 124 | 19 | 55 | 0 | 0 | 0 | 74 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 7 | 2 | 0 | 0 | 0 | 8 |
| 127 | 109 | 49 | 0 | 0 | 0 | 159 |
| 128 | 21 | 2 | 0 | 0 | 0 | 23 |
| 129 | 138 | 94 | 0 | 0 | 0 | 233 |
| 130 | 198 | 157 | 0 | 0 | 0 | 355 |
| 131 | 9 | 9 | 0 | 0 | 0 | 19 |
| 132 | 89 | 62 | 0 | 57 | 0 | 207 |
| 133 | 9 | 9 | 0 | 0 | 0 | 18 |
| 134 | 0 | 0 | 0 | 11 | 0 | 11 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 3 | 3 | 0 | 0 | 0 | 5 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 10 | 27 | 0 | 0 | 0 | 37 |
| 140 | 7 | 0 | 0 | 8 | 0 | 15 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 12 | 0 | 0 | 7 | 0 | 19 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 5 | 7 | 0 | 0 | 0 | 12 |
| 147 | 2 | 0 | 0 | 0 | 0 | 2 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 25 | 25 | 0 | 0 | 0 | 51 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 15 | 0 | 0 | 0 | 0 | 15 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 1 | 1 | 0 | 0 | 0 | 2 |
| 160 | 16 | 0 | 0 | 11 | 0 | 27 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 10,733 | 6,478 | 148 | 2,068 | 23 | 19,449 |
| External Trips | 242 | 173 | 0 | 79 | 12 | 506 |
| Total Trips | 10,975 | 6,651 | 148 | 2,147 | 35 | 19,955 |

Air Passenger Ground Access Forecast Update

Table C-14
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2010 - IAD Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 12 | 0 | 0 | 11 | 0 | 24 |
| 3 | 402 | 156 | 49 | 261 | 17 | 885 |
| 4 | 556 | 313 | 17 | 139 | 0 | 1,025 |
| 5 | 70 | 18 | 0 | 0 | 0 | 88 |
| 6 | 85 | 59 | 0 | 33 | 0 | 176 |
| 7 | 15 | 7 | 0 | 0 | 0 | 21 |
| 8 | 19 | 21 | 0 | 4 | 0 | 44 |
| 9 | 54 | 57 | 0 | 14 | 0 | 126 |
| 10 | 32 | 28 | 3 | 9 | 0 | 73 |
| 11 | 27 | 15 | 0 | 0 | 0 | 42 |
| 12 | 43 | 7 | 0 | 6 | 0 | 56 |
| 13 | 7 | 5 | 8 | 4 | 0 | 24 |
| 14 | 42 | 9 | 0 | 13 | 0 | 64 |
| 15 | 22 | 2 | 0 | 51 | 0 | 76 |
| 16 | 61 | 18 | 0 | 7 | 0 | 86 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 46 | 37 | 10 | 14 | 0 | 108 |
| 19 | 4 | 4 | 0 | 5 | 0 | 13 |
| 20 | 5 | 2 | 0 | 0 | 0 | 7 |
| 21 | 28 | 28 | 0 | 0 | 0 | 56 |
| 22 | 101 | 19 | 0 | 36 | 0 | 156 |
| 23 | 23 | 11 | 0 | 84 | 0 | 118 |
| 24 | 16 | 3 | 0 | 0 | 0 | 19 |
| 25 | 78 | 73 | 0 | 73 | 0 | 223 |
| 26 | 261 | 95 | 0 | 12 | 0 | 368 |
| 27 | 139 | 90 | 0 | 14 | 0 | 243 |
| 28 | 100 | 39 | 9 | 9 | 0 | 157 |
| 29 | 48 | 32 | 0 | 0 | 0 | 80 |
| 30 | 50 | 40 | 0 | 0 | 0 | 90 |
| 31 | 65 | 41 | 0 | 47 | 0 | 154 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 127 | 42 | 0 | 12 | 0 | 181 |
| 34 | 133 | 123 | 0 | 15 | 0 | 272 |
| 35 | 118 | 55 | 0 | 0 | 0 | 172 |
| 36 | 103 | 61 | 0 | 8 | 10 | 183 |
| 37 | 273 | 165 | 0 | 0 | 0 | 438 |
| 38 | 219 | 178 | 4 | 4 | 0 | 404 |
| 39 | 72 | 57 | 0 | 0 | 0 | 128 |
| 40 | 344 | 265 | 0 | 0 | 0 | 610 |
| 41 | 410 | 157 | 0 | 53 | 0 | 620 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 264 | 80 | 0 | 99 | 0 | 443 |
| 43 | 639 | 408 | 0 | 40 | 0 | 1,087 |
| 44 | 763 | 386 | 0 | 332 | 0 | 1,481 |
| 45 | 588 | 352 | 0 | 29 | 0 | 969 |
| 46 | 263 | 89 | 0 | 16 | 0 | 369 |
| 47 | 204 | 115 | 0 | 39 | 0 | 358 |
| 48 | 119 | 52 | 0 | 11 | 0 | 181 |
| 49 | 37 | 32 | 0 | 0 | 0 | 70 |
| 50 | 14 | 20 | 0 | 9 | 0 | 43 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 49 | 14 | 17 | 32 | 0 | 112 |
| 53 | 37 | 12 | 0 | 0 | 0 | 49 |
| 54 | 156 | 201 | 0 | 4 | 0 | 361 |
| 55 | 207 | 202 | 0 | 14 | 0 | 423 |
| 56 | 55 | 46 | 0 | 0 | 0 | 102 |
| 57 | 144 | 98 | 0 | 6 | 0 | 248 |
| 58 | 212 | 101 | 0 | 90 | 0 | 404 |
| 59 | 48 | 44 | 0 | 10 | 0 | 102 |
| 60 | 42 | 85 | 0 | 0 | 0 | 127 |
| 61 | 54 | 7 | 0 | 42 | 0 | 102 |
| 62 | 101 | 86 | 0 | 36 | 0 | 223 |
| 63 | 28 | 16 | 0 | 0 | 0 | 44 |
| 64 | 98 | 60 | 0 | 0 | 0 | 158 |
| 65 | 66 | 18 | 0 | 12 | 0 | 96 |
| 66 | 15 | 0 | 0 | 0 | 0 | 15 |
| 67 | 21 | 17 | 0 | 6 | 0 | 43 |
| 68 | 12 | 0 | 0 | 0 | 0 | 12 |
| 69 | 2 | 2 | 0 | 8 | 0 | 12 |
| 70 | 48 | 45 | 0 | 16 | 0 | 109 |
| 71 | 0 | 0 | 0 | 5 | 0 | 5 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 3 | 3 | 0 | 0 | 0 | 5 |
| 74 | 42 | 16 | 0 | 0 | 0 | 58 |
| 75 | 18 | 18 | 0 | 0 | 0 | 37 |
| 76 | 6 | 13 | 0 | 0 | 0 | 19 |
| 77 | 0 | 0 | 0 | 6 | 0 | 6 |
| 78 | 0 | 0 | 0 | 6 | 0 | 6 |
| 79 | 13 | 20 | 0 | 0 | 0 | 33 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 6 | 0 | 0 | 0 | 0 | 6 |

