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WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY GEOGRAPHIC FINDINGS – 2017 – **DRAFT**

January 2019



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National Capital Region
Transportation Planning Board

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1 **2017 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY GEOGRAPHIC FINDINGS**

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3 Prepared by the National Capital Region Transportation Planning Board in cooperation with the Federal
4 Aviation Administration, January 2019.

5
6 **ABOUT THE TPB**

7 The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan
8 planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a
9 continuing, cooperative, and comprehensive transportation planning process in the metropolitan area.
10 Members of the TPB include representatives of the transportation agencies of the states of Maryland and
11 Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit
12 Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan
13 Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation
14 Planning at the Metropolitan Washington Council of Governments (COG).

15
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32
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35
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EXECUTIVE SUMMARY

In October 2017, the Metropolitan Washington Council of Governments (MWCOG) conducted a regional air passenger survey jointly funded by the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT) at the three major commercial airports in the Washington-Baltimore Region: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore/Washington International Thurgood Marshall Airport (BWI). Approximately 22,900 passengers out of a total of approximately 78,700 enplaning passengers on 657 randomly selected flights were interviewed as they waited to board their planes, an overall response rate of 27.4 percent. The survey questionnaires asked about: the trip that was being made, the passenger's ground transportation trip to the airport, as well as the passenger's choice of airport, and it posed several questions regarding the passenger's demographic characteristics. The 2017 regional air passenger survey was the thirteenth in a series of regional air passenger surveys conducted since 1981. Prior surveys were conducted in 1981/82, 1987, 1992, 1998, 2000, 2002, and every two years since 2005. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. These surveys are an essential component of the air systems planning and master planning processes in the region and provide information necessary to account for airport ground access in the region's travel demand model.

This report summarizes the findings regarding patterns of airport use, trip purpose, origin activity, mode of access, and household income. The report analyzes these data based on their geographic distribution. Regional percentages shown in this document are subject to a sampling error of approximately plus or minus three percentage points at the 90 percent confidence level. Percentages at each of the individual airports are subject to a sampling error of twice that amount.

Some of the most important findings from the geographic patterns of airport use in the Washington-Baltimore region are as follows:

Airport Use

- Approximately 26.7 million air passengers originated in the Washington-Baltimore region in 2017, an increase of five percent over the 25.4 million passenger originations in 2015.
- The total number of air passengers (including connecting passengers) increased by seven percent between 2015 and 2017, from 34.1 million to 36.4 million.
- The total number of local originating passengers increased by five percent between 2015 and 2017, primarily due to a 23 percent increase in those local originations traveling from the Maryland suburbs. When compared with 2015, in 2017 the District of Columbia experienced a three percent increase in originating air passengers, while the Baltimore region and Virginia suburbs of DC experienced a three percent increase and one percent increase, respectively. Originations from the outlying areas of the air system region had a 10 percent decline and external trips (trips originating outside of the air system region) decreased by seven percent when compared with 2015.
- IAD remained dominant for international travel.

Airport Preference

- Across the air system region, 63 percent of passengers were satisfied with their airport choice. The jurisdictions with the highest percentage of satisfied passengers were mainly in the Baltimore region and outlying areas.
- For all air passengers (both residents and non-residents of the area), airport preference changed little between 2015 and 2017. In 2017 overall airport preference was distributed as follows: BWI (28 percent), DCA (41 percent), and IAD (15 percent). Fifteen percent expressed no preference.
- Area resident preference distribution: BWI (33 percent), DCA (41 percent), and IAD (19 percent).
- Non-resident preference distribution: BWI (26 percent), DCA (41 percent), and IAD (13 percent).

1 Trip Purpose

- 2 • The percentage of locally originating air passengers reporting that they were traveling for non-
- 3 business-related reasons declined from 63 percent in 2015 to 62 percent in 2017.
- 4 • While non-business trips such as vacation declined from 28 percent to 24 percent, business-related
- 5 trips overall increased from 37 percent in 2015 to 38 percent in 2017.

7 Ground Trip Origin

- 8 • Between 2015 and 2017, the percentage of air passengers beginning their trips from a private
- 9 residence increased from 56 percent to 60 percent of total trip originations.
- 10 • The percentage of air passengers beginning their trip to the airport from a hotel or motel saw a five
- 11 percent decline between 2015 and 2017 - from 33 percent to 28 percent.
- 12 • While sufficient information is not currently available, it is possible that the aforementioned trends
- 13 were at least in part a result of increased usage of companies like Airbnb. Future surveys will be
- 14 designed to gain further insights into this trend.

16 Mode of Access

- 17 • The region's most common mode of access to the airports continued to be the automobile (private,
- 18 rental, taxicab, and transportation network companies (TNCs) such as Uber/Lyft), accounting for 84
- 19 percent of all local originations.
 - 20 ○ Of the 84 percent of trips accessed by automobile, the following numbers provide the 2017
 - 21 percent breakdown for each automobile trip type in the region, followed by the 2015
 - 22 percentage breakdown in parentheses: private car – 47 percent (up from 44 percent), rental
 - 23 car – 12 percent (down from 14 percent), taxicab – 11 percent (down from 15 percent), and
 - 24 TNC – 14 percent (up from 9 percent).
- 25 • Metrorail usage by passengers traveling to DCA continues to be among the highest proportion of any
- 26 airport in the United States at 13 percent (up from 12 percent in 2015).
 - 27 ○ While overall access by automobile to DCA remained the same at 77 percent, the following
 - 28 numbers provide the 2017 percent breakdown for each automobile trip type to DCA, followed
 - 29 by the 2015 percentage breakdown in parentheses: private car – 29 percent (up from 28
 - 30 percent), rental car – 9 percent (down from 10 percent), taxicab – 18 percent (down from 25
 - 31 percent), and TNC – 21 percent (up from 14 percent).
- 32 • Similar trends in mode of access were observed at BWI and IAD, with overall access to airport by
- 33 automobile increasing by two (89 percent, up from 87 percent) and five percent (89 percent, up from
- 34 84 percent), respectively. Both airport experienced significant increases in airport access by private
- 35 car (four percent each) and TNC (three and six percent, respectively), while access by rental car and
- 36 taxicab declined at the same rate (by three and two percent, respectively) at both airports.

38 Baltimore and Washington Sub-regional Cores¹

- 39 • Air passengers from the Baltimore Core accounted for four percent of the regional total and nearly
- 40 23 percent of all passengers from the Baltimore metropolitan area.
- 41 • The Washington Core generated 8.7 million air passengers in 2017, with 79 percent departing from
- 42 DCA.
- 43 • Business travel was the trip purpose for 39 percent of passengers from the Baltimore Core and 43
- 44 percent of passengers from the Washington Core.
- 45 • Both the Washington Core and the Baltimore Core had a significant percentage of passengers
- 46 traveling to the airport from a hotel or motel: 42 percent from the Washington Core and 30 from the
- 47 Baltimore Core.

¹ The Washington Core is defined in this report at the District of Columbia and both Arlington County and the City of Alexandria in Virginia. The Baltimore Core consists of Baltimore City.

- 1 • Places of employment or other business locations generated 12 percent of passengers from the
2 Washington Core and 11 percent from the Baltimore Core.
- 3 • In the Baltimore Core, 9 percent of passengers used taxicabs and 19 percent used transportation
4 network companies (TNCS), such as Uber or Lyft. This figure grew to 20 percent (taxicabs) and 22
5 percent (TNCs), respectively, in the Washington Core.
- 6 • Passengers from the Washington Core used the airport bus or limousine service at a slightly higher
7 rate (7 percent) than the regional average (6 percent).
- 8 • Public transportation use from the Washington Core accounted for 14 percent of total public
9 transportation use to the three major airports. The percentage of originating air passengers using
10 Metrorail to DCA from the Washington Core was 15 percent.
- 11 • Usage of public transportation for locally originating air passengers within the Washington Core (the
12 District of Columbia, Arlington County and City of Alexandria) was double the regional average and
13 over triple that of the Baltimore Core (four percent).
- 14
- 15

I. INTRODUCTION

This report presents the geographic and temporal findings from the 2017 Washington-Baltimore Regional Air Passenger Survey, conducted concurrently at Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore/Washington International Thurgood Marshall Airport (BWI). This report is the second of two technical reports resulting from the survey. The first report, the General Findings Report of the 2017 Washington-Baltimore Regional Air Passenger Survey, is publicly available and summarizes findings regarding patterns of airport enplanement share, airport choice, airport preference, air trip purpose, ground trip origin, airport mode of access, air traveler characteristics, and at-airport use of facilities - an overview of which is provided below. The 2017 Regional Air Passenger Survey was conducted by the National Capital Transportation Planning Board (TPB) of the Metropolitan Washington COG, the Maryland Aviation Administration, and the Metropolitan Washington Airports Authority, as part of the TPB Continuous Airport System Planning (CASP) program. One of the goals of this program is to continue the rational development of aviation facilities and services at the three major commercial airports serving the Washington-Baltimore region. Figure 1 represents the jurisdictions that make up the Washington/Baltimore Air System Planning Region and locates the three commercial airports.²

The 2017 air passenger survey took place during the two-week period from Wednesday, October 7th to Tuesday, October 17th. Flights requiring resurveying occurred between October 18th and October 30th. Approximately 21,700 passengers out of a total of 78,700 enplaning passengers on 657 flights (582 domestic and 75 international) completed surveys as they waited to board their planes, an overall response rate of 27 percent. All 21,700 completed survey questionnaires have been processed and tabulated.³

The survey sample includes flights from 36 airlines, of which 24 are international and 12 are domestic carriers. The sample flights are grouped into 340 destination clusters. The survey instrument contains questions regarding the respondent's airline trip, the trip to the airport, the choice of airport, and several demographic questions, such as household size, household income, and respondent age. The survey sample includes flights from 36 airlines, of which 24 are international and 12 are domestic carriers. Appendix B contains the 2017 survey questionnaire.

One of the objectives of the air passenger survey program is to collect data on the travel characteristics of all air passengers using the three major airports in the region. It should be noted that 60 percent of the passengers originating from the three commercial airports responding to the survey were not residents of the Washington-Baltimore region (Washington-Baltimore Air System Planning Region). The geographic findings, therefore, do not necessarily reflect characteristics of persons living in a particular jurisdiction. These findings reflect characteristics of many persons coming from outside the region who are originating their ground trip to the airport within one of the jurisdictions in the Washington/Baltimore Air System Planning Region.

The 2017 Regional Air Passenger Survey was conducted by the National Capital Transportation Planning Board (TPB) of the Metropolitan Washington COG, the Maryland Aviation Administration, and the Metropolitan Washington Airports Authority, in cooperation with the airlines serving the region. The project was guided by the Aviation Technical Subcommittee of the TPB Technical Committee, composed of a broad range of Federal, State, Local, and private aviation interests.

² Although Figure 1 shows all of Spotsylvania County, VA, the Air System Planning Region only includes the northern portion of the county, and only that portion is shown on all other maps in this document.

³ Families or groups traveling together may complete one questionnaire for their group, although it is preferable to have each individual over the age of 16 complete their own questionnaire.

1 Figure 1: Washington / Baltimore Air System Planning Regions

2



57 Source: Washington-Baltimore Regional Air Passenger Survey 2017

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1 II. FINDINGS

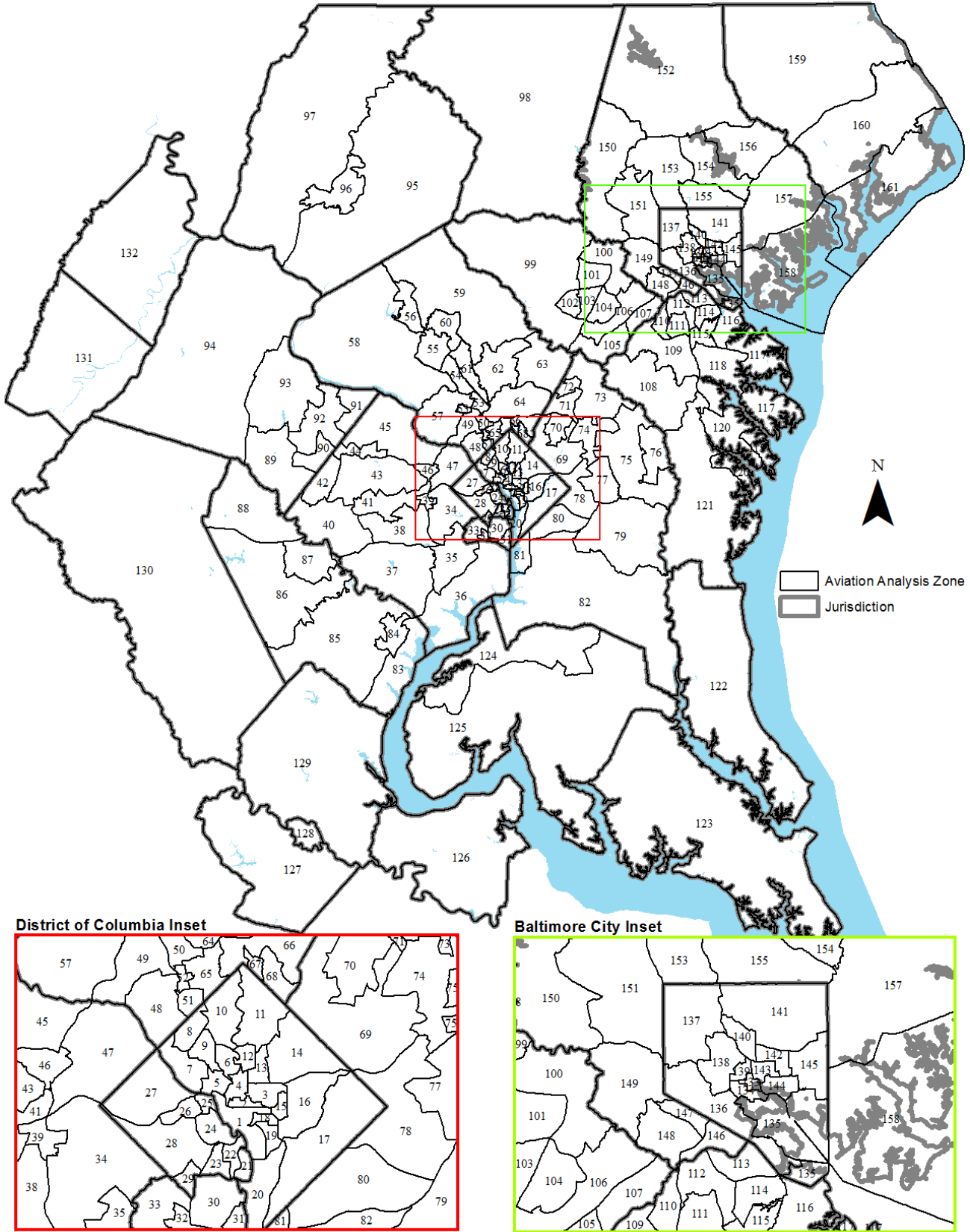
2
3 This chapter summarizes the results of the 2017 Washington-Baltimore Regional Air Passenger Survey
4 regarding the geographic and temporal characteristics of originating passengers using the region's three
5 major airports. The survey data were collected over the course of a four-week period during October 2017.

6
7 Within this report, the total number of enplanements for the region overall and for each airport are
8 annualized numbers, based on the survey sample. This sample has been factored up to represent an
9 estimate of annual enplanements and does not necessarily equate to the actual observed counts reported
10 by the airports. Expansion of the survey data to calendar year 2017 (or any other annual period) requires the
11 assumption that the characteristics observed during the survey apply to the period to which they are being
12 expanded. This is a judgment and not a statistical assumption. Regional percentages shown in the data
13 tables are subject to a sampling error of approximately plus or minus three percentage points at the 90
14 percent confidence level. Percentages at individual airports are subject to a sampling error of twice that
15 amount.

16
17 The survey results are aggregated by Aviation Analysis Zone (AAZ). These zones are composed of
18 aggregations of smaller TPB Transportation Analysis Zones (TAZs) in the Washington metropolitan region,
19 and transportation analysis zones identified by the Baltimore Metropolitan Council (BMC) in the Baltimore
20 metropolitan region. AAZs are based on transportation geography, defined by jurisdictional boundaries,
21 major highways, and barriers to travel, such as rivers. These are relatively fixed zones, not intended to be
22 adjusted due to demographic changes, and thus provide a consistent geographic basis to measure changes
23 over time. The AAZs for the Washington-Baltimore Air System Planning region are displayed in Figure 2.
24 There are 53 zones in the Baltimore metropolitan areas (numbers 98 through 121 and 133 through 161)
25 and 108 zones in the Washington metropolitan area (1 through 97 and 122 through 132). A full description
26 of the AAZ system may be found in Appendix B. In addition, there are five zones that represent external
27 areas, areas that are outside the immediate Washington-Baltimore region.

1 **Figure 2: Aviation Analysis Zone System**

2



3
4 Source: Washington-Baltimore Regional Air Passenger Survey 2017

5

Geographic Patterns of Airport Use

Approximately 26.7 million air passengers originated from the three commercial airports in the Washington-Baltimore Region in 2017, a nine percent increase from the 25.4 million passenger originations in 2015 (See Table 1). 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: Annual Trip Originations by Airport (000s)

Enplanement Type		BWI		DCA		IAD		Region	
		2015	2017	2015	2017	2015	2017	2015	2017
Local origination	Number	8,500	8,913	10,371	10,499	6,592	7,245	25,464	26,656
(Came by ground transportation)	Percent	71%	67%	90%	88%	62%	64%	75%	73%
Connected from another flight	Number	3,449	4,305	1,127	1,458	4,120	4,062	8,697	9,826
(Local and/or International)	Percent	29%	33%	10%	12%	38%	36%	25%	27%
Total Enplanements	Number	11,950	13,218	11,499	11,957	10,712	11,307	34,161	36,482
	Percent	100%	100%	100%	100%	100%	100%	100%	100%
Percent of Region		35%	36%	34%	33%	31%	31%	100%	100%

Source: Washington-Baltimore Regional Air Passenger Survey 2015 and 2017

Table 2: Annual Internal / External Trip Originations by Airport (000s)

Enplanement Type		BWI		DCA		IAD		Region	
		2015	2017	2015	2017	2015	2017	2015	2017
Within Air System Planning Region	Number	7,267	7,723	10,152	10,281	6,095	6,730	23,514	24,734
- (Internal)	Percent	85%	87%	98%	98%	92%	93%	92%	93%
Outside Air System Planning Region	Number	1,233	1,190	219	218	497	514	1,949	1,922
- (External)	Percent	15%	13%	2%	2%	8%	7%	8%	7%
Total Enplanements	Number	8,500	8,913	10,371	10,499	6,592	7,245	25,463	26,657
	Percent	100%	100%	100%	100%	100%	100%	100%	100%

Note: 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 (except for Jefferson County), NJ or external VA and MD

Source: Washington-Baltimore Regional Air Passenger Survey 2015 and 2017

The geographic distribution of the air passenger originations in both 2015 and 2017 is illustrated in Table 2. Most air passengers originated in the Washington Core and inner suburbs of the metropolitan Washington area. These areas include the District of Columbia; Arlington and Fairfax counties and the City of Alexandria in Northern Virginia; and Prince George's and Montgomery counties in Maryland outside the District of Columbia. A significant number of passengers also originated from Baltimore City, as well as neighboring Anne Arundel and Baltimore counties. This geographic distribution of air passengers is very similar to the 2015 findings.