Air Passenger Ground Access Forecast Update

Table C-14
 Washington / Baltimore Air System Planning Region
 Airport Ground Access Forecast Update
 Average Weekday Trips by Mode 2010 - IAD Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 17 | 25 | 0 | 0 | 0 | 42 |
| 84 | 56 | 26 | 0 | 0 | 0 | 82 |
| 85 | 164 | 102 | 0 | 0 | 0 | 265 |
| 86 | 423 | 195 | 66 | 25 | 0 | 709 |
| 87 | 304 | 288 | 0 | 101 | 0 | 693 |
| 88 | 161 | 45 | 0 | 0 | 0 | 206 |
| 89 | 153 | 52 | 0 | 12 | 0 | 217 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 279 | 245 | 0 | 23 | 0 | 547 |
| 92 | 701 | 345 | 0 | 122 | 0 | 1,168 |
| 93 | 561 | 264 | 0 | 217 | 0 | 1,043 |
| 94 | 173 | 70 | 0 | 23 | 0 | 266 |
| 95 | 184 | 168 | 0 | 20 | 0 | 373 |
| 96 | 84 | 67 | 0 | 0 | 0 | 150 |
| 97 | 82 | 62 | 0 | 0 | 0 | 143 |
| 98 | 19 | 36 | 0 | 0 | 0 | 54 |
| 99 | 6 | 0 | 0 | 0 | 0 | 6 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 31 | 45 | 0 | 0 | 0 | 76 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 8 | 0 | 8 |
| 105 | 15 | 15 | 0 | 11 | 0 | 40 |
| 106 | 16 | 0 | 0 | 0 | 0 | 16 |
| 107 | 5 | 0 | 0 | 0 | 0 | 5 |
| 108 | 7 | 7 | 0 | 0 | 0 | 15 |
| 109 | 10 | 4 | 0 | 0 | 0 | 14 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 7 | 0 | 0 | 0 | 0 | 7 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 32 | 10 | 0 | 0 | 0 | 42 |
| 117 | 1 | 0 | 0 | 0 | 0 | 1 |
| 118 | 5 | 0 | 0 | 0 | 0 | 5 |
| 119 | 18 | 34 | 0 | 34 | 0 | 86 |
| 120 | 8 | 13 | 0 | 0 | 0 | 21 |
| 121 | 5 | 3 | 0 | 0 | 0 | 8 |
| 122 | 28 | 27 | 0 | 7 | 0 | 62 |
| 123 | 33 | 53 | 0 | 0 | 0 | 86 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|------------|-----------------|-----------|---------------|
| 124 | 23 | 65 | 0 | 0 | 0 | 88 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 9 | 2 | 0 | 0 | 0 | 11 |
| 127 | 146 | 65 | 0 | 0 | 0 | 210 |
| 128 | 26 | 3 | 0 | 0 | 0 | 29 |
| 129 | 184 | 123 | 0 | 0 | 0 | 307 |
| 130 | 247 | 196 | 0 | 0 | 0 | 442 |
| 131 | 12 | 11 | 0 | 0 | 0 | 23 |
| 132 | 109 | 76 | 0 | 70 | 0 | 254 |
| 133 | 11 | 11 | 0 | 0 | 0 | 21 |
| 134 | 0 | 0 | 0 | 13 | 0 | 13 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 3 | 3 | 0 | 0 | 0 | 6 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 12 | 33 | 0 | 0 | 0 | 45 |
| 140 | 8 | 0 | 0 | 10 | 0 | 17 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 14 | 0 | 0 | 8 | 0 | 22 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 5 | 8 | 0 | 0 | 0 | 14 |
| 147 | 2 | 0 | 0 | 0 | 0 | 2 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 30 | 30 | 0 | 0 | 0 | 60 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 17 | 0 | 0 | 0 | 0 | 17 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 1 | 1 | 0 | 0 | 0 | 3 |
| 160 | 20 | 0 | 0 | 13 | 0 | 33 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 13,050 | 7,819 | 183 | 2,523 | 27 | 23,602 |
| External Trips | 294 | 210 | 0 | 96 | 14 | 614 |
| Total Trips | 13,343 | 8,029 | 183 | 2,618 | 41 | 24,216 |

Air Passenger Ground Access Forecast Update

Table C-15
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2015 - IAD Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 12 | 4 | 11 | 1 | 0 | 29 |
| 3 | 396 | 235 | 446 | 43 | 2 | 1,121 |
| 4 | 370 | 299 | 500 | 48 | 39 | 1,257 |
| 5 | 63 | 28 | 12 | 3 | 0 | 106 |
| 6 | 84 | 22 | 67 | 28 | 7 | 208 |
| 7 | 19 | 6 | 0 | 0 | 0 | 25 |
| 8 | 30 | 12 | 11 | 0 | 0 | 53 |
| 9 | 89 | 33 | 31 | 0 | 0 | 153 |
| 10 | 50 | 2 | 33 | 3 | 0 | 88 |
| 11 | 20 | 13 | 21 | 0 | 0 | 53 |
| 12 | 28 | 7 | 34 | 2 | 0 | 71 |
| 13 | 15 | 9 | 6 | 1 | 0 | 31 |
| 14 | 53 | 12 | 0 | 13 | 0 | 78 |
| 15 | 27 | 3 | 0 | 55 | 0 | 85 |
| 16 | 64 | 29 | 20 | 3 | 0 | 116 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 47 | 27 | 60 | 0 | 0 | 133 |
| 19 | 0 | 0 | 0 | 16 | 0 | 16 |
| 20 | 8 | 0 | 0 | 0 | 0 | 8 |
| 21 | 30 | 19 | 18 | 0 | 0 | 67 |
| 22 | 79 | 48 | 67 | 44 | 0 | 239 |
| 23 | 91 | 31 | 16 | 0 | 0 | 138 |
| 24 | 11 | 4 | 5 | 1 | 0 | 22 |
| 25 | 102 | 48 | 112 | 35 | 0 | 297 |
| 26 | 160 | 89 | 175 | 37 | 0 | 460 |
| 27 | 153 | 89 | 50 | 0 | 0 | 292 |
| 28 | 100 | 55 | 36 | 15 | 0 | 205 |
| 29 | 57 | 33 | 6 | 0 | 0 | 97 |
| 30 | 64 | 28 | 20 | 0 | 0 | 112 |
| 31 | 90 | 41 | 32 | 22 | 0 | 185 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 143 | 21 | 26 | 27 | 0 | 217 |
| 34 | 147 | 137 | 38 | 8 | 0 | 329 |
| 35 | 175 | 44 | 0 | 0 | 0 | 219 |
| 36 | 161 | 20 | 16 | 25 | 0 | 222 |
| 37 | 381 | 136 | 0 | 0 | 0 | 518 |
| 38 | 312 | 164 | 0 | 0 | 0 | 476 |
| 39 | 94 | 66 | 0 | 0 | 0 | 160 |
| 40 | 572 | 183 | 0 | 0 | 0 | 755 |
| 41 | 495 | 189 | 73 | 30 | 0 | 787 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 392 | 127 | 0 | 74 | 0 | 593 |
| 43 | 778 | 281 | 195 | 46 | 0 | 1,300 |
| 44 | 698 | 466 | 462 | 261 | 0 | 1,887 |
| 45 | 689 | 264 | 160 | 45 | 0 | 1,157 |
| 46 | 227 | 97 | 101 | 58 | 0 | 483 |
| 47 | 238 | 162 | 30 | 0 | 0 | 430 |
| 48 | 132 | 38 | 20 | 19 | 0 | 208 |
| 49 | 31 | 45 | 0 | 4 | 0 | 80 |
| 50 | 15 | 33 | 3 | 0 | 0 | 51 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 44 | 60 | 26 | 14 | 4 | 149 |
| 53 | 28 | 27 | 2 | 6 | 0 | 64 |
| 54 | 288 | 143 | 16 | 11 | 0 | 457 |
| 55 | 250 | 244 | 19 | 17 | 0 | 530 |
| 56 | 104 | 37 | 0 | 0 | 0 | 141 |
| 57 | 135 | 165 | 0 | 0 | 0 | 300 |
| 58 | 286 | 148 | 0 | 34 | 0 | 468 |
| 59 | 102 | 23 | 0 | 0 | 0 | 125 |
| 60 | 98 | 58 | 6 | 0 | 0 | 161 |
| 61 | 56 | 54 | 5 | 12 | 0 | 128 |
| 62 | 129 | 86 | 0 | 38 | 0 | 253 |
| 63 | 20 | 31 | 0 | 0 | 0 | 51 |
| 64 | 80 | 84 | 13 | 12 | 0 | 190 |
| 65 | 73 | 18 | 8 | 11 | 0 | 109 |
| 66 | 8 | 7 | 0 | 1 | 0 | 17 |
| 67 | 30 | 13 | 11 | 6 | 0 | 60 |
| 68 | 9 | 3 | 3 | 0 | 0 | 14 |
| 69 | 6 | 6 | 2 | 0 | 0 | 14 |
| 70 | 57 | 59 | 23 | 0 | 0 | 139 |
| 71 | 4 | 2 | 1 | 0 | 0 | 6 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 4 | 2 | 1 | 0 | 0 | 7 |
| 74 | 25 | 32 | 12 | 0 | 0 | 69 |
| 75 | 15 | 18 | 8 | 3 | 0 | 44 |
| 76 | 18 | 0 | 0 | 3 | 0 | 22 |
| 77 | 0 | 0 | 0 | 5 | 0 | 5 |
| 78 | 4 | 2 | 1 | 0 | 0 | 7 |
| 79 | 21 | 21 | 0 | 0 | 0 | 41 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 7 | 1 | 0 | 0 | 0 | 8 |