1 Figure 6 illustrates the distribution of 2017 passenger originations by residents and non-residents As a
 2 region, sixty percent of departing passengers are non-residents, so there is a significant distribution of non-
 3 residents traveling from throughout the region, with a high concentration traveling from the more centralized
 4 jurisdictions. While more residents can be found traveling from the outer counties compared to non-
 5 residents, many residents also travel from the more centralized jurisdictions as well.

6
 7 Table 3 shows air passenger trip originations by jurisdiction. The total number of local originating passengers
 8 increased by five percent between 2015 and 2017, primarily due to a 23 percent increase in those local
 9 originations traveling from the Maryland suburbs. When compared with 2015, the District of Columbia
 10 experienced a three percent increase in originating air passengers in 2017, while the Baltimore region and
 11 Virginia suburbs of DC experienced a three percent increase and one percent increase, respectively.
 12 Originations from the outlying areas of the air system region had a 10 percent decline and external trips
 13 (trips originating outside of the air system region) decreased by seven percent when compared with 2015.

14
 15 The service areas for each airport, defined as all zones in which the majority of all originating passengers
 16 use a specific airport, are illustrated in Figure 8.⁴ While the preferences in the inner jurisdictions are stable,
 17 the outer jurisdictions are somewhat less predictable. Recent years have seen improvements in geocoding
 18 of origination addresses allowing passengers to be linked to the geography more reliably, but small samples
 19 of travelers from those outer jurisdictions make continuity of preference data less reliable. Despite these
 20 challenges, residential location remains the greatest predictor of airport choice.

21
 22 In 2017, BWI drew a large proportion of its locally originating passengers from the eastern half of the
 23 Washington-Baltimore air system region, as depicted in Figure 13 and Figure 14, while IAD drew a large
 24 proportion of its passengers from the western half of the region, as seen in Figure 11 and Figure 12. DCA,
 25 geographically located in the middle of and further south than the other two airports, attracted passengers
 26 from the central as well as more southern parts of the region, as shown in Figure 9 and Figure 10. These
 27 findings correlate with Table 3 in the Air Passenger Survey General Findings report.⁵ In 2017, 60 percent of
 28 departing air passengers cited proximity as the reason for airport selection; this number has remained the
 29 same when compared with 2015. Cost of airfare was the next most chosen reason for airport selection,
 30 making up 14 percent of departing air passengers.

Figure 3: 2015 Annual Internal Originations by Regional District

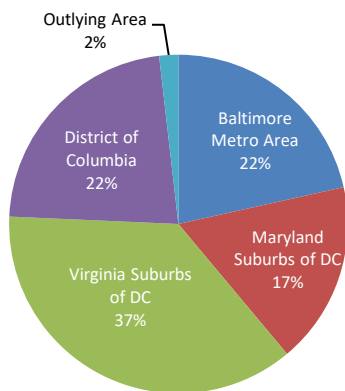
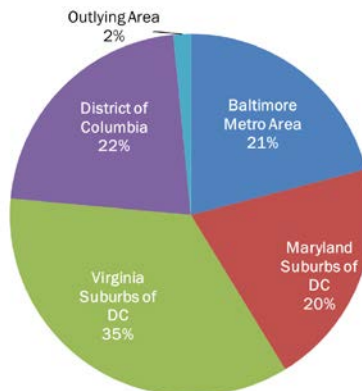


Figure 4: 2017 Annual Internal Originations by Regional District

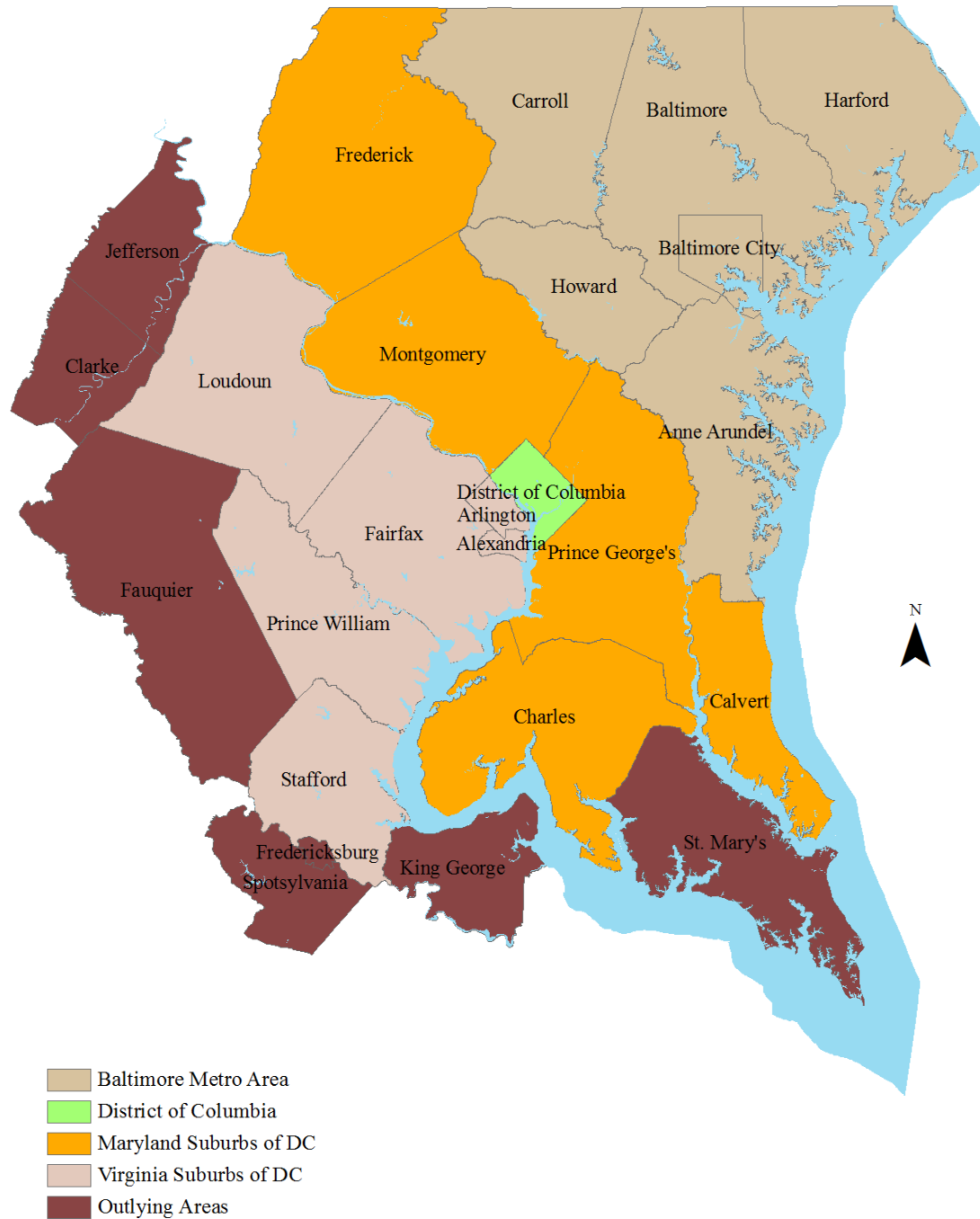


32 Source: Washington-Baltimore Regional Air Passenger Survey 2015 and 2017
 33 Notes: 2015 Total: 23.4 Million 2017 Total: 24.7 Million

⁴ Majority does not mean 50% of the originations but the highest proportion of originations in that AAZ. For example, if an AAZ had 33% of its originations headed to BWI, 33% to DCA, and 34% to IAD, it would be placed in the IAD service area.

⁵ See Table 3 in the 2017 Air Passenger Survey General Findings Report.

1 **Figure 5: Washington/Baltimore Air System Planning Region Jurisdictional Subdivisions**

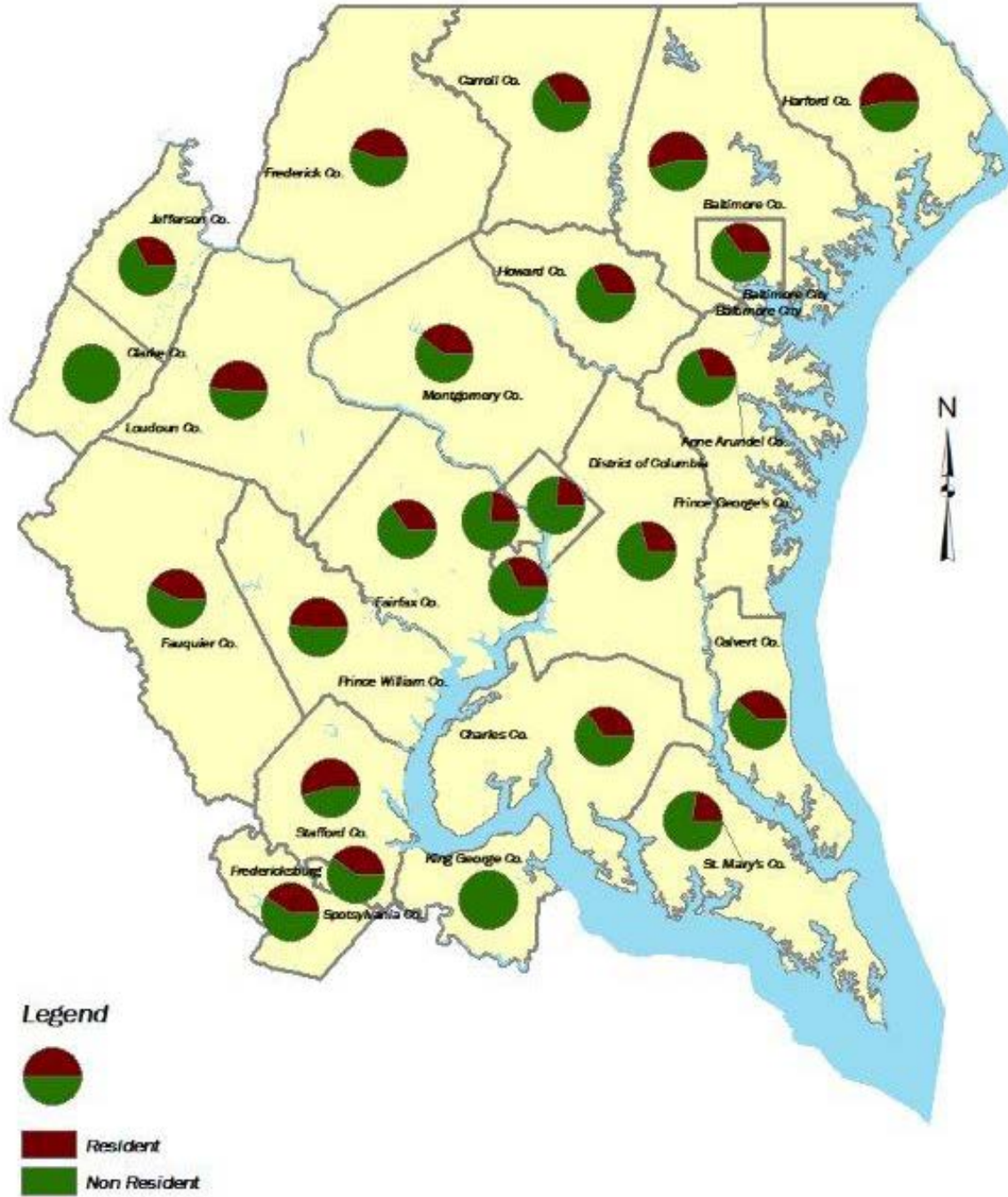


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Source: Washington-Baltimore Regional Air Passenger Survey 2017

1 Figure 6: Percent Resident and Non-Resident Departing Passengers by Jurisdiction

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4 Source: Washington-Baltimore Regional Air Passenger Survey 2017

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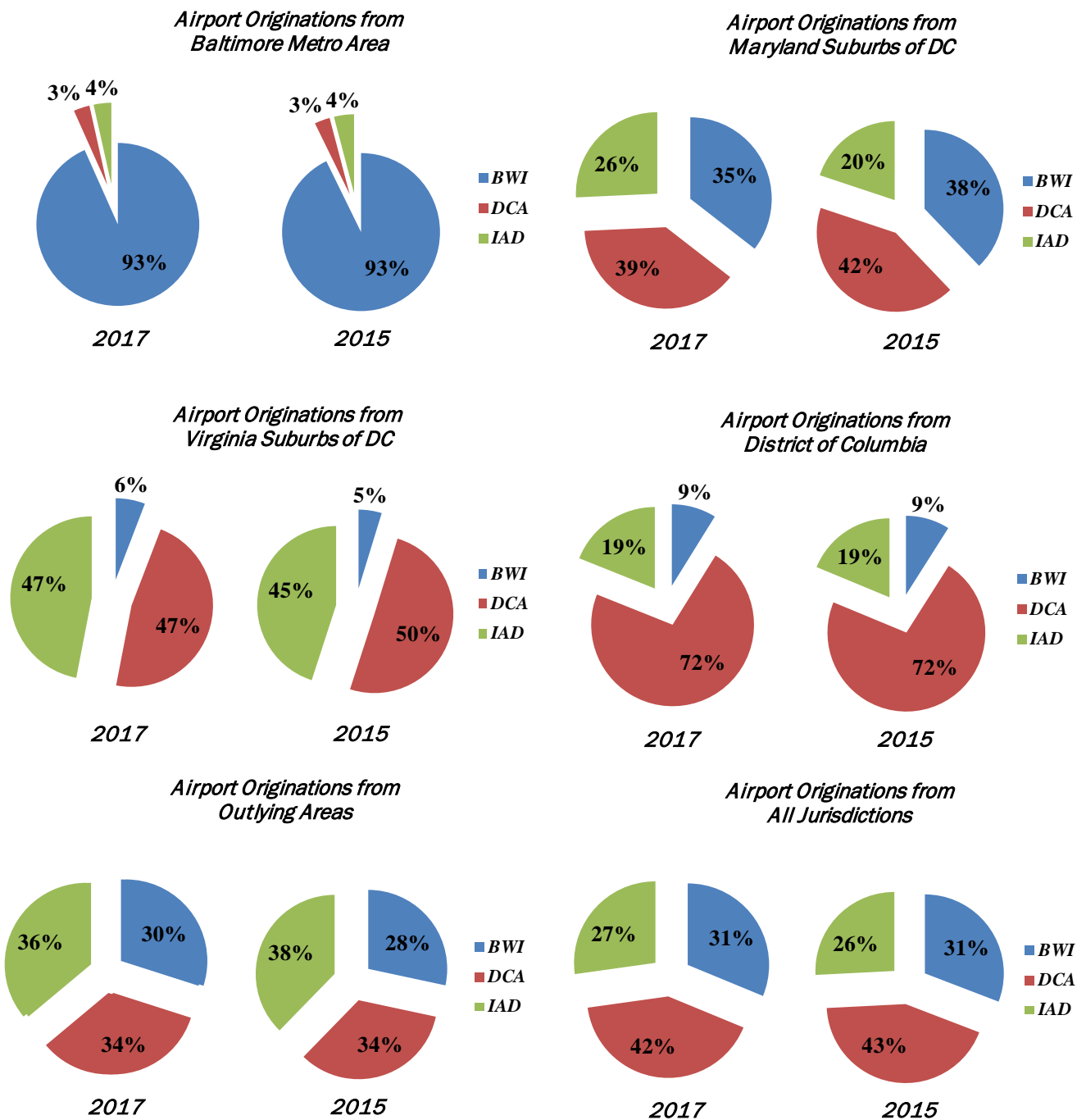
Table 3: Air System Planning Region Change in Originating Air Passengers by Jurisdiction 2015-2017

ORIGIN COUNTY	BWI AIRPORT				DCA AIRPORT				IAD AIRPORT				REGION			
	2015	2017	15-17	% Change	2015	2017	15-17	% Change	2015	2017	15-17	% Change	2015	2017	15-17	% Change
Anne Arundel Co.	1,564	1,752	187	12%	63	31	-32	-51%	72	31	-41	-57%	1,700	1,813	114	7%
Baltimore City	1,262	1,149	-114	-9%	50	27	-24	-47%	44	35	-9	-21%	1,357	1,210	-147	-11%
Baltimore Co.	751	725	-27	-4%	6	10	4	61%	21	30	9	45%	778	765	-13	-2%
Carroll Co.	217	287	70	32%	5	6	2	38%	4	10	6	164%	226	303	78	34%
Harford Co.	231	223	-8	-3%	1	1	1	105%	16	7	-10	-60%	248	231	-17	-7%
Howard Co.	643	699	56	9%	33	89	56	167%	49	69	20	41%	726	858	132	18%
BALTIMORE METRO AREA	4,669	4,835	165	4%	159	165	6	4%	206	182	-25	-12%	5,035	5,181	147	3%
Calvert Co.	60	70	10	17%	49	21	-29	-58%	6	7	1	15%	115	97	-18	-16%
Charles Co.	71	143	72	102%	64	97	33	51%	13	14	1	4%	149	254	105	71%
Frederick Co.	190	217	27	14%	24	30	6	25%	69	118	49	72%	283	365	82	29%
Montgomery Co.	790	851	60	8%	966	1,011	46	5%	624	912	289	46%	2,380	2,774	395	17%
Prince Georges Co.	431	504	73	17%	618	789	172	28%	99	242	143	144%	1,148	1,535	387	34%
MARYLAND SUBURBS OF DC	1,542	1,784	242	16%	1,721	1,949	227	13%	811	1,293	482	59%	4,074	5,025	951	23%
Alexandria	34	56	22	64%	658	686	28	4%	150	250	100	67%	842	992	150	18%
Arlington Co.	81	121	41	50%	1,808	1,627	-180	-10%	481	550	69	14%	2,369	2,298	-71	-3%
Fairfax Co.	198	240	43	22%	1,345	1,426	81	6%	2,314	2,281	-32	-1%	3,856	3,948	92	2%
Loudoun Co.	27	32	5	17%	119	46	-73	-61%	603	679	77	13%	749	757	9	1%
Prince William Co.	52	55	3	6%	326	200	-126	-39%	299	284	-14	-5%	677	539	-138	-20%
Stafford Co.	17	4	-13	-77%	72	122	50	69%	29	41	12	43%	117	167	49	42%
VIRGINIA SUBURBS OF DC	408	508	99	24%	4,327	4,107	-220	-5%	3,874	4,086	212	5%	8,610	8,701	91	1%
District of Columbia	474	482	8	2%	3,801	3,929	128	3%	987	1,031	45	5%	5,262	5,442	180	3%
Outlying Areas	121	115	-6	-5%	145	131	-14	-10%	161	139	-22	-14%	426	385	-41	-10%
Externals	1,286	1,190	-96	-7%	219	218	0	0%	554	514	-39	-7%	2,058	1,922	-135	-7%
TOTAL	8,500	8,913	413	5%	10,371	10,499	127	1%	6,592	7,245	652	10%	25,464	26,657	1,193	5%

3 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
4 County totals. Outlying Areas include Clarke, Fauquier, King George, and Spotsylvania Counties in VA, the City of Fredericksburg VA, St. Mary's County in MD, and Jefferson County, WV. Externals include
5 jurisdictions outside the air system planning region.
6 Source: 2015 and 2017 Washington-Baltimore Regional Air Passenger Surveys

1 **Figure 7: Originating Air Passengers by Super District and Airport, 2015 and 2017**

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Source: Washington-Baltimore Regional Air Passenger Survey 2017

Note: A Super District is defined as a sub-region within the greater Washington Metropolitan Air Systems Region. They are: the District of Columbia, the Baltimore Metropolitan Area, the Maryland Suburbs of DC, and the Virginia Suburbs of DC. Outlying Areas are also grouped together for the purposes of this analysis.

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Figure 8: Airport Service Area by AAZ – 2017



Source: Washington-Baltimore Regional Air Passenger Survey 2017

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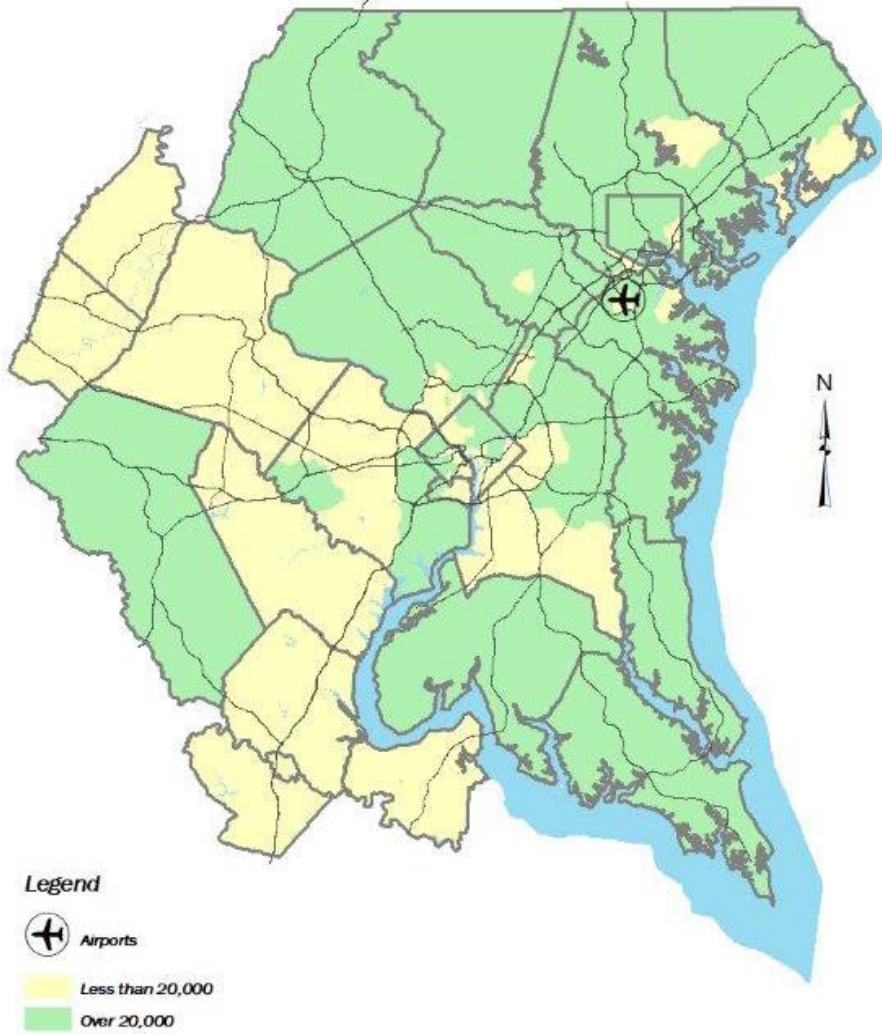
1 **BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT**
2 **(BWI)**

3
4 Between 2015 and 2017, local air passenger originations at BWI increased by five percent.
5 Originating passengers at BWI from the Virginia suburbs increased by 24 percent when compared
6 with 2015, while passengers from the Maryland suburbs of DC increased by 16 percent. The
7 percentage of passengers originating in the District of Columbia increased by two percent and
8 originations to BWI from the outlying jurisdictions dropped by five percent. Table 3 illustrates the
9 distribution of air passenger originations for BWI in 2017. Over half of the passengers using BWI
10 were from the Baltimore region. Originations from Anne Arundel County and Baltimore City accounted
11 for 36 percent and 24 percent of all Baltimore region passenger originations to BWI, respectively.

12
13 The BWI service area is concentrated in the eastern half of the region. It extends to areas along the
14 border of the District of Columbia and Prince George’s County. Compared with 2015, 2017 saw an
15 increase in passengers originating from Fauquier and Prince George’s Counties. Figure 13 shows
16 annual air passenger volume and Figure 14 shows the percentage distribution of originations by AAZ
17 to BWI for 2017.

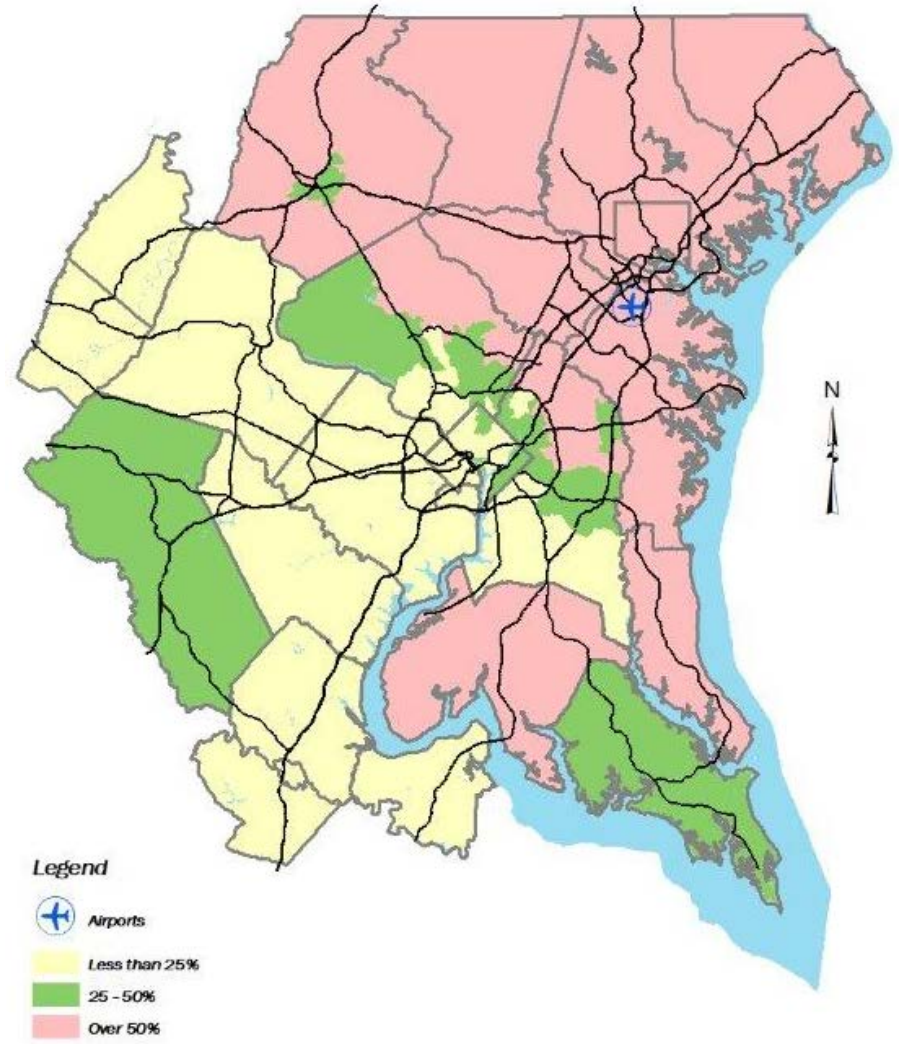
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Figure 9: Annual Originations - BWI 2017



Source: Washington-Baltimore Regional Air Passenger Survey 2017

Figure 10: Percentage of Passengers Using BWI 2017



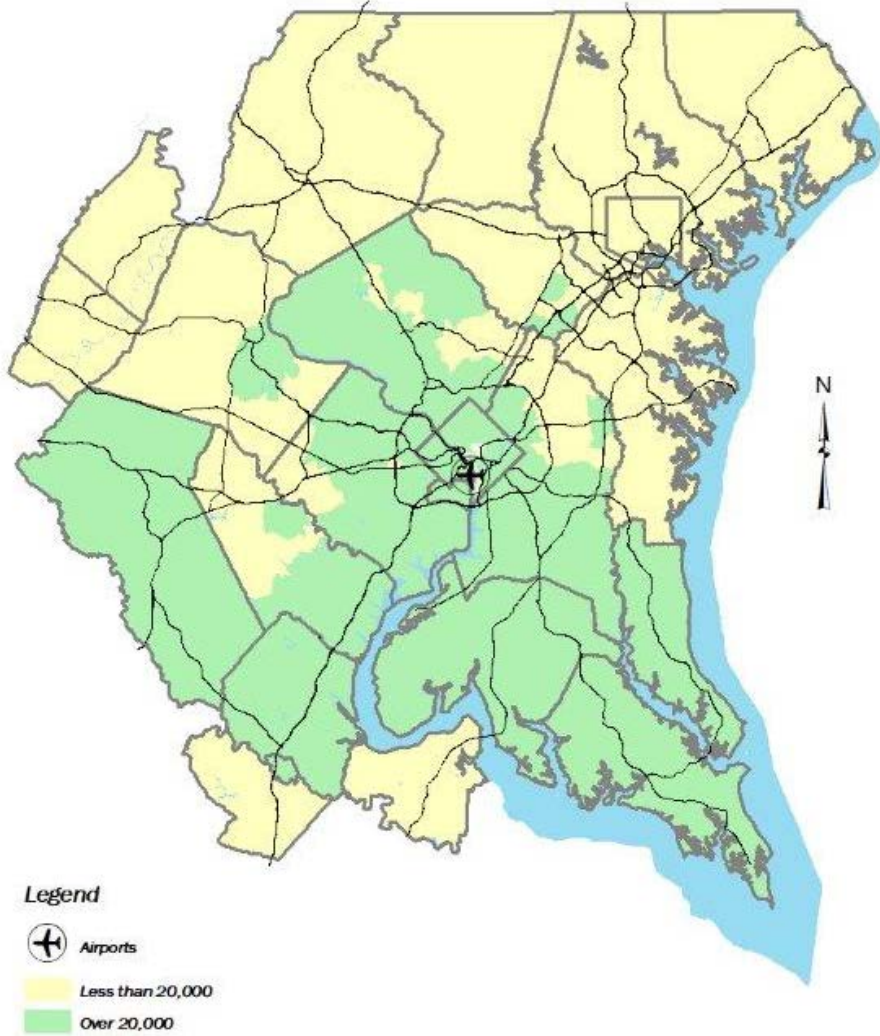
Source: Washington-Baltimore Regional Air Passenger Survey 2017

1 RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA)

2
3 Annual local air passenger originations at DCA increased by one percent between 2015 and 2017. In
4 2017, just over 37 percent of passengers using DCA started their trip within the District of Columbia.
5 71 percent of Arlington County's departing air passengers along with 69 percent from the City of
6 Alexandria and 72 percent from the District of Columbia flew out of DCA. Table 3 illustrates the
7 distribution of air passenger originations from DCA in 2017. In addition to the District and the inner
8 Virginia suburbs, sections of southern Montgomery and Prince George's Counties in Maryland, and
9 sections of Prince William and Stafford Counties in Virginia along the I-95 corridor account for
10 significant numbers of passengers using DCA. Though the percentage of passengers departing from
11 DCA grew in Baltimore County, Carroll, Harford, Howard, Charles, and Frederick Counties, the
12 majority of originating trips from these jurisdictions were destined either to BWI or IAD.

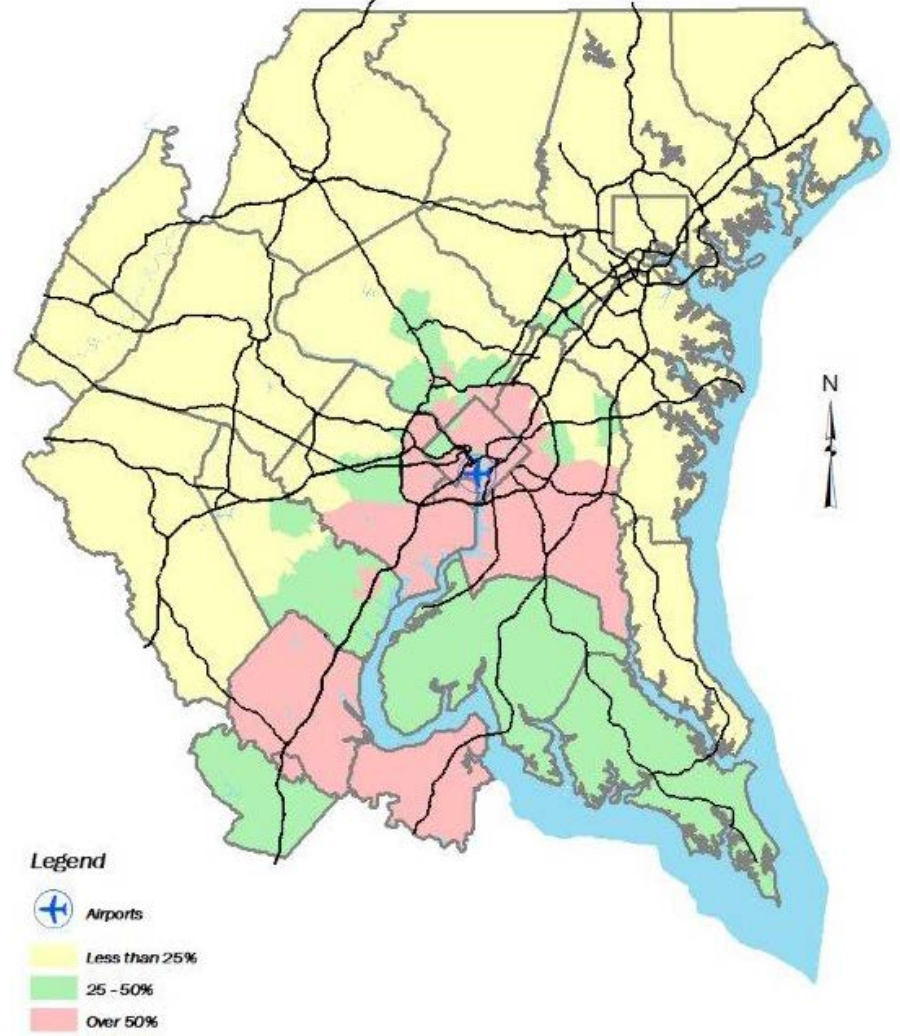
13
14 Regarding the inner jurisdictions, more than 50 percent of originating trips from the District of
15 Columbia, Arlington, Alexandria, and Prince George's County travel to DCA. Though some of the AAZs
16 in Montgomery County and the District of Columbia had a greater share of airport trip originations to
17 BWI, overall, DCA served 36 percent and 72 percent of total trips from these jurisdictions,
18 respectively. Compared with 2015, 2017 saw an increase in passengers originating from Fauquier,
19 as well as parts of Prince George's, Anne Arundel, and Howard Counties and a decrease in
20 passengers originating from Spotsylvania County. Figure 9 depicts annual air passenger origination
21 volumes and Figure 10 illustrates the percent distribution of originations by AAZ from DCA.