Air Passenger Ground Access Forecast Update

Table C-15
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2015 - IAD Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 40 | 18 | 0 | 0 | 0 | 58 |
| 84 | 66 | 45 | 0 | 0 | 0 | 111 |
| 85 | 141 | 124 | 0 | 46 | 0 | 311 |
| 86 | 788 | 165 | 0 | 0 | 0 | 954 |
| 87 | 567 | 303 | 0 | 0 | 0 | 871 |
| 88 | 227 | 40 | 0 | 0 | 0 | 267 |
| 89 | 157 | 189 | 0 | 0 | 0 | 345 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 398 | 228 | 0 | 0 | 12 | 638 |
| 92 | 686 | 427 | 178 | 207 | 0 | 1,498 |
| 93 | 746 | 366 | 98 | 169 | 0 | 1,379 |
| 94 | 249 | 65 | 0 | 23 | 0 | 337 |
| 95 | 421 | 62 | 0 | 0 | 0 | 483 |
| 96 | 96 | 3 | 0 | 44 | 34 | 178 |
| 97 | 158 | 8 | 0 | 11 | 0 | 177 |
| 98 | 25 | 42 | 0 | 0 | 0 | 67 |
| 99 | 8 | 0 | 0 | 0 | 0 | 8 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 23 | 41 | 0 | 24 | 0 | 88 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 8 | 0 | 8 |
| 105 | 18 | 18 | 0 | 11 | 0 | 48 |
| 106 | 20 | 0 | 0 | 0 | 0 | 20 |
| 107 | 7 | 0 | 0 | 0 | 0 | 7 |
| 108 | 18 | 0 | 0 | 0 | 0 | 18 |
| 109 | 18 | 0 | 0 | 0 | 0 | 18 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 9 | 0 | 0 | 0 | 0 | 9 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 41 | 13 | 0 | 0 | 0 | 53 |
| 117 | 2 | 0 | 0 | 0 | 0 | 2 |
| 118 | 6 | 0 | 0 | 0 | 0 | 6 |
| 119 | 21 | 39 | 0 | 31 | 0 | 92 |
| 120 | 22 | 3 | 0 | 0 | 0 | 25 |
| 121 | 5 | 5 | 0 | 0 | 0 | 9 |
| 122 | 77 | 0 | 0 | 0 | 0 | 77 |
| 123 | 43 | 71 | 0 | 0 | 0 | 114 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|------------|---------------|
| 124 | 34 | 79 | 0 | 0 | 0 | 113 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 8 | 8 | 0 | 0 | 0 | 16 |
| 127 | 133 | 165 | 0 | 0 | 0 | 298 |
| 128 | 10 | 15 | 0 | 10 | 0 | 36 |
| 129 | 339 | 92 | 0 | 0 | 0 | 431 |
| 130 | 327 | 261 | 0 | 0 | 0 | 588 |
| 131 | 17 | 10 | 0 | 0 | 0 | 28 |
| 132 | 163 | 91 | 0 | 64 | 0 | 318 |
| 133 | 8 | 5 | 0 | 10 | 0 | 22 |
| 134 | 0 | 0 | 0 | 12 | 0 | 12 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 3 | 4 | 0 | 0 | 0 | 7 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 2 | 0 | 0 | 44 | 2 | 49 |
| 140 | 9 | 0 | 0 | 9 | 0 | 18 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 28 | 0 | 0 | 0 | 0 | 28 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 6 | 10 | 0 | 0 | 0 | 16 |
| 147 | 3 | 0 | 0 | 0 | 0 | 3 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 70 | 0 | 0 | 0 | 0 | 70 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 10 | 10 | 0 | 0 | 0 | 21 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 1 | 2 | 0 | 0 | 0 | 3 |
| 160 | 21 | 21 | 0 | 0 | 0 | 42 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 16,191 | 8,092 | 3,344 | 1,862 | 101 | 29,590 |
| External Trips | 368 | 264 | 0 | 120 | 18 | 770 |
| Total Trips | 16,560 | 8,356 | 3,344 | 1,982 | 119 | 30,360 |

Air Passenger Ground Access Forecast Update

Table C-16
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2020 - IAD Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 13 | 5 | 13 | 1 | 0 | 32 |
| 3 | 498 | 296 | 559 | 43 | 2 | 1,398 |
| 4 | 416 | 336 | 561 | 55 | 46 | 1,413 |
| 5 | 73 | 32 | 14 | 4 | 0 | 123 |
| 6 | 95 | 25 | 75 | 32 | 8 | 234 |
| 7 | 22 | 7 | 0 | 0 | 0 | 30 |
| 8 | 35 | 14 | 13 | 0 | 0 | 62 |
| 9 | 99 | 37 | 35 | 0 | 0 | 171 |
| 10 | 56 | 2 | 37 | 3 | 0 | 99 |
| 11 | 24 | 16 | 24 | 0 | 0 | 64 |
| 12 | 32 | 8 | 40 | 3 | 0 | 82 |
| 13 | 19 | 11 | 6 | 1 | 0 | 37 |
| 14 | 65 | 14 | 0 | 16 | 0 | 95 |
| 15 | 32 | 3 | 0 | 65 | 0 | 101 |
| 16 | 76 | 34 | 23 | 3 | 0 | 137 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 56 | 32 | 72 | 0 | 0 | 160 |
| 19 | 0 | 0 | 0 | 20 | 0 | 20 |
| 20 | 9 | 0 | 0 | 0 | 0 | 9 |
| 21 | 34 | 22 | 19 | 0 | 0 | 75 |
| 22 | 103 | 62 | 87 | 57 | 0 | 310 |
| 23 | 106 | 35 | 18 | 0 | 0 | 159 |
| 24 | 14 | 4 | 5 | 1 | 0 | 24 |
| 25 | 123 | 59 | 134 | 43 | 0 | 358 |
| 26 | 195 | 109 | 215 | 45 | 0 | 564 |
| 27 | 178 | 102 | 58 | 0 | 0 | 339 |
| 28 | 118 | 66 | 42 | 17 | 0 | 243 |
| 29 | 64 | 37 | 7 | 0 | 0 | 108 |
| 30 | 74 | 33 | 22 | 0 | 0 | 129 |
| 31 | 104 | 48 | 37 | 26 | 0 | 215 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 174 | 26 | 31 | 32 | 0 | 263 |
| 34 | 169 | 158 | 44 | 9 | 0 | 380 |
| 35 | 204 | 52 | 0 | 0 | 0 | 256 |
| 36 | 190 | 24 | 18 | 30 | 0 | 262 |
| 37 | 435 | 156 | 0 | 0 | 0 | 591 |
| 38 | 354 | 186 | 0 | 0 | 0 | 540 |
| 39 | 108 | 76 | 0 | 0 | 0 | 185 |
| 40 | 700 | 223 | 0 | 0 | 0 | 923 |
| 41 | 576 | 219 | 85 | 35 | 0 | 915 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 490 | 159 | 0 | 93 | 0 | 742 |
| 43 | 883 | 320 | 221 | 53 | 0 | 1,476 |
| 44 | 865 | 579 | 572 | 320 | 0 | 2,336 |
| 45 | 785 | 300 | 183 | 51 | 0 | 1,321 |
| 46 | 285 | 121 | 127 | 73 | 0 | 606 |
| 47 | 273 | 185 | 34 | 0 | 0 | 493 |
| 48 | 148 | 42 | 22 | 21 | 0 | 233 |
| 49 | 35 | 51 | 0 | 4 | 0 | 90 |
| 50 | 17 | 37 | 3 | 0 | 0 | 58 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 51 | 68 | 30 | 17 | 5 | 170 |
| 53 | 36 | 35 | 3 | 8 | 0 | 81 |
| 54 | 357 | 177 | 20 | 14 | 0 | 567 |
| 55 | 321 | 313 | 23 | 22 | 0 | 679 |
| 56 | 136 | 48 | 0 | 0 | 0 | 185 |
| 57 | 152 | 186 | 0 | 0 | 0 | 338 |
| 58 | 329 | 170 | 0 | 39 | 0 | 539 |
| 59 | 120 | 28 | 0 | 0 | 0 | 148 |
| 60 | 116 | 68 | 7 | 0 | 0 | 191 |
| 61 | 74 | 72 | 6 | 17 | 0 | 169 |
| 62 | 147 | 98 | 0 | 44 | 0 | 289 |
| 63 | 23 | 35 | 0 | 0 | 0 | 58 |
| 64 | 92 | 97 | 15 | 14 | 0 | 219 |
| 65 | 81 | 20 | 9 | 12 | 0 | 122 |
| 66 | 9 | 8 | 0 | 2 | 0 | 19 |
| 67 | 34 | 16 | 12 | 7 | 0 | 69 |
| 68 | 10 | 3 | 3 | 0 | 0 | 16 |
| 69 | 7 | 7 | 3 | 0 | 0 | 16 |
| 70 | 69 | 71 | 29 | 0 | 0 | 168 |
| 71 | 4 | 2 | 1 | 0 | 0 | 7 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 5 | 2 | 1 | 0 | 0 | 8 |
| 74 | 29 | 38 | 14 | 0 | 0 | 80 |
| 75 | 17 | 21 | 9 | 3 | 0 | 50 |
| 76 | 20 | 0 | 0 | 4 | 0 | 24 |
| 77 | 0 | 0 | 0 | 6 | 0 | 6 |
| 78 | 5 | 2 | 1 | 0 | 0 | 8 |
| 79 | 26 | 26 | 0 | 0 | 0 | 52 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 8 | 1 | 0 | 0 | 0 | 9 |