Figure 11: Annual Originations - DCA 2017



Source: Washington-Baltimore Regional Air Passenger Survey 2017

Figure 12: Percentage of Passengers Using DCA 2017



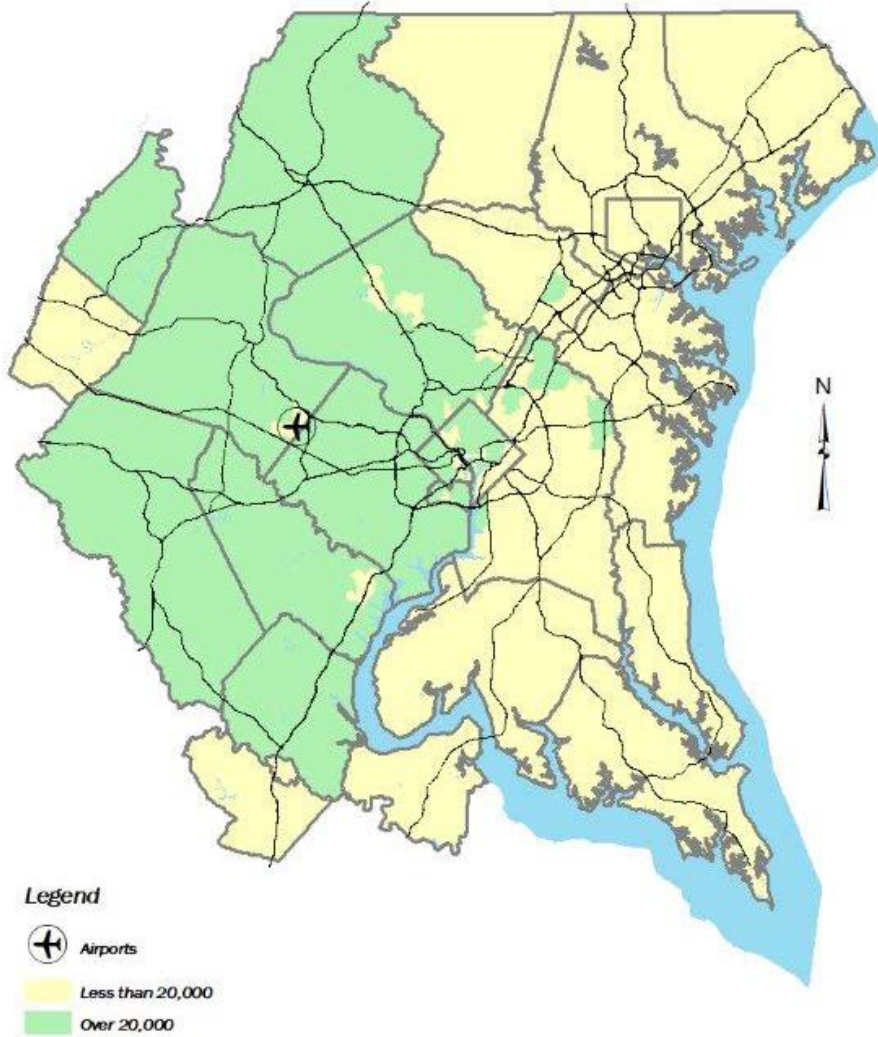
Source: Washington-Baltimore Regional Air Passenger Survey 2017

1 WASHINGTON DULLES INTERNATIONAL AIRPORT (IAD)
2

3 Overall local air passenger originations at IAD experienced an increase of ten percent when
4 compared with 2015. Despite the overall increase, select jurisdictions did experience a decline in
5 trip originations during this period. With the exceptions of Fairfax County and Prince William County,
6 originations from the Virginia Suburbs of DC to IAD increased (see Table 3). Originations to IAD
7 increased from all Maryland Suburbs of DC, while the Baltimore Metro Area jurisdictions of Anne
8 Arundel County, Baltimore City, and Harford County decreased. According to Table 3, 71 percent of
9 IAD passengers were from the Virginia suburbs and the District of Columbia. Originations from the
10 Virginia suburbs to IAD increased by 5 percent when compared with 2015, while originations from
11 the Maryland suburbs and the Baltimore metropolitan area increased by 59 percent and decreased
12 by 12 percent, respectively.

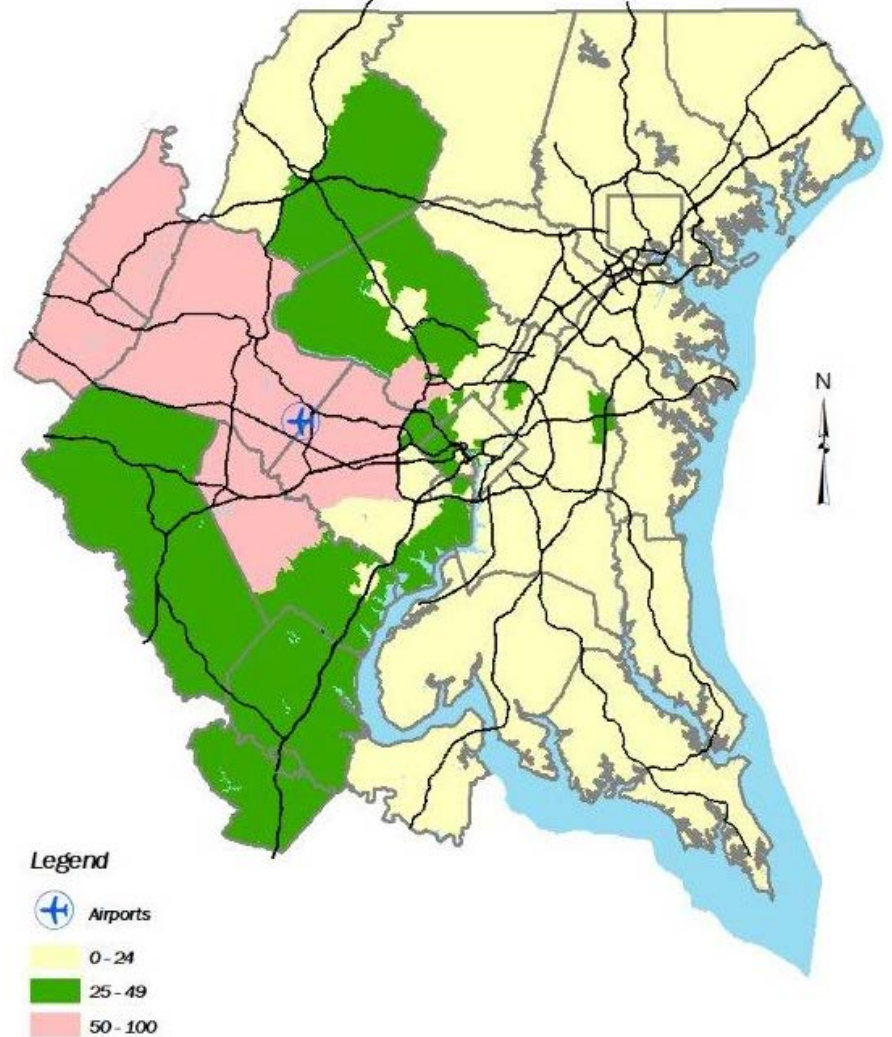
13
14 Compared with 2015, 2017 saw an increase in passengers originating from Frederick County and
15 parts of Prince George’s, Howard, and Anna Arundel Counties. Figure 11 shows annual air passenger
16 volume and Figure 12 shows the percentage distribution of originations by AAZ to IAD for 2017.

Figure 13: Annual Originations - IAD 2017



Source: Washington-Baltimore Regional Air Passenger Survey 2017

Figure 14: Percentage of Passengers Using IAD 2017



Source: Washington-Baltimore Regional Air Passenger Survey 2017

1 Use of Preferred Airport (Survey Question C-2)

2
3 Overall, the survey indicated that passengers typically fly from their preferred airport. Across the
4 region, 63 percent of passengers flew from their preferred airport. Figure 15 displays the percentage
5 distribution of departing air passengers' airport preference by AAZ. Those respondents expressing no
6 airport preference (a very small number) are included in the analysis.

7
8 Table 4 shows airport preference by jurisdiction. The percentage of originating air passengers
9 departing from their preferred airport remained about the same as in 2015 (62 percent). The
10 jurisdictions with the highest proportion of passengers departing from their preferred airport are
11 mainly in the Baltimore region.
12

13 **Table 4: Annual Departing Air Passengers' Satisfaction with Airport by Jurisdiction**

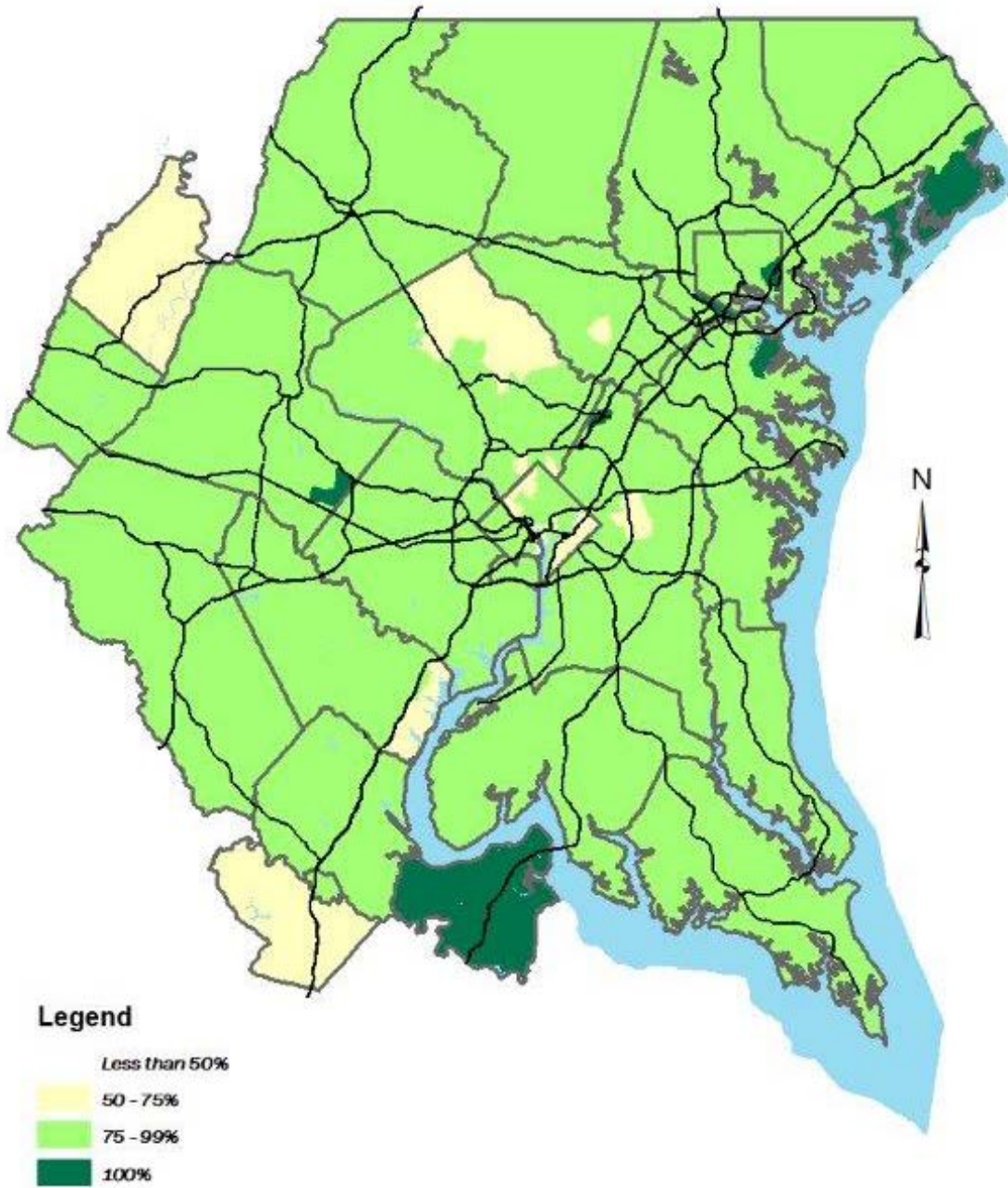
14

JURISDICTION	Total Originating Trips	From Preferred Airport	Not from Preferred Airport	No Preference	Total
Anne Arundel Co.	1,813,438	73%	7%	20%	100%
Baltimore City	1,210,402	73%	8%	19%	100%
Baltimore Co.	765,032	82%	5%	13%	100%
Carroll Co.	303,440	72%	10%	17%	100%
Hartford Co.	230,999	86%	3%	10%	100%
Howard Co.	858,078	68%	11%	21%	100%
SUBTOTAL					
BALTIMORE METRO AREA	5,181,389	74%	8%	19%	100%
Calvert Co.	97,442	70%	11%	19%	100%
Charles Co.	253,619	59%	13%	27%	100%
Frederick Co.	364,815	60%	20%	20%	100%
Montgomery Co.	2,774,363	54%	20%	27%	100%
Prince Georges Co.	1,534,719	59%	15%	27%	100%
SUBTOTAL					
MARYLAND SUBURBDS OF DC	5,024,958	56%	18%	26%	100%
Alexandria	992,089	63%	14%	22%	100%
Arlington Co.	2,298,270	63%	16%	21%	100%
Fairfax Co.	3,947,603	56%	18%	26%	100%
Loudoun Co.	757,193	72%	15%	13%	100%
Prince William Co.	539,132	58%	21%	21%	100%
Stafford Co.	166,676	68%	12%	20%	100%
SUBTOTAL					
VIRGINIA SUBURBS OF DC	8,700,963	61%	17%	22%	100%
District of Columbia	5,442,281	63%	18%	19%	100%
Outlying Areas	384,596	61%	22%	17%	100%
Externals	1,922,474	62%	11%	27%	100%
Total	26,656,661	63%	15%	22%	100%

15 Note: Fairfax City, City of Falls Church, Manassas Park and Manassas City are included in their respective county totals. Outlying Areas
16 include Clarke, Fauquier, King George, and Spotsylvania Counties in VA, the City of Fredericksburg VA, St. Mary's County in MD, and
17 Jefferson County, WV. Externals include jurisdictions outside the air system planning region.

18 Source: Washington-Baltimore Regional Air Passenger Survey 2017
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1 **Figure 15: Percentage of Passengers Flying from Preferred Airport by AAZ**



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Source: Washington-Baltimore Regional Air Passenger Survey 2017

1 Trip Purpose (Survey Question A-3)

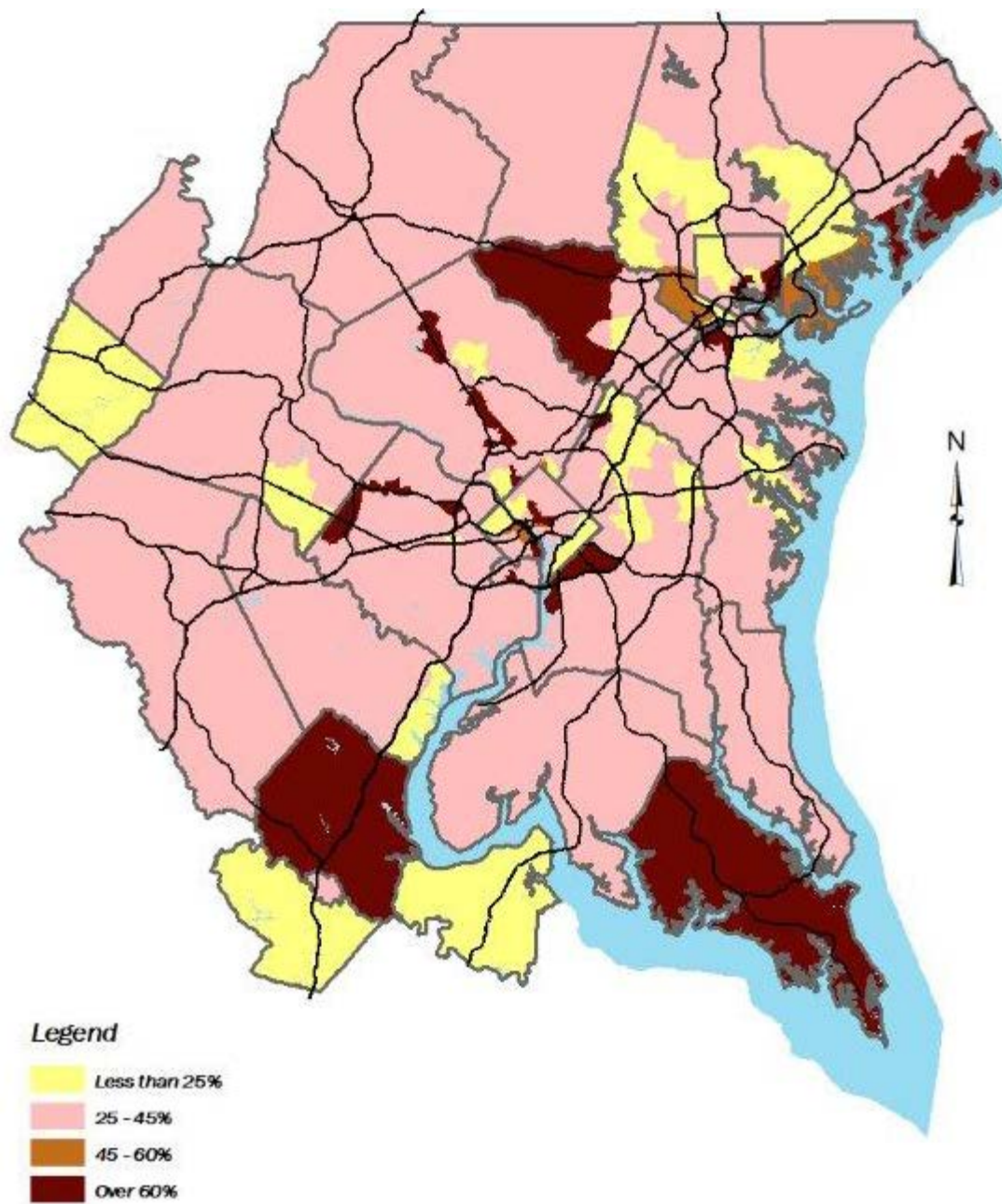
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3 In past surveys, business travel accounted for almost half of the trips made by air passengers
4 originating in the Washington-Baltimore region. In 2017, the percentage of locally originating
5 passengers traveling for business showed a slight increase to 38 percent compared with 36 percent
6 in 2015. Vacation as trip purpose was indicated by 24 percent of locally originating passengers,
7 while 29 percent indicated personal or family affairs as their purpose.