Air Passenger Ground Access Forecast Update

Table C-16
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2020 - IAD Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 50 | 22 | 0 | 0 | 0 | 72 |
| 84 | 87 | 61 | 0 | 0 | 0 | 147 |
| 85 | 161 | 140 | 0 | 52 | 0 | 353 |
| 86 | 995 | 210 | 0 | 0 | 0 | 1,205 |
| 87 | 691 | 370 | 0 | 0 | 0 | 1,061 |
| 88 | 276 | 48 | 0 | 0 | 0 | 324 |
| 89 | 245 | 295 | 0 | 0 | 0 | 540 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 448 | 257 | 0 | 0 | 14 | 718 |
| 92 | 918 | 571 | 238 | 279 | 0 | 2,005 |
| 93 | 977 | 479 | 129 | 222 | 0 | 1,808 |
| 94 | 337 | 88 | 0 | 31 | 0 | 456 |
| 95 | 493 | 90 | 0 | 0 | 0 | 583 |
| 96 | 118 | 4 | 0 | 55 | 42 | 219 |
| 97 | 189 | 10 | 0 | 13 | 0 | 213 |
| 98 | 31 | 48 | 0 | 0 | 0 | 79 |
| 99 | 10 | 0 | 0 | 0 | 0 | 10 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 26 | 48 | 0 | 28 | 0 | 102 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 8 | 0 | 8 |
| 105 | 22 | 22 | 0 | 13 | 0 | 58 |
| 106 | 23 | 0 | 0 | 0 | 0 | 23 |
| 107 | 10 | 0 | 0 | 0 | 0 | 10 |
| 108 | 21 | 0 | 0 | 0 | 0 | 21 |
| 109 | 22 | 0 | 0 | 0 | 0 | 22 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 10 | 0 | 0 | 0 | 0 | 10 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 48 | 16 | 0 | 0 | 0 | 64 |
| 117 | 2 | 0 | 0 | 0 | 0 | 2 |
| 118 | 7 | 0 | 0 | 0 | 0 | 7 |
| 119 | 24 | 44 | 0 | 35 | 0 | 103 |
| 120 | 26 | 3 | 0 | 0 | 0 | 29 |
| 121 | 5 | 5 | 0 | 0 | 0 | 11 |
| 122 | 91 | 0 | 0 | 0 | 0 | 91 |
| 123 | 52 | 88 | 0 | 0 | 0 | 141 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|------------|---------------|
| 124 | 41 | 97 | 0 | 0 | 0 | 138 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 10 | 10 | 0 | 0 | 0 | 20 |
| 127 | 168 | 206 | 0 | 0 | 0 | 374 |
| 128 | 13 | 18 | 0 | 12 | 0 | 43 |
| 129 | 431 | 113 | 0 | 0 | 0 | 544 |
| 130 | 422 | 337 | 0 | 0 | 0 | 759 |
| 131 | 21 | 12 | 0 | 0 | 0 | 33 |
| 132 | 203 | 113 | 0 | 82 | 0 | 398 |
| 133 | 9 | 5 | 0 | 11 | 0 | 25 |
| 134 | 0 | 0 | 0 | 14 | 0 | 14 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 3 | 5 | 0 | 0 | 0 | 8 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 3 | 0 | 0 | 56 | 3 | 61 |
| 140 | 10 | 0 | 0 | 10 | 0 | 20 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 32 | 0 | 0 | 0 | 0 | 32 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 7 | 11 | 0 | 0 | 0 | 18 |
| 147 | 3 | 0 | 0 | 0 | 0 | 3 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 79 | 0 | 0 | 0 | 0 | 79 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 12 | 12 | 0 | 0 | 0 | 24 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 1 | 2 | 0 | 0 | 0 | 4 |
| 160 | 24 | 24 | 0 | 0 | 0 | 48 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 19,609 | 9,861 | 4,005 | 2,286 | 119 | 35,881 |
| External Trips | 447 | 320 | 0 | 145 | 22 | 933 |
| Total Trips | 20,056 | 10,181 | 4,005 | 2,431 | 141 | 36,814 |

Air Passenger Ground Access Forecast Update

Table C-17
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2025 - IAD Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 15 | 5 | 14 | 1 | 0 | 35 |
| 3 | 554 | 329 | 605 | 51 | 2 | 1,541 |
| 4 | 458 | 370 | 598 | 63 | 49 | 1,538 |
| 5 | 81 | 35 | 15 | 5 | 0 | 135 |
| 6 | 104 | 28 | 80 | 37 | 8 | 257 |
| 7 | 25 | 8 | 0 | 0 | 0 | 33 |
| 8 | 39 | 16 | 13 | 0 | 0 | 69 |
| 9 | 110 | 40 | 37 | 0 | 0 | 188 |
| 10 | 62 | 3 | 40 | 4 | 0 | 109 |
| 11 | 26 | 17 | 27 | 0 | 0 | 70 |
| 12 | 34 | 9 | 43 | 3 | 0 | 89 |
| 13 | 20 | 12 | 7 | 1 | 0 | 41 |
| 14 | 76 | 17 | 0 | 20 | 0 | 112 |
| 15 | 36 | 4 | 0 | 75 | 0 | 115 |
| 16 | 88 | 39 | 27 | 4 | 0 | 158 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 61 | 36 | 77 | 0 | 0 | 174 |
| 19 | 0 | 0 | 0 | 26 | 0 | 26 |
| 20 | 10 | 0 | 0 | 0 | 0 | 10 |
| 21 | 38 | 24 | 20 | 0 | 0 | 82 |
| 22 | 118 | 71 | 96 | 70 | 0 | 355 |
| 23 | 115 | 40 | 20 | 0 | 0 | 175 |
| 24 | 14 | 6 | 6 | 1 | 0 | 27 |
| 25 | 142 | 68 | 151 | 52 | 0 | 413 |
| 26 | 221 | 123 | 236 | 55 | 0 | 635 |
| 27 | 199 | 115 | 62 | 0 | 0 | 376 |
| 28 | 133 | 74 | 46 | 21 | 0 | 273 |
| 29 | 71 | 40 | 8 | 0 | 0 | 119 |
| 30 | 86 | 38 | 24 | 0 | 0 | 149 |
| 31 | 120 | 55 | 42 | 32 | 0 | 249 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 205 | 31 | 35 | 41 | 0 | 311 |
| 34 | 192 | 179 | 48 | 11 | 0 | 430 |
| 35 | 233 | 59 | 0 | 0 | 0 | 292 |
| 36 | 218 | 28 | 20 | 36 | 0 | 303 |
| 37 | 487 | 175 | 0 | 0 | 0 | 661 |
| 38 | 396 | 208 | 0 | 0 | 0 | 604 |
| 39 | 123 | 88 | 0 | 0 | 0 | 211 |
| 40 | 834 | 266 | 0 | 0 | 0 | 1,100 |
| 41 | 655 | 250 | 94 | 42 | 0 | 1,041 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 604 | 195 | 0 | 122 | 0 | 922 |
| 43 | 984 | 356 | 238 | 62 | 0 | 1,640 |
| 44 | 1,038 | 693 | 662 | 407 | 0 | 2,800 |
| 45 | 879 | 337 | 198 | 61 | 0 | 1,475 |
| 46 | 343 | 146 | 148 | 94 | 0 | 729 |
| 47 | 306 | 208 | 36 | 0 | 0 | 551 |
| 48 | 163 | 46 | 23 | 24 | 0 | 257 |
| 49 | 38 | 56 | 0 | 5 | 0 | 99 |
| 50 | 19 | 40 | 5 | 0 | 0 | 63 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 57 | 77 | 33 | 20 | 6 | 193 |
| 53 | 43 | 41 | 4 | 10 | 0 | 98 |
| 54 | 424 | 211 | 23 | 17 | 0 | 675 |
| 55 | 407 | 397 | 30 | 30 | 0 | 863 |
| 56 | 165 | 59 | 0 | 0 | 0 | 225 |
| 57 | 167 | 205 | 0 | 0 | 0 | 372 |
| 58 | 372 | 192 | 0 | 46 | 0 | 610 |
| 59 | 140 | 33 | 0 | 0 | 0 | 173 |
| 60 | 132 | 78 | 8 | 0 | 0 | 218 |
| 61 | 90 | 87 | 8 | 21 | 0 | 207 |
| 62 | 162 | 109 | 0 | 51 | 0 | 322 |
| 63 | 25 | 38 | 0 | 0 | 0 | 63 |
| 64 | 103 | 108 | 16 | 17 | 0 | 244 |
| 65 | 90 | 21 | 9 | 14 | 0 | 135 |
| 66 | 10 | 9 | 0 | 2 | 0 | 21 |
| 67 | 39 | 17 | 13 | 8 | 0 | 77 |
| 68 | 11 | 4 | 3 | 0 | 0 | 18 |
| 69 | 8 | 8 | 3 | 0 | 0 | 18 |
| 70 | 80 | 81 | 32 | 0 | 0 | 193 |
| 71 | 5 | 2 | 1 | 0 | 0 | 8 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 5 | 3 | 1 | 0 | 0 | 9 |
| 74 | 33 | 42 | 15 | 0 | 0 | 90 |
| 75 | 19 | 23 | 9 | 4 | 0 | 56 |
| 76 | 23 | 0 | 0 | 5 | 0 | 28 |
| 77 | 0 | 0 | 0 | 8 | 0 | 8 |
| 78 | 5 | 2 | 1 | 0 | 0 | 9 |
| 79 | 32 | 32 | 0 | 0 | 0 | 63 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 9 | 1 | 0 | 0 | 0 | 11 |