8
9 Figure 16 illustrates the percentage of passengers traveling on business from each of the aviation
10 analysis zones (AAZ) in 2017. Business travelers may be residents or nonresidents of the region and
11 they may leave from any location including home, a hotel or motel, or a place of business. The
12 Washington Core accounted for 43 percent of the total business travel. The Baltimore Core also
13 produced business travelers, including 39 percent of the total trips from Baltimore City. Other areas
14 producing business travelers included employment centers throughout the air system region.

15
16 Portions of the region that experienced more than 60 percent business purpose originations are due
17 to a combination of factors, including: military bases, major arterials such as the Dulles Corridor and
18 I-270, and business centers like downtown Baltimore City and National Harbor. Areas with less than
19 25 percent business originations are outer jurisdictions with less economic activity.

20
21 The concentrations of business travel displayed in Figure 16 correspond to the percentage of
22 passengers traveling on business at the three airports. Regionally, DCA accounted for 44 percent of
23 all business departing passengers, while BWI had a 32 percent share and IAD a 23 percent share.

1 **Figure 16: Percentage of Passengers Traveling on Business 2017**
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4 Source: Washington-Baltimore Regional Air Passenger Survey 2017

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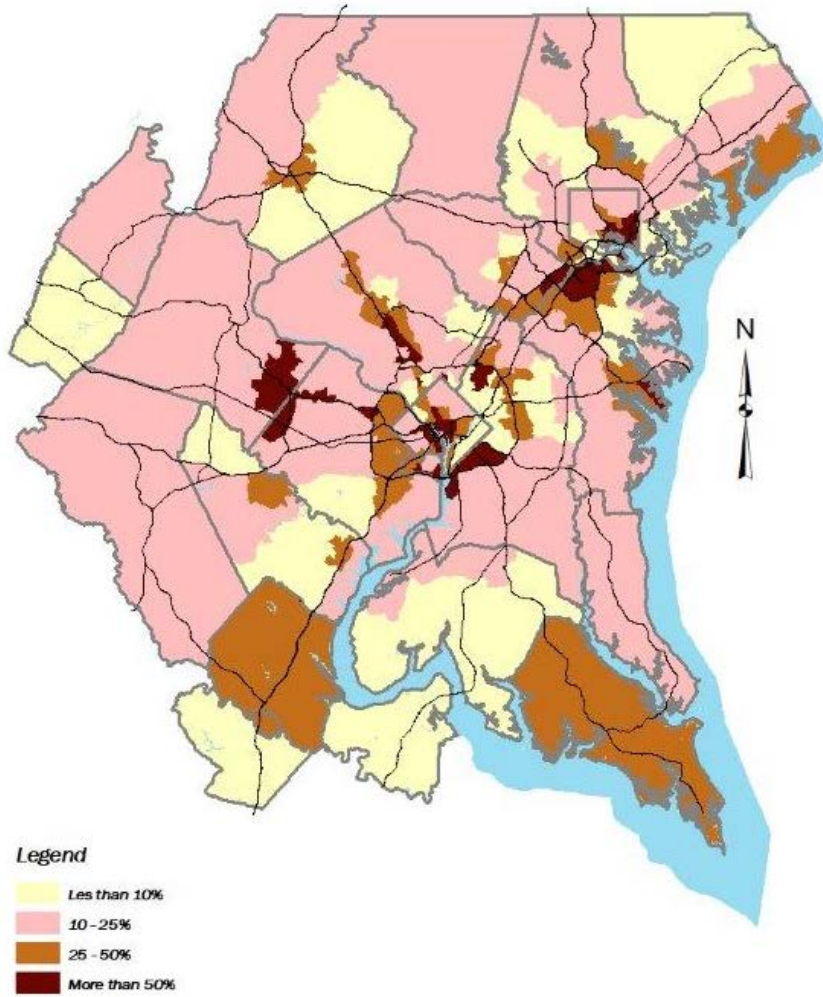
1 **Trip Origin (Survey Question B-1)**
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3 While 38 percent of air passengers originating in the Washington-Baltimore region were traveling on
4 business, only 10 percent of the total number of passengers left from a place of business and
5 traveled directly to the airport. As seen in figure 17, the zonal locations of passengers leaving a place
6 of business for the airport were somewhat scattered throughout the region but with notably high
7 proportions in downtown Washington and Baltimore, and some regional activity centers. Some AAZs
8 with relatively high originations from employment centers were near BWI and from northeast of
9 Baltimore at the Aberdeen Proving Ground.

10
11 While over half of all air passengers left for the airport from their home, 27 percent left from a hotel
12 or motel. Figure 18 displays the pattern for locally originating passengers in the Washington-
13 Baltimore region who departed for the airport from a hotel or motel. This pattern is somewhat
14 different from those leaving a place of business. While there were still high proportions in the
15 downtown areas, the other major area was near the airports themselves. BWI and IAD both
16 demonstrated this trend. The pattern was more complicated near DCA due to the airport's proximity
17 to downtown Washington, Arlington and Alexandria, as well as the National Harbor resort in Prince
18 George's County.

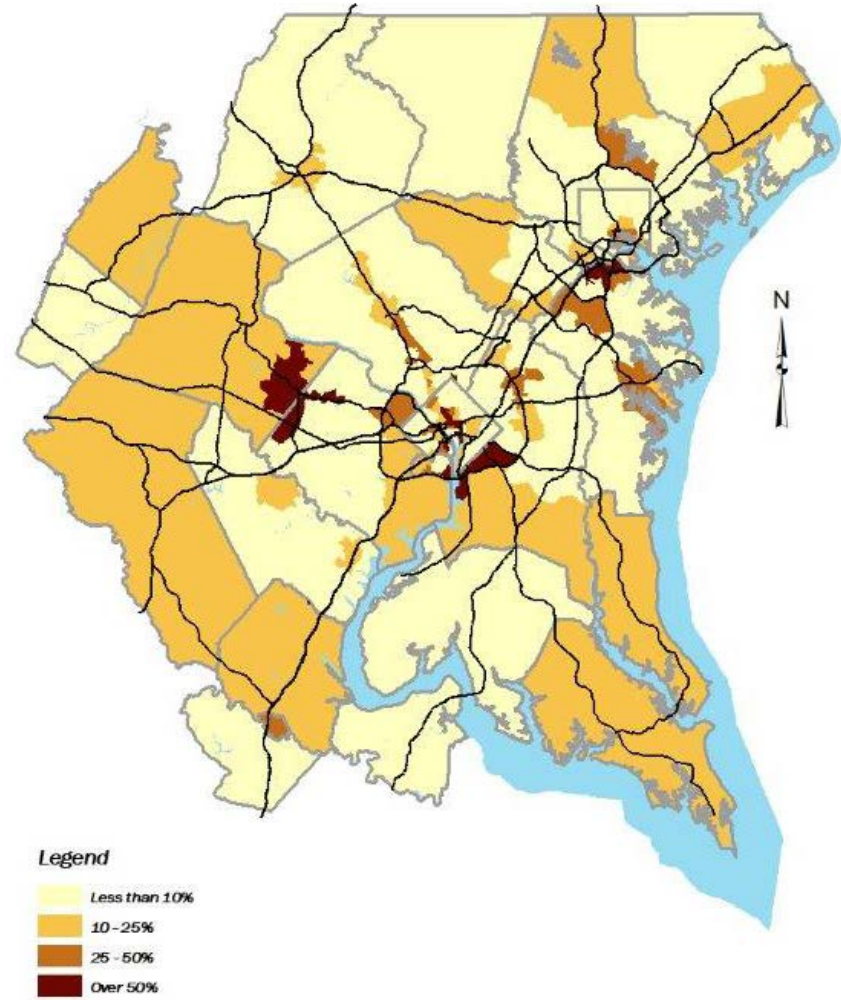
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20 In Washington, the AAZ with concentrations of air passengers traveling from hotels surrounded the
21 downtown area of the District along the periphery of the National Mall, which also includes areas in
22 Crystal City (Arlington) and Alexandria. This differs from passengers who left a place of business
23 where there was also a presence in the AAZ that encompasses the Mall due to the boundaries of
24 that AAZ also including some business locations. Such zones are generally those in proximity to
25 airports, and those with good access to public transportation (either airport limousines or public
26 transportation). A far more significant percentage of passengers departing from hotel/motel
27 locations was observed at National Harbor, the I-95 corridor in Greenbelt, along the Dulles Access
28 Road in Reston and Herndon, the BWI area, and the I-66 corridor in Fairfax County.
29

Figure 17: Percentage of Passengers Leaving from Work



Source: Washington-Baltimore Regional Air Passenger Survey 2017

Figure 18: Percentage of Passengers Leaving from Hotel/Motel



Source: Washington-Baltimore Regional Air Passenger Survey 2017

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Mode of Access (Survey Question B-7)

In 2017, the region’s most common mode of access to the airports continues to be the automobile (private, rental, taxicab, and transportation network companies – TNCs – such as Uber/Lyft), accounting for 84 percent of all local originations. Figure 19 displays the zones from which passengers used taxicabs to access the airports. The areas with the highest concentrations of taxicab usage are located within the District and in downtown Baltimore. Of the total trips accessed by automobile, the following numbers provide the 2017 percent breakdown for each automobile trip type in the region, followed by the 2015 percentage breakdown in parentheses: private car – 47 percent (up from 44 percent), rental car – 12 percent (down from 14 percent), taxicab – 11 percent (down from 15 percent), and TNC – 14 percent (up from nine percent).

Metrorail usage by passengers traveling to DCA continues to be among the highest proportion of any airport in the United States at 13 percent (up from 12 percent in 2015). While overall access by automobile to DCA remains the same at 77 percent, the following numbers provide the 2017 percent breakdown for each automobile trip type to DCA, followed by the 2015 percentage breakdown in parentheses: private car – 29 percent (up from 28 percent), rental car – 9 percent (down from 10 percent), taxicab – 18 percent (down from 25 percent), and TNC – 21 percent (up from 14 percent).

Similar trends in mode of access are observed at BWI and IAD, with overall access to airport by automobile increasing by two percent (89 percent, up from 87 percent) and five percent (89 percent, up from 84 percent), respectively. Both airports experienced significant increases in airport access by private car (four percent each) and TNC (three and six percent, respectively), while access by rental car and taxicab declined at both airports at the same rate (by three and two percent, respectively).

The percentage of originating air passengers using the airport bus/van/limousine services are shown in Figure 20. The usage of this mode was low throughout the region, with the exception of AAZs in downtown Washington, central Baltimore City, the area immediately surrounding BWI, Crystal City and the Pentagon in Arlington, and the areas of Reston, Herndon, Sterling, and Chantilly in Fairfax and Loudoun Counties, all of which are very close to IAD.

Throughout the region, public transportation⁶ carried nine percent of passengers, while courtesy buses provided by hotels and motels accounted for four percent of all local originations in 2017. Usage of public transportation within the Washington Downtown Center was double the regional average and approximately triple that of the Baltimore Downtown center originations. The percentage of originating air passengers using Metrorail to DCA from the Washington Core was 15 percent.

Usage of Metrorail was concentrated in the District of Columbia as well as the surrounding core of Arlington, Fairfax, Montgomery, and Prince George’s Counties and the City of Alexandria. Some areas such as portions of the Annapolis area in Anne Arundel County, southern Fairfax, Loudoun, and Prince William Counties experienced some passengers using rail to access the airports, which could be attributed to passengers using VRE. Four percent of downtown Baltimore passengers used public transportation to access the airport, presumably via Baltimore’s light rail station to BWI. Future changes in service to BWI and IAD will need to be examined for changes in public transportation access to the area airports.

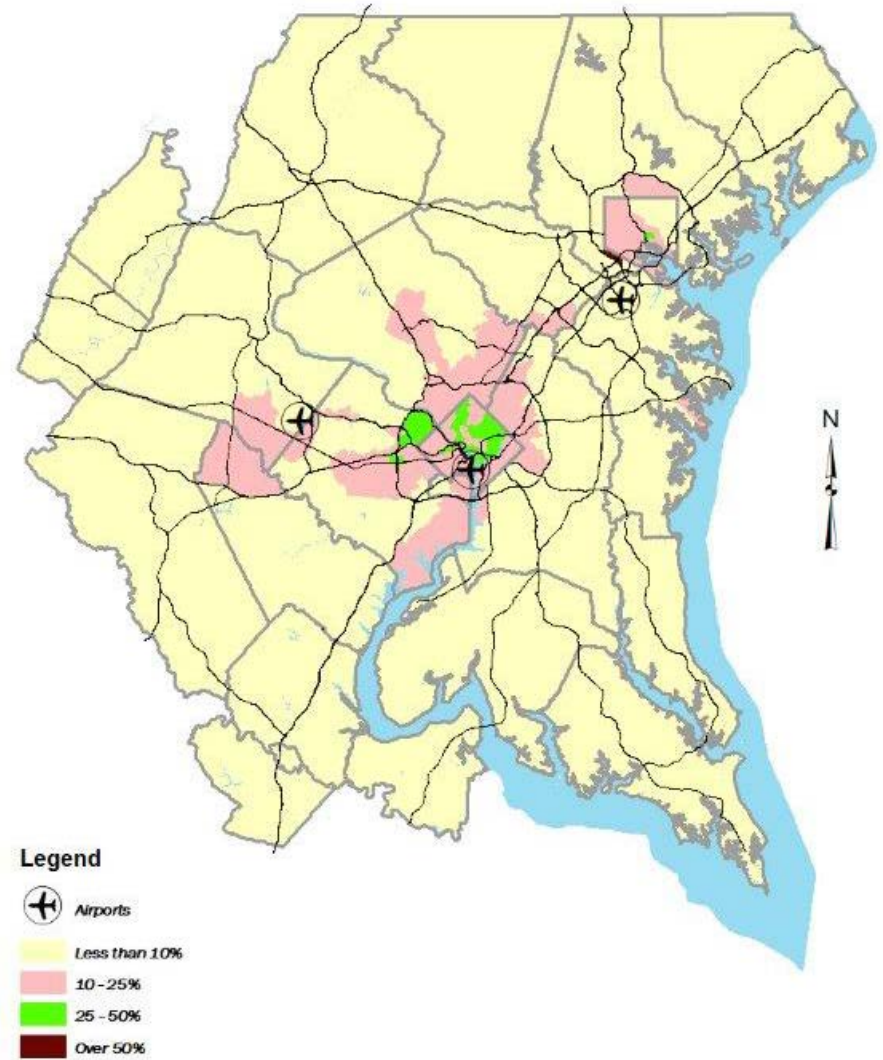
⁶ Metrorail, Metrobus / MTA bus, MTA light rail, MARC commuter rail, and airport buses, vans, and limousines.

Figure 19: Percentage of Passengers Using Taxicabs



Source: Washington-Baltimore Regional Air Passenger Survey 2017

Figure 20: Percentage of Passengers Using TNC's

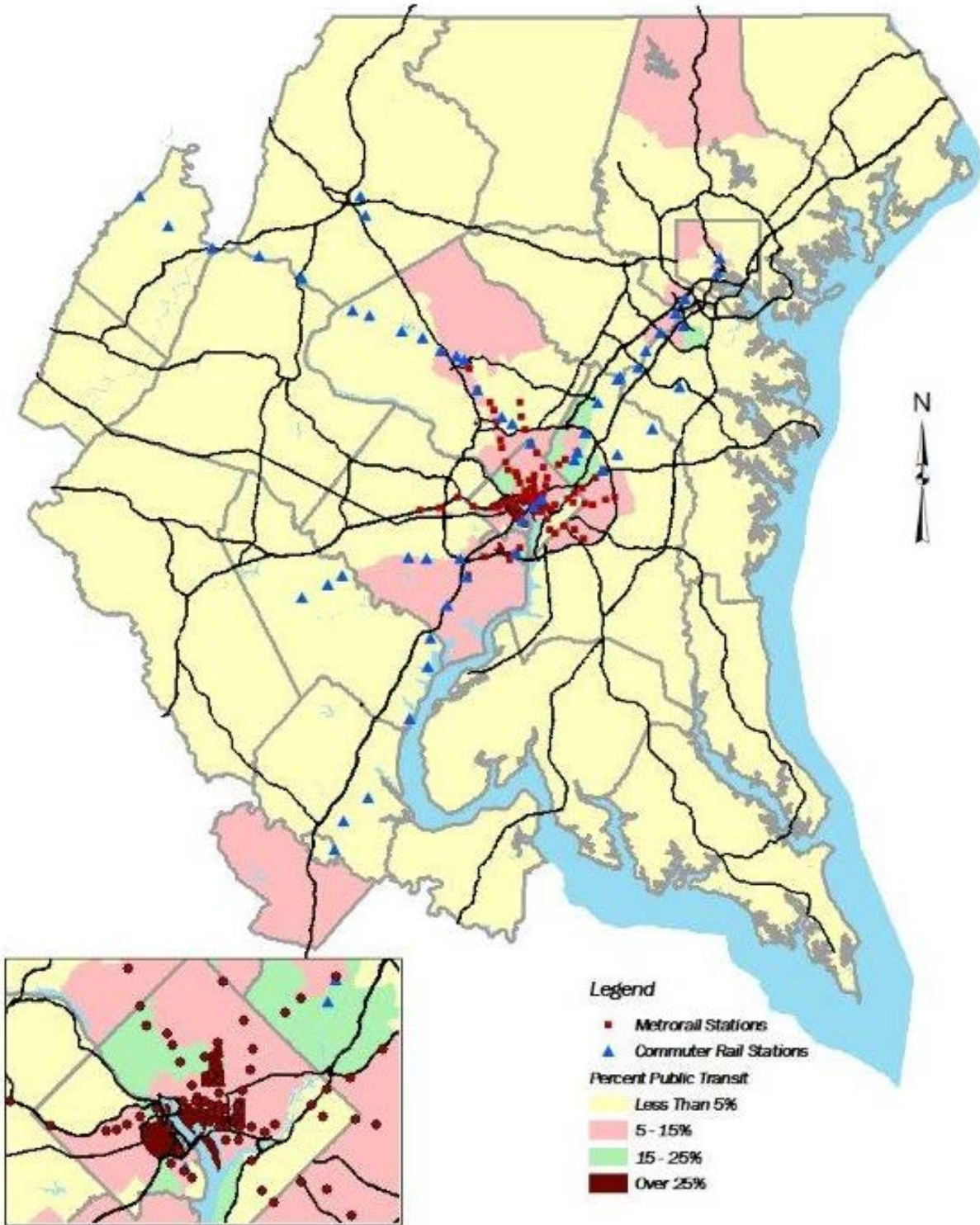


Source: Washington-Baltimore Regional Air Passenger Survey 2017

Note: TNC = Transportation Network Company, such as Uber or Lyft

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Figure 21: Percentage of Passengers Using Metrorail, Commuter Rail, Metrobus, and/or Local Bus