Air Passenger Ground Access Forecast Update

Table C-17
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2025 - IAD Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 59 | 26 | 0 | 0 | 0 | 85 |
| 84 | 111 | 78 | 0 | 0 | 0 | 189 |
| 85 | 179 | 156 | 0 | 62 | 0 | 397 |
| 86 | 1,226 | 258 | 0 | 0 | 0 | 1,484 |
| 87 | 818 | 439 | 0 | 0 | 0 | 1,257 |
| 88 | 323 | 56 | 0 | 0 | 0 | 380 |
| 89 | 320 | 383 | 0 | 0 | 0 | 703 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 499 | 286 | 0 | 0 | 15 | 799 |
| 92 | 1,176 | 732 | 294 | 379 | 0 | 2,582 |
| 93 | 1,159 | 568 | 147 | 280 | 0 | 2,154 |
| 94 | 445 | 114 | 0 | 43 | 0 | 602 |
| 95 | 577 | 104 | 0 | 0 | 0 | 681 |
| 96 | 143 | 5 | 0 | 71 | 51 | 269 |
| 97 | 220 | 12 | 0 | 17 | 0 | 248 |
| 98 | 35 | 56 | 0 | 0 | 0 | 91 |
| 99 | 12 | 0 | 0 | 0 | 0 | 12 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 29 | 53 | 0 | 33 | 0 | 116 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 10 | 0 | 10 |
| 105 | 27 | 27 | 0 | 17 | 0 | 71 |
| 106 | 26 | 0 | 0 | 0 | 0 | 26 |
| 107 | 11 | 0 | 0 | 0 | 0 | 11 |
| 108 | 24 | 0 | 0 | 0 | 0 | 24 |
| 109 | 25 | 0 | 0 | 0 | 0 | 25 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 13 | 0 | 0 | 0 | 0 | 13 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 56 | 19 | 0 | 0 | 0 | 75 |
| 117 | 2 | 0 | 0 | 0 | 0 | 2 |
| 118 | 8 | 0 | 0 | 0 | 0 | 8 |
| 119 | 26 | 49 | 0 | 42 | 0 | 117 |
| 120 | 29 | 4 | 0 | 0 | 0 | 32 |
| 121 | 6 | 6 | 0 | 0 | 0 | 12 |
| 122 | 104 | 0 | 0 | 0 | 0 | 104 |
| 123 | 62 | 107 | 0 | 0 | 0 | 169 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|------------|---------------|
| 124 | 49 | 115 | 0 | 0 | 0 | 164 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 13 | 13 | 0 | 0 | 0 | 25 |
| 127 | 206 | 251 | 0 | 0 | 0 | 457 |
| 128 | 15 | 21 | 0 | 15 | 0 | 51 |
| 129 | 529 | 139 | 0 | 0 | 0 | 667 |
| 130 | 533 | 425 | 0 | 0 | 0 | 958 |
| 131 | 24 | 14 | 0 | 0 | 0 | 38 |
| 132 | 254 | 142 | 0 | 108 | 0 | 504 |
| 133 | 10 | 6 | 0 | 13 | 0 | 29 |
| 134 | 0 | 0 | 0 | 16 | 0 | 16 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 3 | 5 | 0 | 0 | 0 | 8 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 3 | 0 | 0 | 71 | 3 | 78 |
| 140 | 11 | 0 | 0 | 12 | 0 | 23 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 36 | 0 | 0 | 0 | 0 | 36 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 7 | 13 | 0 | 0 | 0 | 20 |
| 147 | 3 | 0 | 0 | 0 | 0 | 3 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 87 | 0 | 0 | 0 | 0 | 87 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 13 | 13 | 0 | 0 | 0 | 26 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 1 | 3 | 0 | 0 | 0 | 4 |
| 160 | 27 | 27 | 0 | 0 | 0 | 54 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 23,007 | 11,588 | 4,448 | 2,868 | 135 | 42,046 |
| External Trips | 524 | 374 | 0 | 170 | 25 | 1,094 |
| Total Trips | 23,530 | 11,962 | 4,448 | 3,039 | 160 | 43,140 |

Air Passenger Ground Access Forecast Update

Table C-18
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2030 - IAD Airport