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Source: Washington-Baltimore Regional Air Passenger Survey 2017

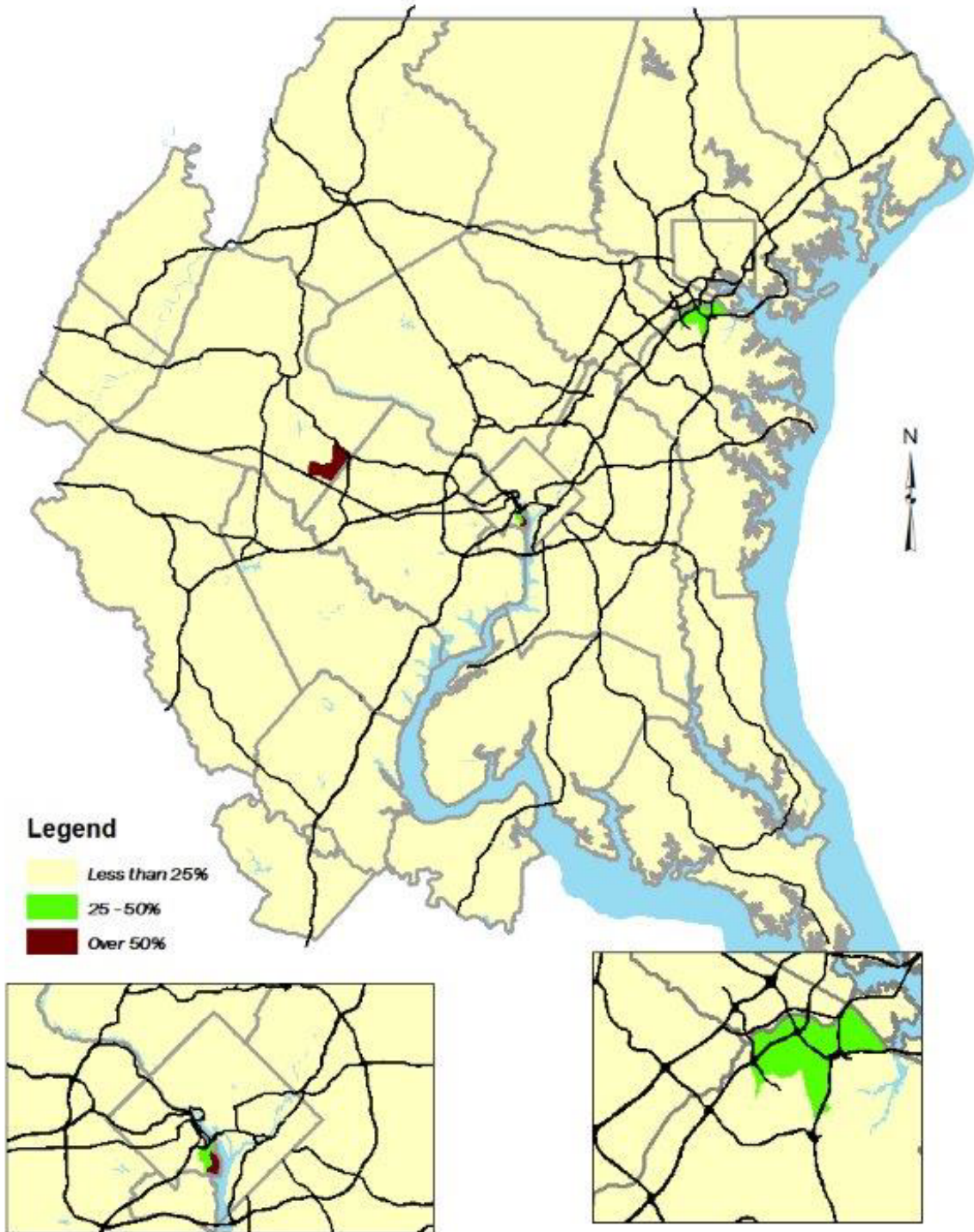
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Figure 22: Percentage of Passengers Using Airport Bus/Van/Limo



Source: Washington-Baltimore Regional Air Passenger Survey 2017

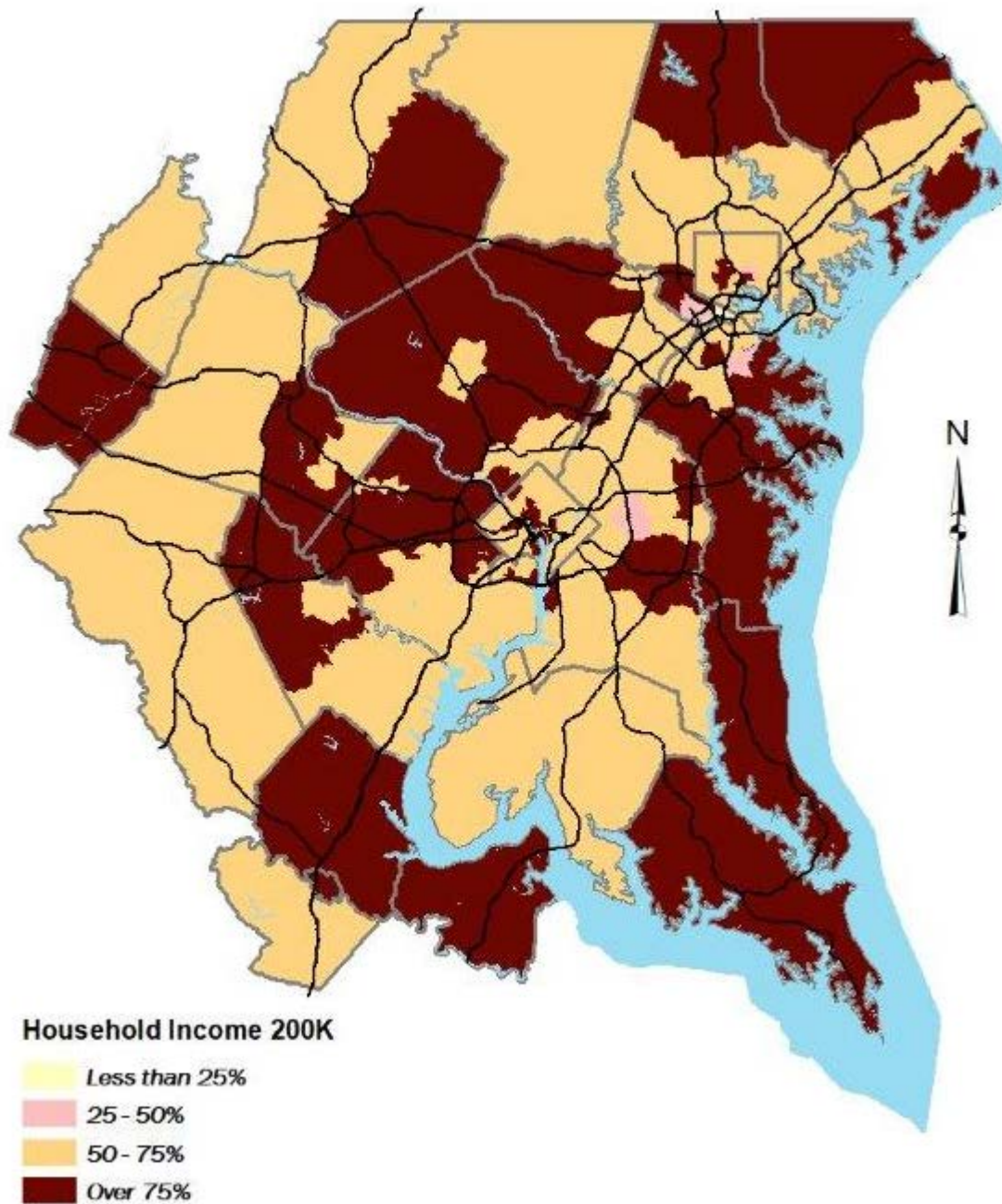
1 **Household Income (Survey Question D-4)**

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3 Air passenger trips often correlate directly to household income levels. Figure 22 shows the
4 proportion of originating air passengers with annual household incomes of \$200,000 or more for
5 each AAZ. The areas with high concentrations of passengers in the upper income bracket are
6 widespread, with only a handful of zones in the region showing less than 50 percent of air
7 passengers in this income range. This statistic correlates with the fact that close to 73 percent of all
8 departing air passengers from this region, including non-residents, have a household income of
9 \$80,000 or more.

10

1 **Figure 23: Annual Household Income**



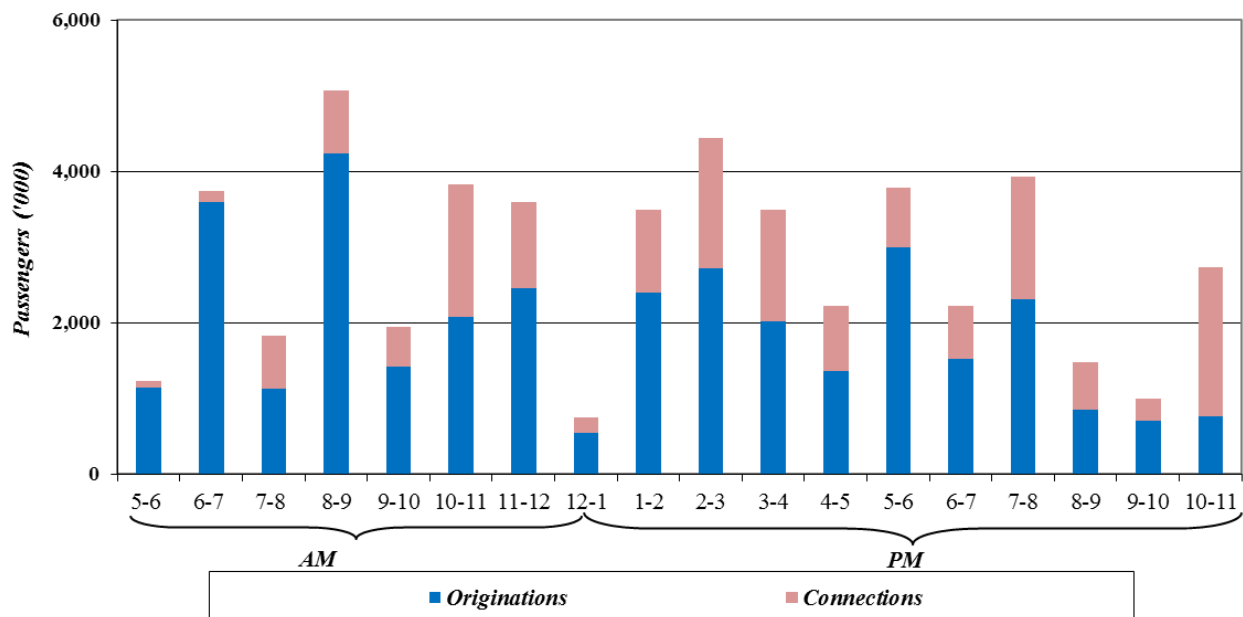
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3 Source: Washington-Baltimore Regional Air Passenger Survey 2017

Departures by Time of Day (Survey Question B-3)

The distributions of passenger departures by time of day at the three airports in the Washington-Baltimore region are displayed in Figures 23, 24, and 25. These diurnal time distributions are indicative of the different roles played by the airports in the aviation system throughout the region.

The distributions for both BWI and IAD characterize airports that are dominated by hub-style activity. While BWI displays characteristics of a hub airport with significant amounts of long-haul activity, the activity is more widely dispersed throughout the day, when compared with IAD. The peaks and valleys indicate the phenomenon of inbound flights from the airlines' "spoke" cities, with resulting departures occurring en masse. The morning peak occurs once connections have been made and the first "bank" of flights departs. Both airports exhibited several additional peaks throughout the day as other "banks" of flights departed. The AM peak hour at BWI was 8:00-9:00 AM, during which time more than 5,000 passengers departed. The PM peak hours occurred between 1:00-6:00 P.M., with nearly 3,000 departures per hour, and again from 7:00-8:00 P.M., with nearly 4,000 flights.

Figure 24: 2017 Diurnal Passenger Distribution at BWI



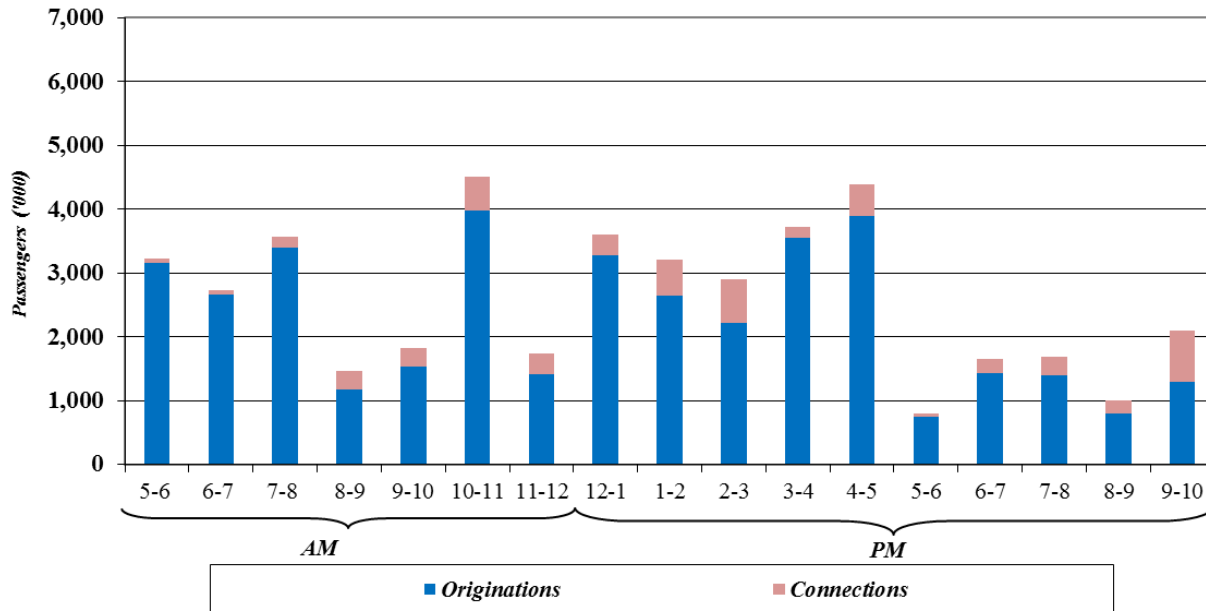
Source: Washington- Baltimore Regional Air Passenger Survey 2017

Daily activity at DCA is characteristic of a typical "origin and destination" airport – one that is used mainly by passengers beginning or ending their air trip at that airport, rather than connecting to another flight. This is indicated by the low number of connecting passengers as well as the high number of passengers departing between 6:00 to 11:00 A.M., 12:00 to 5:00 P.M., and 6:00 to 8:00 P.M.

The generally high number of departing passengers every hour between 5:00 A.M. and 5:00 P.M. reflects the "slot" and "high density" rules that are in effect at DCA. By limiting the number of operations that may be scheduled per hour, these restrictions tend to flatten out the peak hour of activity throughout the day. Over the course of twelve hours, DCA handled between 2,000 and 4,500 passengers per hour, although the overall peak hours were 5:00-6:00 A.M., 10:00 A.M.-2:00 P.M., and 3:00-5:00 P.M, during which time over 3,000 passengers departed per hour.

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Figure 25: 2017 Diurnal Passenger Distribution at DCA

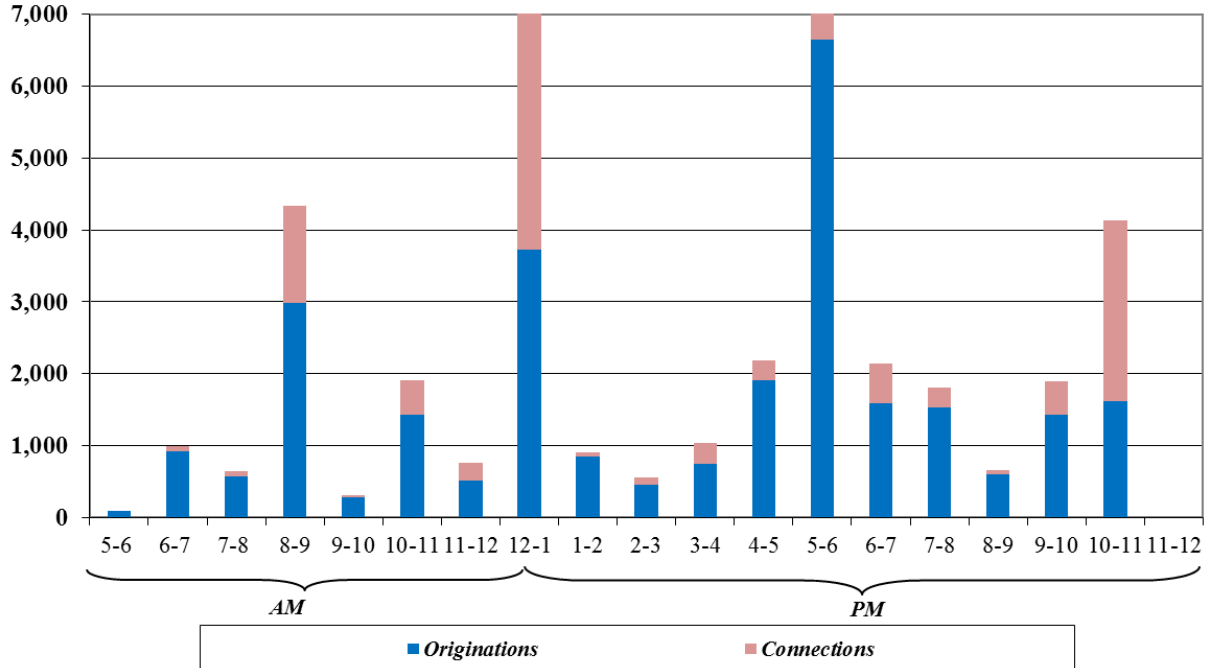


4 Source: Washington-Baltimore Regional Air Passenger Survey 2017

5
6 The overall peaks for IAD were between 12:00-1:00 PM and 5:00-6:00 PM, when approximately
7 7,000 passengers departed. Note that during the hours preceding this afternoon peak (between
8 1:00-4:00 PM), there was very little departing passenger activity at IAD, which is indicative of the
9 high number of long-haul flights that serve IAD. These flights (typically to and from the west coast
10 and international destinations) typically arrive in the early afternoon and depart during the late
11 afternoon peak. This high level of activity in the late afternoon at IAD (between 5:00-6:00 P.M.) is
12 characteristic of airports that handle significant amounts of long-haul activity.