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 16 | 6 | 15 | 2 | 0 | 38 |
| 3 | 624 | 371 | 666 | 59 | 2 | 1,724 |
| 4 | 502 | 405 | 637 | 72 | 53 | 1,669 |
| 5 | 90 | 39 | 16 | 5 | 0 | 150 |
| 6 | 114 | 30 | 85 | 42 | 9 | 281 |
| 7 | 27 | 9 | 0 | 0 | 0 | 36 |
| 8 | 44 | 18 | 15 | 0 | 0 | 78 |
| 9 | 124 | 45 | 41 | 0 | 0 | 210 |
| 10 | 69 | 3 | 44 | 5 | 0 | 120 |
| 11 | 30 | 18 | 29 | 0 | 0 | 77 |
| 12 | 38 | 10 | 45 | 4 | 0 | 96 |
| 13 | 23 | 14 | 7 | 1 | 0 | 46 |
| 14 | 90 | 19 | 0 | 24 | 0 | 133 |
| 15 | 42 | 4 | 0 | 86 | 0 | 132 |
| 16 | 98 | 44 | 29 | 5 | 0 | 176 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 73 | 42 | 88 | 0 | 0 | 202 |
| 19 | 0 | 0 | 0 | 31 | 0 | 31 |
| 20 | 11 | 0 | 0 | 0 | 0 | 11 |
| 21 | 41 | 27 | 22 | 0 | 0 | 89 |
| 22 | 132 | 80 | 105 | 82 | 0 | 399 |
| 23 | 126 | 43 | 22 | 0 | 0 | 190 |
| 24 | 16 | 6 | 6 | 1 | 0 | 29 |
| 25 | 159 | 76 | 165 | 60 | 0 | 461 |
| 26 | 246 | 137 | 255 | 63 | 0 | 701 |
| 27 | 218 | 126 | 65 | 0 | 0 | 409 |
| 28 | 148 | 82 | 50 | 23 | 0 | 303 |
| 29 | 76 | 45 | 9 | 0 | 0 | 130 |
| 30 | 98 | 43 | 28 | 0 | 0 | 169 |
| 31 | 139 | 63 | 47 | 38 | 0 | 287 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | 239 | 36 | 40 | 49 | 0 | 364 |
| 34 | 214 | 200 | 52 | 13 | 0 | 480 |
| 35 | 262 | 66 | 0 | 0 | 0 | 328 |
| 36 | 247 | 31 | 23 | 43 | 0 | 344 |
| 37 | 535 | 193 | 0 | 0 | 0 | 728 |
| 38 | 437 | 230 | 0 | 0 | 0 | 667 |
| 39 | 139 | 98 | 0 | 0 | 0 | 237 |
| 40 | 968 | 310 | 0 | 0 | 0 | 1,278 |
| 41 | 737 | 280 | 103 | 49 | 0 | 1,169 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 42 | 716 | 232 | 0 | 151 | 0 | 1,099 |
| 43 | 1,085 | 393 | 256 | 71 | 0 | 1,806 |
| 44 | 1,213 | 811 | 754 | 495 | 0 | 3,273 |
| 45 | 970 | 371 | 212 | 70 | 0 | 1,623 |
| 46 | 399 | 170 | 167 | 113 | 0 | 849 |
| 47 | 339 | 231 | 41 | 0 | 0 | 610 |
| 48 | 177 | 51 | 25 | 28 | 0 | 281 |
| 49 | 42 | 61 | 0 | 5 | 0 | 108 |
| 50 | 20 | 44 | 4 | 0 | 0 | 69 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 64 | 86 | 35 | 23 | 7 | 215 |
| 53 | 51 | 48 | 4 | 13 | 0 | 115 |
| 54 | 485 | 241 | 25 | 21 | 0 | 772 |
| 55 | 501 | 489 | 36 | 38 | 0 | 1,064 |
| 56 | 199 | 71 | 0 | 0 | 0 | 270 |
| 57 | 183 | 224 | 0 | 0 | 0 | 407 |
| 58 | 414 | 214 | 0 | 54 | 0 | 681 |
| 59 | 156 | 36 | 0 | 0 | 0 | 191 |
| 60 | 150 | 89 | 8 | 0 | 0 | 246 |
| 61 | 108 | 105 | 9 | 26 | 0 | 247 |
| 62 | 177 | 118 | 0 | 58 | 0 | 354 |
| 63 | 27 | 42 | 0 | 0 | 0 | 69 |
| 64 | 113 | 119 | 18 | 19 | 0 | 270 |
| 65 | 98 | 24 | 10 | 16 | 0 | 147 |
| 66 | 11 | 10 | 0 | 2 | 0 | 24 |
| 67 | 43 | 20 | 14 | 9 | 0 | 86 |
| 68 | 12 | 4 | 3 | 0 | 0 | 19 |
| 69 | 8 | 9 | 3 | 0 | 0 | 20 |
| 70 | 91 | 94 | 36 | 0 | 0 | 222 |
| 71 | 5 | 3 | 1 | 0 | 0 | 9 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 6 | 3 | 0 | 0 | 0 | 9 |
| 74 | 37 | 47 | 16 | 0 | 0 | 99 |
| 75 | 22 | 26 | 10 | 4 | 0 | 62 |
| 76 | 26 | 0 | 0 | 5 | 0 | 31 |
| 77 | 0 | 0 | 0 | 9 | 0 | 9 |
| 78 | 6 | 2 | 1 | 0 | 0 | 10 |
| 79 | 38 | 38 | 0 | 0 | 0 | 76 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 10 | 2 | 0 | 0 | 0 | 12 |

Air Passenger Ground Access Forecast Update

Table C-18
Washington / Baltimore Air System Planning Region
Airport Ground Access Forecast Update
Average Weekday Trips by Mode 2030 - IAD Airport

cont...

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|-----|-------------|----------------|---------|-----------------|-------|-------|
| 83 | 70 | 31 | 0 | 0 | 0 | 100 |
| 84 | 134 | 94 | 0 | 0 | 0 | 228 |
| 85 | 198 | 172 | 0 | 71 | 0 | 441 |
| 86 | 1,454 | 306 | 0 | 0 | 0 | 1,760 |
| 87 | 953 | 510 | 0 | 0 | 0 | 1,463 |
| 88 | 369 | 65 | 0 | 0 | 0 | 433 |
| 89 | 367 | 440 | 0 | 0 | 0 | 806 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 546 | 313 | 0 | 0 | 17 | 876 |
| 92 | 1,399 | 870 | 341 | 469 | 0 | 3,080 |
| 93 | 1,315 | 645 | 163 | 330 | 0 | 2,453 |
| 94 | 544 | 141 | 0 | 55 | 0 | 740 |
| 95 | 674 | 112 | 0 | 0 | 0 | 786 |
| 96 | 179 | 6 | 0 | 92 | 64 | 341 |
| 97 | 253 | 14 | 0 | 20 | 0 | 287 |
| 98 | 39 | 64 | 0 | 0 | 0 | 103 |
| 99 | 13 | 0 | 0 | 0 | 0 | 13 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 31 | 58 | 0 | 38 | 0 | 128 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 11 | 0 | 11 |
| 105 | 31 | 31 | 0 | 21 | 0 | 84 |
| 106 | 30 | 0 | 0 | 0 | 0 | 30 |
| 107 | 13 | 0 | 0 | 0 | 0 | 13 |
| 108 | 27 | 0 | 0 | 0 | 0 | 27 |
| 109 | 29 | 0 | 0 | 0 | 0 | 29 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 14 | 0 | 0 | 0 | 0 | 14 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 66 | 22 | 0 | 0 | 0 | 87 |
| 117 | 3 | 0 | 0 | 0 | 0 | 3 |
| 118 | 9 | 0 | 0 | 0 | 0 | 9 |
| 119 | 29 | 54 | 0 | 48 | 0 | 131 |
| 120 | 32 | 4 | 0 | 0 | 0 | 36 |
| 121 | 7 | 7 | 0 | 0 | 0 | 13 |
| 122 | 116 | 0 | 0 | 0 | 0 | 116 |
| 123 | 74 | 124 | 0 | 0 | 0 | 198 |

| AAZ | Auto Driver | Auto Passenger | Transit | Airport Transit | Other | Total |
|---------------------------|---------------|----------------|--------------|-----------------|------------|---------------|
| 124 | 57 | 135 | 0 | 0 | 0 | 192 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 15 | 15 | 0 | 0 | 0 | 30 |
| 127 | 245 | 297 | 0 | 0 | 0 | 542 |
| 128 | 17 | 25 | 0 | 18 | 0 | 60 |
| 129 | 628 | 168 | 0 | 0 | 0 | 796 |
| 130 | 666 | 533 | 0 | 0 | 0 | 1,199 |
| 131 | 28 | 17 | 0 | 0 | 0 | 45 |
| 132 | 311 | 174 | 0 | 136 | 0 | 621 |
| 133 | 11 | 7 | 0 | 15 | 0 | 32 |
| 134 | 0 | 0 | 0 | 18 | 0 | 18 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 3 | 6 | 0 | 0 | 0 | 9 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 4 | 0 | 0 | 86 | 4 | 94 |
| 140 | 13 | 0 | 0 | 13 | 0 | 26 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 39 | 0 | 0 | 0 | 0 | 39 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 9 | 13 | 0 | 0 | 0 | 22 |
| 147 | 3 | 0 | 0 | 0 | 0 | 3 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 96 | 0 | 0 | 0 | 0 | 96 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 14 | 14 | 0 | 0 | 0 | 29 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 2 | 3 | 0 | 0 | 0 | 5 |
| 160 | 30 | 30 | 0 | 0 | 0 | 60 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Internal | 26,401 | 13,296 | 4,903 | 3,430 | 156 | 48,186 |
| External Trips | 600 | 429 | 0 | 195 | 29 | 1,253 |
| Total Trips | 27,001 | 13,725 | 4,903 | 3,625 | 185 | 49,439 |

Appendix D
Ground Access Forecast Update
Average Weekday Trips by Jurisdiction
By Airport