13

Figure 26: 2017 Diurnal Passenger Distribution at IAD



3 Source: Washington-Baltimore Regional Air Passenger Survey 2017

4 Baltimore and Washington Sub-regional Cores

5

6 This section focuses on air passengers originating from the sub-regional cores of the Baltimore and
 7 Washington regions. The Washington Core is composed of the District of Columbia, Arlington County,
 8 and the City of Alexandria. The Baltimore Core consists of Baltimore City. Table 5 displays airport use
 9 by originating passengers from the Washington Core and Baltimore Core, as well as the remaining
 10 zones in the region. Although the number of air passengers from Baltimore City account for only five
 11 percent of the regional total, it makes up nearly 24 percent of all passengers from the Baltimore
 12 metropolitan area. 95 percent of air passenger originations from Baltimore City used BWI for their
 13 departing trips. The Washington Core generated 8.7 million air passengers in 2017, 71 percent of
 14 whom used DCA. In contrast with the Baltimore Core, more Washington Core passengers traveled to
 15 airports further from their place of origin.

16

Table 5: 2017 Air Passenger Originations for Baltimore and Washington Sub-regional Cores, by Airport Used

17

Airport Used	Baltimore Core		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
BWI	1,149	95%	659	8%	7,106	43%	8,913	33%
DCA	27	2%	6,243	71%	4,229	25%	10,499	39%
IAD	35	3%	1,831	21%	5,379	32%	7,245	27%
Total	1,210	100%	8,733	100%	16,714	100%	26,657	100%

20 Note: The Washington Core includes the District of Columbia, Arlington County and the City of Alexandria. The Baltimore Core includes the
 21 City of Baltimore. All Other includes externals outside the Washington-Baltimore Air System Planning Region.

22 Source: Washington-Baltimore Regional Air Passenger Survey 2017

23

24 Business travel was the trip purpose for 39 percent of passengers from the Baltimore Core and 43

percent of passengers from the Washington Core. Table 6 displays a breakdown of trip purpose for passengers from these centers. Business-related trips from these two downtown centers were higher than the regional average of 38 percent, primarily due to the high concentration of government (Federal, state, and local) and private sector employment that is located within the activity centers.

Table 6: 2017 Air Passenger Originations for Baltimore and Washington Sub-regional Cores, by Trip Purpose

Trip Purpose	Baltimore Core		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Business (Gov't)	123	10%	1,657	19%	2,139	13%	3,919	15%
Business (Non-Gov't)	354	29%	2,065	24%	3,661	22%	6,080	23%
Vacation	247	20%	2,093	24%	3,940	24%	6,280	24%
Personal	374	31%	2,047	23%	5,289	32%	7,709	29%
Student	69	6%	531	6%	931	6%	1,532	6%
Other	44	4%	340	4%	753	5%	1,136	4%
Total	1,210	100%	8,733	100%	16,714	100%	26,657	100%

Note: The Washington Core includes the District of Columbia, Arlington County and the City of Alexandria. The Baltimore Core includes the City of Baltimore. All Other includes externals outside the Washington-Baltimore Air System Planning Region.
Source: Washington-Baltimore Regional Air Passenger Survey 2017

As reflected in Table 7 below, the Washington Core displays higher percentages of air passengers originating from a hotel/motel than the region overall, and much lower percentages leaving from a private residence; this is true for the Baltimore Core as well, but to a much lower degree. Both areas had a significant number of passengers traveling to the airport from a hotel or motel, 30 percent in the Baltimore Core and 42 percent in the Washington Core, compared with only 27 percent of passengers originating from the rest of the region. Air passengers leaving from private residences followed the opposite pattern with 57 percent of passengers from the rest of the region leaving from a home and 56 and 40 percent of passengers leaving from the Baltimore and Washington Cores, respectively. Places of employment or other business locations generated 12 percent of the passengers from the Washington Core and 11 percent from the Baltimore Core. The regional average was 10 percent.

Table 7: 2017 Air Passenger Originations for Baltimore and Washington Sub-regional Cores, by Origin Type

Origin Type	Baltimore Core		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Residence	673	56%	3,467	40%	11,171	67%	15,311	57%
Hotel/Motel	361	30%	3,657	42%	3,108	19%	7,126	27%
Regular Employment	49	4%	468	5%	558	3%	1,076	4%
Other Business	89	7%	627	7%	766	5%	1,483	6%
Other	38	3%	513	6%	1,110	7%	1,661	6%
Total	1,210	100%	8,733	100%	16,714	100%	26,657	100%

Note: The Washington Core includes the District of Columbia, Arlington County and the City of Alexandria. The Baltimore Core includes the City of Baltimore. All Other includes externals outside the Washington-Baltimore Air System Planning Region.
Source: Washington-Baltimore Regional Air Passenger Survey 2017

The most heavily used mode of access to the airports from the Washington Core was by transportation network company (TNC), such as Uber or Lyft, and it was the second most heavily used mode from the Baltimore Core. In the Washington Core, 69 percent of total passengers used

1 automobiles (private and rental, as well as taxicabs and TNCs) to access the airports, which differed
 2 significantly from the region overall. Table 8 illustrates the mode of access breakdown. In the
 3 Baltimore Core, nine percent of the passengers used taxicabs, and this figure is exceeded by the 20
 4 percent in the Washington Core. Numbers are much closer between the Baltimore Core and the
 5 Washington Core regarding TNCs; they were used by 19 percent and 22 percent of the respective
 6 populations, compared to 13 percent of the region overall.

7
 8 **Table 8: 2017 Air Passenger Originations for Baltimore and Washington Sub-regional Cores, by Mode of**
 9 **Travel**

10

Mode of Travel	Baltimore Core		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Auto	526	43%	1,784	20%	9,300	56%	11,610	44%
Rental Auto	144	12%	569	7%	2,172	13%	2,885	11%
Taxicab	109	9%	1,774	20%	961	6%	2,844	11%
TNCs	225	19%	1,914	22%	1,422	9%	3,561	13%
Public Transportation	52	4%	1,222	14%	603	4%	1,878	7%
Airport Bus or Limousine	56	5%	619	7%	811	5%	1,486	6%
Other	97	8%	850	10%	1,445	9%	2,393	9%
Total	1,210	100%	8,733	100%	16,714	100%	26,657	100%

11 Note: The Washington Core includes the District of Columbia, Arlington County and the City of Alexandria. The Baltimore Core includes
 12 the City of Baltimore. All Other includes externals outside the Washington-Baltimore Air System Planning Region.
 13 Source: Washington-Baltimore Regional Air Passenger Survey 2017

14
 15

1

2 **APPENDIX A: QUESTIONNAIRE**

3

4

5

6

1 **Figure 27: Washington-Baltimore Regional Air Passenger Survey – BWI**

A. ABOUT YOUR TRIP TODAY

1. How did you get to Baltimore/Washington International Thurgood Marshall Airport for this trip? *(Please check ONE answer)*

₀₁ I came to this airport by GROUND TRANSPORTATION (e.g. auto, taxi, Metro, etc.) *(Please proceed directly to QUESTION #2)*

₀₂ I was on this flight when it arrived at this airport. *(STOP. That is all the information we need)*

₀₃ I made a connection at this airport from a DOMESTIC FLIGHT...

₀₄ I made a connection at this airport from an INTERNATIONAL FLIGHT...
 with _____ Airlines.
(Please fill in the name of the airline and STOP. That is all we need to know)

If you arrived at this airport by GROUND TRANSPORTATION, please complete the rest of this survey.

2. What is the final destination of your trip today?

_____ Airport _____ City

_____ State/Province _____ Country

3. What type of trip is this? *(Please check the answer for the main purpose of your travel)*

₀₁ Business related to the federal government (Including military)

₀₂ Business related to state or local government

₀₃ Business that is not related to government

₀₄ Vacation

₀₅ Personal or family affairs

₀₆ Student or school related

₀₉ Other purpose (Specify: _____)

4. Since your arrival at the airport, did you stop at any of the following? *(Please check ALL that apply)*

₀₁ Curbside agent for boarding pass

₀₂ Curbside agent for bag check

₀₃ E-ticket kiosk for boarding pass

₀₄ E-ticket kiosk for bag check

₀₅ Ticket agent in terminal for boarding pass

₀₆ Ticket agent in terminal for bag check

₀₉ None of the above

B. ABOUT YOUR GROUND TRIP TO BWI MARSHALL AIRPORT:

1. Where did you start your ground trip to this airport (BWI)? *(Please check ONE answer)*

₀₁ Private residence ₀₄ Another place of business

₀₂ Hotel/Motel ₀₅ Other (Specify: _____)

₀₃ My regular place of employment

2. What is the address of the place above?
(If you prefer to provide a less specific geographic location, please indicate the nearest intersection, or building name)

Street Number Street Name City Quadrant (e.g., SW, NE)

City State Zip Code

3. What time did you begin your trip to the airport today? *(Enter time and circle AM or PM)*

__ : __ AM PM

4. What time did you arrive at the airport today? *(Enter time and circle AM or PM)*

__ : __ AM PM

5. How many people who came to the airport with you are getting on the plane with you (including yourself)?

_____ People *(Including yourself)*

6. How many checked-in bags on this flight are yours?

_____ Bags *(Enter '0' if no bags were checked)*

7. What was your primary means of transportation to this airport today? *(Please check ONE answer)*

₀₁ Private Car ₀₇ Metrorail

₀₂ Rented Car ₀₈ Amtrak/MARC (BWI)

₀₃ Taxi ₀₉ Light Rail (BWI)

₀₄ Transportation Network Company (ex. Uber, Lyft) ₁₀ Metrobus/MTA Bus Airport Bus

₀₅ Airport van/limo

₀₆ Hotel/Motel courtesy bus

₀₉ Other (Specify: _____)

8. Is this how you usually get to the airport?

₀₁ Yes ₀₂ No

9. If you arrived in a private vehicle (excluding rental cars):

a. Were you dropped off at the terminal curbside?

₀₁ Yes ₀₂ No

b. Where was that vehicle parked (either directly or after dropping you off)?

₀₁ It was not parked

₀₂ Hourly Parking Garage

₀₃ Daily Garage

₀₄ Express Parking Lot

₀₅ Long Term A or B

₀₆ BWI Rail Station Garage

₀₇ Off-Airport Private Parking

b1. For how long?

₀₁ For a few hours or less

₀₂ Until you return from this trip

c. Is this where you usually park your vehicle at the airport?

₀₁ Yes ₀₂ No

C. ABOUT YOUR AIRPORT AND GROUND TRIP CHOICE

1. Please rank the three most important reasons for choosing BWI Marshall Airport for your flight today. *(Please write 1, 2, or 3 in the appropriate spaces)*

_____ Closest airport

_____ Easy road access

_____ Convenient limo, bus, or rail service

_____ Good parking facilities

_____ More convenient flight times

_____ Less expensive airfare

_____ Only airport with non-stop flights

_____ Only airport that serves market

_____ Frequent flyer specific airline

_____ Other (Specify: _____)

1 **Figure 28: Washington-Baltimore Regional Air Passenger Survey - BWI (Continued)**

2. If you could have arranged the airline schedule for your trip today, which airport would you have **PREFERRED** to use?
(Please check **ONE** answer)
- ₀₁ BWI Marshall
 ₀₂ Washington Dulles International
 ₀₃ Ronald Reagan Washington National
 ₀₉ No preference
3. Please indicate which other airport(s) you considered using today.
(Please check **ALL** answers that apply)
- ₀₂ Washington Dulles International
 ₀₃ Ronald Reagan Washington National
 ₀₅ Other airport (Specify: _____)
 ₀₉ Did not consider another airport
4. What was your **MAIN** reason for choosing your primary means of transportation to this airport today? (Please check **ONE** answer)
- ₀₁ Cost
 ₀₂ Reliability
 ₀₃ Travel Time
 ₀₄ Ease of Use
 ₀₅ Comfort
 ₀₅ Other (Specify: _____)

D. ABOUT YOURSELF

1. Please indicate the location of your current residence:
- _____|_____|_____
 City/County State Zip Code
- _____
 Country
2. How many people live in your household?
 _____ People (Enter '1' if you live alone)
3. Please check your age bracket:
- ₀₁ 18 or younger ₀₄ 35-49
 ₀₂ 19-24 ₀₅ 50-64
 ₀₃ 25-34 ₀₆ 65 or older

4. Please check the category that includes the total annual income of all persons in your household:
- ₀₁ Less than \$15,000 ₀₅ \$80,000-\$119,999
 ₀₂ \$15,000-\$24,999 ₀₆ \$120,000-\$159,999
 ₀₃ \$25,000-\$44,999 ₀₇ \$160,000-\$199,999
 ₀₄ \$45,000-\$79,999 ₀₈ \$200,000 or more

If you were visiting the Washington-Baltimore area, please answer questions 5 and 6, then proceed directly to section E.

5. How many nights did you stay in the area?
 _____ Nights (Enter '0' if you are leaving the same day you arrived)
6. Approximately how much did you spend **PER DAY** while you were in the area?
(Include expenses which are meals, hotels, rental cars, etc. Do not include airfare. Please check **ONE** answer)
- ₀₁ Less than \$100 ₀₅ \$400-\$499
 ₀₂ \$100-\$199 ₀₆ \$500-\$749
 ₀₃ \$200-\$299 ₀₇ \$750-\$999
 ₀₄ \$300-\$399 ₀₈ \$1,000 or more

If your air travel begins from this airport please answer question 7, then proceed to section E.

7. How many nights will you spend away on this trip?
 _____ Nights (Enter '0' if you are returning today)

E. PLEASE WRITE ANY COMMENTS YOU MAY WISH TO BRING TO OUR ATTENTION BELOW

Thanks for Your Help!



**2017
 WASHINGTON – BALTIMORE
 REGIONAL AIR PASSENGER
 SURVEY**

**TO DETERMINE LOCAL AIRPORT NEEDS
 BWI**

This survey concerns your trip today. Please complete this form, even if you have received a form on other days.

All answers are confidential. Personal identification is not required. Thank you for your cooperation.

You can take this survey online by visiting

<http://tinyurl.com/oop9u62>

or scan the QR code below.



ID number below is required to access online survey.

This survey is being conducted by:
 Metropolitan Washington Council of Governments
 Metropolitan Washington Airports Authority
 Maryland Aviation Administration
 in cooperation with the airlines
 serving the region's airports.

ID NUMBER (PASSWORD)

1 **Figure 28: Washington-Baltimore Regional Air Passenger Survey – DCA**

A. ABOUT YOUR TRIP TODAY

1. How did you get to Ronald Reagan Washington National Airport for this trip?
(Please check ONE answer)

₀₁ I came to this airport by GROUND TRANSPORTATION (e.g. auto, taxi, Metro, etc.)
(Please proceed directly to QUESTION #2)

₀₂ I was on this flight when it arrived at this airport.
(STOP. That is all the information we need)

₀₃ I made a connection at this airport from a DOMESTIC FLIGHT...

₀₄ I made a connection at this airport from an INTERNATIONAL FLIGHT...
with _____ Airlines.
(Please fill in the name of the airline and STOP. That is all we need to know)

If you arrived at this airport by GROUND TRANSPORTATION, please complete the rest of this survey.

2. What is the final destination of your trip today?

_____ Airport _____ City

_____ State/Province _____ Country

3. What type of trip is this? (Please check the answer for the main purpose of your travel)

₀₁ Business related to the federal government (Including military)

₀₂ Business related to state or local government

₀₃ Business that is not related to government

₀₄ Vacation

₀₅ Personal or family affairs

₀₆ Student or school related

₀₅ Other purpose (Specify: _____)

4. Since your arrival at the airport, did you stop at any of the following? (Please check ALL that apply)

₀₁ Curbside agent for boarding pass

₀₂ Curbside agent for bag check

₀₃ E-ticket kiosk for boarding pass

₀₄ E-ticket kiosk for bag check

₀₅ Ticket agent in terminal for boarding pass

₀₆ Ticket agent in terminal for bag check

₀₇ None of the above

B. ABOUT YOUR GROUND TRIP TO RONALD REAGAN WASHINGTON NATIONAL AIRPORT:

1. Where did you start your ground trip to this airport (DCA)? (Please check ONE answer)

₀₁ Private residence ₀₄ Another place of business

₀₂ Hotel/Motel ₀₅ Other (Specify: _____)

₀₃ My regular place of employment

2. What is the address of the place above?
(If you prefer to provide a less specific geographic location, please indicate the nearest intersection, or building name)

_____ Street Number _____ Street Name _____ City Quadrant (e.g., SW, NE)

_____ City _____ State _____ Zip Code

3. What time did you begin your trip to the airport today? (Enter time and circle AM or PM)

: AM PM

4. What time did you arrive at the airport today? (Enter time and circle AM or PM)

: AM PM

5. How many people who came to the airport with you are getting on the plane with you (including yourself)?

_____ People (Including yourself)

6. How many checked-in bags on this flight are yours?

_____ Bags (Enter '0' if no bags were checked)

7. What was your primary means of transportation to this airport today? (Please check ONE answer)

₀₁ Private Car ₀₇ Metrorail

₀₂ Rented Car ₀₈ VRE

₀₃ Taxi ₁₀ Metrobus

₀₄ Transportation Network Company (ex. Uber, Lyft)

₀₅ Airport van/limo

₀₆ Hotel/Motel courtesy bus

₀₅ Other (Specify: _____)

8. Is this how you usually get to the airport?

₀₁ Yes ₀₂ No

9. If you arrived in a private vehicle (excluding rental cars):

a. Were you dropped off at the terminal curbside?