**Table D-1
Average Weekday Air Passenger Enplanement Forecast
By Jurisdiction**

| Jurisdiction | BWI Airport | | | | | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| District of Columbia | 1,789 | 2,101 | 2,310 | 2,590 | 2,780 | 3,032 |
| Montgomery County | 2,831 | 3,281 | 3,692 | 4,131 | 4,554 | 5,014 |
| Prince George's County | 2,141 | 2,526 | 2,811 | 3,135 | 3,486 | 3,890 |
| Arlington County | 307 | 363 | 408 | 449 | 483 | 519 |
| City of Alexandria | 176 | 206 | 233 | 261 | 294 | 329 |
| Fairfax County | 651 | 761 | 854 | 953 | 1,051 | 1,156 |
| Loudoun County | 137 | 174 | 216 | 281 | 343 | 395 |
| Prince William County | 144 | 180 | 212 | 245 | 278 | 312 |
| Frederick County | 606 | 731 | 839 | 953 | 1,075 | 1,224 |
| Howard County | 2,115 | 2,516 | 2,873 | 3,225 | 3,548 | 3,859 |
| Anne Arundel County | 3,759 | 4,387 | 4,880 | 5,366 | 5,981 | 6,538 |
| Charles County | 196 | 231 | 275 | 322 | 372 | 421 |
| Carroll County | 411 | 486 | 545 | 610 | 675 | 743 |
| Calvert County | 301 | 356 | 407 | 455 | 500 | 544 |
| St. Mary's County | 182 | 220 | 262 | 305 | 349 | 395 |
| King George County | 12 | 15 | 19 | 23 | 27 | 32 |
| City of Fredericksburg | 0 | 0 | 0 | 0 | 0 | 0 |
| Stafford County | 84 | 111 | 144 | 173 | 204 | 238 |
| Spotsylvania County | 49 | 65 | 85 | 102 | 119 | 138 |
| Fauquier County | 42 | 52 | 64 | 78 | 95 | 116 |
| Clarke County | 0 | 0 | 0 | 0 | 0 | 0 |
| Jefferson County | 41 | 50 | 60 | 71 | 85 | 102 |
| Baltimore City | 3,117 | 3,599 | 3,916 | 4,236 | 4,550 | 4,865 |
| Baltimore County | 3,390 | 3,946 | 4,256 | 4,570 | 4,860 | 5,186 |
| Harford County | 578 | 690 | 800 | 876 | 957 | 1,042 |
| Total | 23,059 | 27,047 | 30,162 | 33,410 | 36,668 | 40,088 |

Table D-2
Average Weekday Air Passenger Enplanement Forecast
By Jurisdiction

| Jurisdiction | DCA Airport | | | | | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| District of Columbia | 9,429 | 8,764 | 8,996 | 9,527 | 9,844 | 10,218 |
| Montgomery County | 2,763 | 2,517 | 2,687 | 2,822 | 2,996 | 3,134 |
| Prince George's County | 1,675 | 1,591 | 1,691 | 1,789 | 1,957 | 2,109 |
| Arlington County | 3,933 | 3,770 | 4,419 | 4,863 | 5,097 | 5,275 |
| City of Alexandria | 1,330 | 1,235 | 1,323 | 1,416 | 1,554 | 1,661 |
| Fairfax County | 3,565 | 3,284 | 3,470 | 3,637 | 3,866 | 4,045 |
| Loudoun County | 152 | 149 | 169 | 199 | 229 | 247 |
| Prince William County | 667 | 640 | 704 | 761 | 827 | 884 |
| Frederick County | 144 | 135 | 143 | 153 | 164 | 174 |
| Howard County | 150 | 138 | 145 | 152 | 162 | 167 |
| Anne Arundel County | 102 | 95 | 98 | 102 | 107 | 111 |
| Charles County | 160 | 149 | 166 | 185 | 208 | 225 |
| Carroll County | 23 | 21 | 22 | 24 | 25 | 27 |
| Calvert County | 88 | 82 | 92 | 99 | 105 | 109 |
| St. Mary's County | 81 | 77 | 85 | 93 | 102 | 109 |
| King George County | 0 | 0 | 0 | 0 | 0 | 0 |
| City of Fredericksburg | 6 | 6 | 7 | 7 | 8 | 8 |
| Stafford County | 258 | 268 | 329 | 373 | 425 | 473 |
| Spotsylvania County | 89 | 94 | 116 | 130 | 148 | 164 |
| Fauquier County | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarke County | 0 | 0 | 0 | 0 | 0 | 0 |
| Jefferson County | 4 | 4 | 5 | 5 | 6 | 7 |
| Baltimore City | 126 | 114 | 115 | 117 | 121 | 123 |
| Baltimore County | 32 | 30 | 30 | 31 | 31 | 32 |
| Harford County | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 24,777 | 23,162 | 24,813 | 26,483 | 27,980 | 29,302 |

Table D-3
Average Weekday Air Passenger Enplanement Forecast
By Jurisdiction

| Jurisdiction | IAD Airport | | | | | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| District of Columbia | 2,461 | 2,937 | 3,512 | 4,118 | 4,576 | 5,102 |
| Montgomery County | 2,485 | 2,915 | 3,585 | 4,271 | 4,959 | 5,660 |
| Prince George's County | 249 | 296 | 359 | 425 | 488 | 556 |
| Arlington County | 1,176 | 1,420 | 1,782 | 2,139 | 2,418 | 2,679 |
| City of Alexandria | 359 | 425 | 516 | 609 | 710 | 821 |
| Fairfax County | 6,303 | 7,533 | 9,302 | 11,008 | 12,743 | 14,476 |
| Loudoun County | 2,566 | 3,241 | 4,258 | 5,606 | 6,912 | 8,018 |
| Prince William County | 1,563 | 1,997 | 2,582 | 3,176 | 3,803 | 4,434 |
| Frederick County | 535 | 666 | 852 | 1,031 | 1,213 | 1,428 |
| Howard County | 125 | 151 | 189 | 223 | 257 | 287 |
| Anne Arundel County | 167 | 199 | 240 | 277 | 315 | 355 |
| Charles County | 74 | 88 | 113 | 138 | 164 | 192 |
| Carroll County | 46 | 54 | 67 | 79 | 91 | 103 |
| Calvert County | 52 | 62 | 77 | 91 | 104 | 116 |
| St. Mary's County | 70 | 86 | 114 | 141 | 169 | 198 |
| King George County | 8 | 11 | 16 | 20 | 25 | 30 |
| City of Fredericksburg | 23 | 29 | 38 | 46 | 54 | 62 |
| Stafford County | 233 | 307 | 431 | 544 | 667 | 796 |
| Spotsylvania County | 159 | 210 | 298 | 374 | 457 | 542 |
| Fauquier County | 355 | 442 | 588 | 759 | 958 | 1,199 |
| Clarke County | 19 | 23 | 28 | 33 | 38 | 45 |
| Jefferson County | 207 | 254 | 334 | 418 | 522 | 638 |
| Baltimore City | 105 | 125 | 154 | 182 | 209 | 235 |
| Baltimore County | 79 | 93 | 109 | 123 | 136 | 150 |
| Harford County | 29 | 35 | 45 | 51 | 58 | 65 |
| Total | 19,449 | 23,602 | 29,590 | 35,881 | 42,046 | 48,186 |

Table D-4
Average Weekday Air Passenger Enplanement Forecast
By Jurisdiction

| Jurisdiction | ALL Airports | | | | | |
|------------------------|---------------|---------------|---------------|---------------|----------------|----------------|
| | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| District of Columbia | 13,679 | 13,803 | 14,818 | 16,235 | 17,200 | 18,351 |
| Montgomery County | 8,079 | 8,714 | 9,964 | 11,224 | 12,508 | 13,808 |
| Prince George's County | 4,065 | 4,413 | 4,862 | 5,349 | 5,930 | 6,555 |
| Arlington County | 5,417 | 5,552 | 6,609 | 7,451 | 7,998 | 8,472 |
| City of Alexandria | 1,864 | 1,866 | 2,071 | 2,286 | 2,558 | 2,810 |
| Fairfax County | 10,519 | 11,578 | 13,627 | 15,597 | 17,661 | 19,677 |
| Loudoun County | 2,854 | 3,564 | 4,644 | 6,086 | 7,483 | 8,659 |
| Prince William County | 2,375 | 2,817 | 3,498 | 4,182 | 4,908 | 5,630 |
| Frederick County | 1,286 | 1,533 | 1,834 | 2,137 | 2,452 | 2,826 |
| Howard County | 2,391 | 2,804 | 3,206 | 3,600 | 3,967 | 4,313 |
| Anne Arundel County | 4,028 | 4,681 | 5,219 | 5,745 | 6,403 | 7,003 |
| Charles County | 429 | 468 | 554 | 645 | 744 | 838 |
| Carroll County | 479 | 562 | 634 | 713 | 792 | 873 |
| Calvert County | 440 | 500 | 576 | 644 | 708 | 769 |
| St. Mary's County | 334 | 382 | 461 | 538 | 619 | 703 |
| King George County | 20 | 26 | 35 | 43 | 52 | 62 |
| City of Fredericksburg | 28 | 34 | 45 | 53 | 62 | 71 |
| Stafford County | 575 | 686 | 904 | 1,090 | 1,296 | 1,507 |
| Spotsylvania County | 297 | 369 | 499 | 606 | 724 | 844 |
| Fauquier County | 397 | 494 | 651 | 837 | 1,053 | 1,315 |
| Clarke County | 19 | 23 | 28 | 33 | 38 | 45 |
| Jefferson County | 253 | 308 | 399 | 494 | 614 | 747 |
| Baltimore City | 3,348 | 3,837 | 4,186 | 4,535 | 4,880 | 5,224 |
| Baltimore County | 3,502 | 4,069 | 4,395 | 4,724 | 5,028 | 5,367 |
| Harford County | 607 | 725 | 845 | 928 | 1,015 | 1,106 |
| Total | 67,285 | 73,811 | 84,565 | 95,774 | 106,694 | 117,576 |

Appendix E
Ground Access Forecast Update
Household and Employment Forecasts
by Jurisdiction

**Table E-1
Washington / Baltimore Air System Planning Region
Household by Jurisdiction**

| Jurisdiction | Households | | | | | | |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 2005 | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| District of Columbia | 253,379 | 334,682 | 275,963 | 295,189 | 312,611 | 323,556 | 334,682 |
| Montgomery County | 347,768 | 353,761 | 362,768 | 386,768 | 408,769 | 425,806 | 440,829 |
| Prince George's County | 305,057 | 309,795 | 316,927 | 330,286 | 343,598 | 355,423 | 366,118 |
| Arlington County | 92,214 | 95,283 | 99,886 | 108,940 | 116,059 | 119,045 | 120,863 |
| City of Alexandria | 66,337 | 67,976 | 70,434 | 73,127 | 77,234 | 81,801 | 86,110 |
| Fairfax County | 388,847 | 394,115 | 402,024 | 424,486 | 444,927 | 463,495 | 479,299 |
| Loudoun County | 87,478 | 93,156 | 101,667 | 114,170 | 133,828 | 148,687 | 155,939 |
| Prince William County | 135,954 | 144,618 | 157,610 | 174,517 | 189,677 | 202,940 | 214,227 |
| Frederick County | 79,493 | 82,778 | 87,708 | 95,923 | 104,139 | 112,481 | 123,125 |
| Howard County | 100,254 | 103,971 | 109,550 | 118,387 | 125,466 | 130,347 | 132,965 |
| Anne Arundel County | 192,450 | 196,412 | 202,359 | 210,960 | 218,039 | 224,148 | 229,513 |
| Charles County | 47,447 | 48,848 | 50,951 | 57,525 | 64,302 | 70,824 | 75,850 |
| Carroll County | 59,401 | 61,040 | 63,495 | 67,348 | 71,163 | 74,653 | 77,401 |
| Calvert County | 29,900 | 30,759 | 32,049 | 34,301 | 36,026 | 37,375 | 38,349 |
| St. Mary's County | 35,052 | 36,582 | 38,876 | 44,450 | 49,350 | 53,950 | 58,127 |
| King George County | 6,684 | 7,368 | 8,392 | 10,097 | 11,395 | 12,689 | 14,005 |
| City of Fredericksburg | 8,305 | 8,984 | 10,003 | 11,700 | 12,453 | 13,206 | 13,955 |
| Stafford County | 30,683 | 34,963 | 41,384 | 52,079 | 58,997 | 65,913 | 72,662 |
| Spotsylvania County | 26,250 | 29,631 | 34,702 | 43,152 | 48,484 | 53,814 | 58,733 |
| Fauquier County | 23,303 | 24,730 | 26,872 | 30,986 | 35,729 | 41,199 | 47,506 |
| Clarke County | 5,542 | 5,782 | 6,142 | 6,502 | 6,860 | 7,316 | 7,770 |
| Jefferson County | 18,295 | 19,148 | 20,427 | 23,192 | 25,957 | 29,518 | 33,075 |
| Baltimore City | 257,090 | 261,725 | 266,260 | 274,630 | 279,209 | 282,816 | 285,232 |
| Baltimore County | 315,769 | 323,059 | 330,212 | 335,414 | 338,899 | 340,899 | 342,362 |
| Harford County | 88,458 | 92,759 | 97,003 | 105,558 | 107,925 | 110,308 | 112,672 |
| Total | 3,001,410 | 3,161,925 | 3,213,664 | 3,429,687 | 3,621,096 | 3,782,209 | 3,921,369 |

Source:- MWCOG Round 7.2 Cooperative Forecast and BMC 7.2 Landuse Data

Table E-2
Washington / Baltimore Air System Planning Region
Employment by Jurisdiction

| Jurisdiction | Employment | | | | | | |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 2005 | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
| District of Columbia | 750,260 | 765,422 | 788,162 | 815,160 | 859,160 | 893,468 | 920,576 |
| Montgomery County | 500,584 | 504,600 | 510,600 | 547,634 | 590,662 | 630,690 | 670,713 |
| Prince George's County | 347,301 | 353,296 | 362,286 | 378,752 | 398,224 | 423,196 | 453,423 |
| Arlington County | 194,875 | 202,726 | 214,501 | 237,634 | 259,600 | 267,055 | 271,715 |
| City of Alexandria | 105,821 | 107,136 | 109,109 | 123,820 | 136,032 | 147,312 | 156,831 |
| Fairfax County | 637,601 | 662,906 | 700,872 | 757,152 | 800,470 | 840,299 | 870,584 |
| Loudoun County | 130,304 | 141,708 | 158,819 | 189,370 | 227,459 | 255,749 | 275,196 |
| Prince William County | 139,887 | 144,836 | 152,264 | 175,027 | 197,682 | 220,820 | 243,725 |
| Frederick County | 122,162 | 130,260 | 142,412 | 151,456 | 158,278 | 163,464 | 167,257 |
| Howard County | 149,289 | 155,904 | 165,822 | 181,418 | 195,195 | 208,866 | 219,747 |
| Anne Arundel County | 271,697 | 279,657 | 291,592 | 317,066 | 342,525 | 361,985 | 379,142 |
| Charles County | 58,587 | 60,048 | 62,239 | 68,449 | 71,749 | 74,749 | 77,550 |
| Carroll County | 61,221 | 63,774 | 67,603 | 69,622 | 70,821 | 71,627 | 72,451 |
| Calvert County | 32,392 | 33,498 | 35,157 | 41,041 | 44,438 | 46,239 | 47,137 |
| St. Mary's County | 54,167 | 56,174 | 59,191 | 64,081 | 67,275 | 70,093 | 71,972 |
| King George County | 6,684 | 7,622 | 9,032 | 11,376 | 13,118 | 14,860 | 16,343 |
| City of Fredericksburg | 26,974 | 27,956 | 29,430 | 31,882 | 35,467 | 39,049 | 41,767 |
| Stafford County | 37,254 | 39,630 | 43,197 | 49,113 | 55,065 | 61,015 | 65,638 |
| Spotsylvania County | 29,184 | 31,655 | 35,362 | 41,538 | 46,607 | 51,673 | 55,567 |
| Fauquier County | 24,153 | 25,421 | 27,325 | 30,507 | 35,767 | 39,382 | 43,367 |
| Clarke County | 6,346 | 6,525 | 6,793 | 7,239 | 7,685 | 8,108 | 8,552 |
| Jefferson County | 18,526 | 19,539 | 21,058 | 23,589 | 26,113 | 28,397 | 30,674 |
| Baltimore City | 374,392 | 378,769 | 383,143 | 392,098 | 400,024 | 407,423 | 408,912 |
| Baltimore County | 416,493 | 424,950 | 433,417 | 445,248 | 450,198 | 451,551 | 452,977 |
| Harford County | 95,411 | 102,753 | 110,094 | 120,778 | 128,360 | 134,209 | 138,776 |
| Total | 4,591,565 | 4,726,765 | 4,919,480 | 5,271,050 | 5,617,974 | 5,911,279 | 6,160,592 |

Source:- MWCOG Round 7.2 Cooperative Forecast and BMC 7.2 Landuse Data