₀₁ Yes ₀₂ No

b. Where was that vehicle parked (either directly or after dropping you off)?

₀₁ It was not parked

₀₅ Short term/hourly parking lot

₀₉ Long term/daily parking garage

₁₀ Long term/economy parking lot

b1. For how long?

₀₁ For a few hours or less

₀₂ Until you return from this trip

c. Is this where you usually park your vehicle at the airport?

₀₁ Yes ₀₂ No

C. ABOUT YOUR AIRPORT AND GROUND TRIP CHOICE

1. Please rank the three most important reasons for choosing Ronald Reagan Washington National Airport for your flight today. (Please write 1, 2, or 3 in the appropriate spaces)

_____ Closest airport

_____ Easy road access

_____ Convenient limo, bus, or rail service

_____ Good parking facilities

_____ More convenient flight times

_____ Less expensive airfare

_____ Only airport with non-stop flights

_____ Only airport that serves market

_____ Frequent flyer specific airline

_____ Other (Specify: _____)

1 Figure 29: Washington-Baltimore Regional Air Passenger Survey – DCA (Continued)

2. If you could have arranged the airline schedule for your trip today, which airport would you have **PREFERRED** to use?

(Please check **ONE** answer)

- ₀₁ BWI Marshall
- ₀₂ Washington Dulles International
- ₀₃ Ronald Reagan Washington National
- ₀₉ No preference

3. Please indicate which other airport(s) you considered using today.

(Please check **ALL** answers that apply)

- ₀₁ BWI Marshall
- ₀₂ Washington Dulles International
- ₀₅ Other airport (Specify: _____)
- ₀₉ Did not consider another airport

4. What was your **MAIN** reason for choosing your primary means of transportation to this airport today? (Please check **ONE** answer)

- ₀₁ Cost
- ₀₂ Reliability
- ₀₃ Travel Time
- ₀₄ Ease of use
- ₀₅ Comfort
- ₀₉ Other (Specify: _____)

D. ABOUT YOURSELF

1. Please indicate the location of your current residence:

City/County State Zip Code

Country

2. How many people live in your household?

_____ People (Enter '1' if you live alone)

3. Please check your age bracket:

- ₀₁ 18 or younger ₀₄ 35-49
- ₀₂ 19-24 ₀₅ 50-64
- ₀₃ 25-34 ₀₆ 65 or older

4. Please check the category that includes the total annual income of all persons in your household:

- ₀₁ Less than \$15,000 ₀₅ \$80,000-119,999
- ₀₂ \$15,000-24,999 ₀₆ \$120,000-159,999
- ₀₃ \$25,000-44,999 ₀₇ \$160,000-199,999
- ₀₄ \$45,000-79,999 ₀₈ \$200,000 or more

If you were visiting the Washington-Baltimore area, please answer questions 5 and 6, then proceed directly to section E.

5. How many nights did you stay in the area?

_____ Nights (Enter '0' if you are leaving the same day you arrived)

6. Approximately how much did you spend **PER DAY** while you were in the area? (Include expenses which are meals, hotels, rental cars, etc. Do not include airfare. Please check **ONE** answer)

- ₀₁ Less than \$100 ₀₅ \$400-\$499
- ₀₂ \$100-\$199 ₀₆ \$500-\$749
- ₀₃ \$200-\$299 ₀₇ \$750-\$999
- ₀₄ \$300-\$399 ₀₈ \$1,000 or more


If your air travel begins from this airport please answer question 7, then proceed to section E.

7. How many nights will you spend away on this trip?

_____ Nights (Enter '0' if you are returning today)

E. PLEASE WRITE ANY COMMENTS YOU MAY WISH TO BRING TO OUR ATTENTION BELOW

Thanks for Your Help!



**2017
WASHINGTON – BALTIMORE
REGIONAL AIR PASSENGER
SURVEY**

**TO DETERMINE LOCAL AIRPORT NEEDS
DCA**


This survey concerns your trip today. Please complete this form, even if you have received a form on other days.

All answers are confidential. Personal identification is not required. Thank you for your cooperation.

You can take this survey online by visiting

<http://tinyurl.com/oop9u62>

or scan the QR code below.



ID number below is required to access online survey.

This survey is being conducted by:
**Metropolitan Washington Council of Governments
 Metropolitan Washington Airports Authority
 Maryland Aviation Administration**
 in cooperation with the airlines
 serving the region's airports.

ID NUMBER (PASSWORD)

Figure 29: Washington-Baltimore Regional Air Passenger Survey – IAD

A. ABOUT YOUR TRIP TODAY

1. How did you get to Washington Dulles International Airport for this trip?
(Please check ONE answer)

₀₁ I came to this airport by GROUND TRANSPORTATION (e.g. auto, taxi, Metro, etc.)
(Please proceed directly to QUESTION #2)

₀₂ I was on this flight when it arrived at this airport.
(STOP. That is all the information we need)

₀₃ I made a connection at this airport from a DOMESTIC FLIGHT...

₀₄ I made a connection at this airport from an INTERNATIONAL FLIGHT...
with _____ Airlines.
(Please fill in the name of the airline and STOP. That is all we need to know)

If you arrived at this airport by GROUND TRANSPORTATION, please complete the rest of this survey.

2. What is the final destination of your trip today?

_____ Airport _____ City

_____ State/Province _____ Country

3. What type of trip is this? (Please check the answer for the main purpose of your travel)

₀₁ Business related to the federal government (Including military)

₀₂ Business related to state or local government

₀₃ Business that is not related to government

₀₄ Vacation

₀₅ Personal or family affairs

₀₆ Student or school related

₀₉ Other purpose (Specify: _____)

4. Since your arrival at the airport, did you stop at any of the following? (Please check ALL that apply)

₀₁ Curbside agent for boarding pass

₀₂ Curbside agent for bag check

₀₃ E-ticket kiosk for boarding pass

₀₄ E-ticket kiosk for bag check

₀₅ Ticket agent in terminal for boarding pass

₀₆ Ticket agent in terminal for bag check

₀₇ None of the above

B. ABOUT YOUR GROUND TRIP TO WASHINGTON DULLES INTERNATIONAL AIRPORT:

1. Where did you start your ground trip to this airport (IAD)? (Please check ONE answer)

₀₁ Private residence ₀₄ Another place of business

₀₂ Hotel/Motel ₀₅ My regular place of employment

₀₃ My regular place of employment ₀₆ Other (Specify: _____)

2. What is the address of the place above?
(If you prefer to provide a less specific geographic location, please indicate the nearest intersection, or building name)

Street Number Street Name City Quadrant (e.g., SW, NE)

City State Zip Code

3. What time did you begin your trip to the airport today? (Enter time and circle AM or PM)

: AM PM

4. What time did you arrive at the airport today? (Enter time and circle AM or PM)

: AM PM

5. How many people who came to the airport with you are getting on the plane with you (including yourself)?

_____ People (Including yourself)

6. How many checked-in bags on this flight are yours?

_____ Bags (Enter '0' if no bags were checked)

7. What was your primary means of transportation to this airport today? (Please check ONE answer)

₀₁ Private Car ₀₇ Metrorail

₀₂ Rented Car ₁₀ Metrobus / Silver Line

₀₃ Taxi Express / Fairfax Connector

₀₄ Transportation Network Company (ex. Uber, Lyft)

₀₅ Airport van/limo

₀₆ Hotel/Motel courtesy bus

₀₉ Other (Specify: _____)

8. Is this how you usually get to the airport?

₀₁ Yes ₀₂ No

9. If you arrived in a private vehicle (excluding rental cars):

a. Were you dropped off at the terminal curbside?

₀₁ Yes ₀₂ No

b. Where was that vehicle parked (either directly or after dropping you off)?

₀₁ It was not parked

₀₅ Short term/hourly parking lot

₀₉ Long term/daily parking garage

₁₀ Long term/economy parking lot

₁₁ Valet parking

b1. For how long?

₀₁ For a few hours or less

₀₂ Until you return from this trip

c. Is this where you usually park your vehicle at the airport?

₀₁ Yes ₀₂ No

C. ABOUT YOUR AIRPORT AND GROUND TRIP CHOICE

1. Please rank the three most important reasons for choosing Washington Dulles International Airport for your flight today. (Please write 1, 2, or 3 in the appropriate spaces)

_____ Closest airport

_____ Easy road access

_____ Convenient limo, bus, or rail service

_____ Good parking facilities

_____ More convenient flight times

_____ Less expensive airfare

_____ Only airport with non-stop flights

_____ Only airport that serves market

_____ Frequent flyer specific airline

_____ Other (Specify: _____)

1 Figure 30: Washington-Baltimore Regional Air Passenger Survey – IAD (Continued)

2. If you could have arranged the airline schedule for your trip today, which airport would you have **PREFERRED** to use?
(Please check **ONE** answer)

- ₀₁ BWI Marshall
- ₀₂ Washington Dulles International
- ₀₃ Ronald Reagan Washington National
- ₀₄ No preference

3. Please indicate which other airport(s) you considered using today.

- (Please check **ALL** answers that apply)
- ₀₁ BWI Marshall
 - ₀₃ Ronald Reagan Washington National
 - ₀₅ Other airport (Specify: _____)
 - ₀₆ Did not consider another airport

4. What was your **MAIN** reason for choosing your primary means of transportation to this airport today? (Please check **ONE** answer)

- ₀₁ Cost
- ₀₂ Reliability
- ₀₃ Travel Time
- ₀₄ Ease of Use
- ₀₅ Comfort
- ₀₆ Other (Specify: _____)

D. ABOUT YOURSELF

1. Please indicate the location of your current residence:

City/County	State	Zip Code
Country		

2. How many people live in your household?

_____ People (Enter '1' if you live alone)

3. Please check your age bracket:

- ₀₁ 18 or younger
- ₀₂ 19–24
- ₀₃ 25–34
- ₀₄ 35–49
- ₀₅ 50–64
- ₀₆ 65 or older

4. Please check the category that includes the total annual income of all persons in your household:

- ₀₁ Less than \$15,000
- ₀₂ \$15,000–24,999
- ₀₃ \$25,000–44,999
- ₀₄ \$45,000–79,999
- ₀₅ \$80,000–119,999
- ₀₆ \$120,000–159,999
- ₀₇ \$160,000–199,999
- ₀₈ \$200,000 or more

If you were visiting the Washington-Baltimore area, please answer questions 5 and 6, then proceed directly to section E.

5. How many nights did you stay in the area?

_____ Nights (Enter '0' if you are leaving the same day you arrived)

6. Approximately how much did you spend **PER DAY** while you were in the area?

(Include expenses which are meals, hotels, rental cars, etc. Do not include airfare. Please check **ONE** answer)

- ₀₁ Less than \$100
- ₀₂ \$100–\$199
- ₀₃ \$200–\$299
- ₀₄ \$300–\$399
- ₀₅ \$400–\$499
- ₀₆ \$500–\$749
- ₀₇ \$750–\$999
- ₀₈ \$1,000 or more


If your air travel begins from this airport please answer question 7, then proceed to section E.

7. How many nights will you spend away on this trip?

_____ Nights (Enter '0' if you are returning today)

E. PLEASE WRITE ANY COMMENTS YOU MAY WISH TO BRING TO OUR ATTENTION BELOW

Thanks for Your Help!



**2017
WASHINGTON – BALTIMORE
REGIONAL AIR PASSENGER
SURVEY**

**TO DETERMINE LOCAL AIRPORT NEEDS
IAD**


This survey concerns your trip today. Please complete this form, even if you have received a form on other days.

All answers are confidential. Personal identification is not required. Thank you for your cooperation.

You can take this survey online by visiting

<http://tinyurl.com/oop9u62>

or scan the QR code below.



ID number below is required to access online survey.

This survey is being conducted by:
Metropolitan Washington Council of Governments
Metropolitan Washington Airports Authority
Maryland Aviation Administration
in cooperation with the airlines
serving the region's airports.

ID NUMBER (PASSWORD)

1

2 **APPENDIX B: LIST OF AVIATION ANALYSIS ZONES**

1 **Table 9: Aviation Analysis Zone System**

2

No.	Jurisdiction	No. of AAZ's	AAZ's Range	No. of TAZ's
1	District of Columbia	20	1 - 20	393
2	Arlington County	9	21 - 29	141
3	City of Alexandria	4	30 - 33	65
4	Fairfax County	14	34 - 47	549
5	Montgomery County	21	48 - 68	376
6	Prince George's County	14	69 - 82	635
7	Prince William County	6	83 - 88	376
8	Loudoun County	5	89 - 94	282
9	Frederick County	3	95 - 97	130
10	Carroll County	1	98	58
11	Howard County	9	99 - 107	68
12	Anne Arundel County	14	108 - 121	98
13	Calvert County	1	122	47
14	St. Mary's County	1	123	75
15	Charles County	2	124 - 125	113
16	King George County	1	126	25
17	Spotsylvania County	1	127	62
18	City of Fredericksburg	1	128	14
19	Stafford County	1	129	90
20	Fauquier County	1	130	50
21	Clarke County	1	131	9
22	Jefferson County	1	132	13
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		4,368
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	NA	NA
Grand Total		167		

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

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Table 10: Aviation Analysis Zone System Names

AAZ	Jurisdiction	Place Name
1	District of Columbia	The Mall
2		The White House, Federal Triangle, Foggy Bottom
3		Franklin Square, Mt. Vernon, Gallery Place
4		Dupont Circle, Adams Morgan
5		Georgetown
6		Cleveland Park
7		Foxhall, Sutton Place, Cathedral Heights, Senate Heights, Glover Park, Foxhall Village, Canal View
8		Tenleytown, American University
9		Westover Place, Embassy Park, Wesley Heights, McLean Gardens
10		Chevy Chase, Friendship Heights, Western Rock Creek Park
11		Colonial Village, Rock Creek Gardens, Shepherd Park, Walter Reed, Takoma, Petworth, Hampshire Knolls, Crestwood, Eastern Rock Creek Park
12		Mount Pleasant, North Adams Morgan
13		Shaw, Howard University
14		Riggs Park, Michigan Park, Catholic University, Brookland, Fort Lincoln, Langdon, Brentwood, Edgewood, Eckington, Washington Hospital Center
15		The Capitol
16		National Arboretum, Gallaudet University, Trinidad, Lincoln Park, Eastern Market, Capitol South, Navy Yard, Stadium Armory
17		Anacostia, Benning, Fort Dupont, Capitol View, Deanwood, Capitol Heights
18		L'Enfant Plaza, Federal Center SW, Waterfront
19		Buzzard Point
20		Bolling Air Force Base
21	Arlington County, VA	Ronald Reagan Washington National Airport
22		Pentagon City, Crystal City
23		The Ridge, Forest Hills Commons, Avalon Bay
24		Arlington National Cemetery, The Pentagon
25		Rosslyn
26		Clarendon, Colonial Village
27		East Falls Church, North Arlington
28		Ballston, Buckingham, Glencarlyn, Barcroft
29		Shirlington
30	City of Alexandria, VA	Beverly Hills, Potomac Yards, Braddock Hgts, Timber Branch Park, Rosemont, Quaker Hill, Ivy Hill
31		Old Town, Alexandria
32		Cameron Park, Eisenhower Avenue
33		Landmar
34	Fairfax County, VA	Falls Church, Fairview Park, Annandale, Lincoln
35		Shirley/Edsal Industrial Park, Springfield, Franconia, Kingstowne, Fort Belvoir Proving Ground, Newington
36		Huntington, Rose Hill, Hybla Valley, Fort Hunt, Mount Vernon, Woodlawn, Fort Belvoir, Lorton, Mason Neck
37		Lorton
38		Ravensworth, Burke, Fairfax Station, Burke Center, George Mason University
39		Merrifield

4 Source: Washington-Baltimore Region Air Passenger Survey 2017

5

1 **Table 10 Continued**

2

AAZ	Jurisdiction	Place Name	
40	Fairfax County, VA	Centerville, Sully Station, Clifton	
41		Fair Oaks, Fairfax City	
42		Chantilly	
43		Reston, Franklin Farm, Vienna	
44		Woodland Park, Dulles Technology Center	
45		Herndon, Great Falls	
46		Tysons Corner	
47	McLean		
48	Montgomery County, MD	Glen Echo	
49		Cabin John, Oakmont	
50		Medical Center	
51		Chevy Chase	
52		Bethesda	
53		Rock Spring, White Flint	
54		West I-270 Rockville	
55		Gaithersburg, Washington Grove	
56		Germantown	
57		Potomac	
58		Dickerson, Barsville, Poolesville, Dovsonville, Quince Orchard, Darnestown, North Potomac	
59		Damascus, Cedar Grove, Woodfield, Clarksburg, Laytonsville, Brookeville	
60		Montgomery Village	
61		East I-270 Rockville	
62		Aspen Hill, Layhill, Norbeck, Olney	
63		Clovely, Colesville, Spencerville, Burtonsville, Fairland	
64		Glenmont, White Oak, Wheaton, Four Corners, Hillandale, Forest Glen	
65		North Chevy Chase	
66		Forest Glen Park, North Silver Spring	
67		Downtown Silver Spring	
68		Takoma Park	
69		Prince George's County, MD	Langley Park, Adelphi, Chillum, Hyattsville, Mount Rainer, Brentwood, Cottage City, Bladensburg, Edmonton, Berwyn Heights, Cheverly
70			College Park, University Park, University of Maryland
71			Beltsville
72	Calverton		
73	Laurel, Montpelier		
74	Greenbelt, Goddard Space Center, New Carrollton		
75	North Bowie, Woodmore, Kettering		
76	Bowie		
77	Glenarden, Kentland		
78	Seat Pleasant, Fairmount Heights, Capitol Heights, District Heights, Forestville		
79	Andrews Air Force Base, Melwood, Woodyard, Upper Marlboro, Croom, Marlton		
80	Hillcrest Heights, Morningside, Suitland, Temple Hills, Forest Heights		
81	National Harbor		
82	Friendly, Camp Springs, Clinton, Tantallon, Piscataway, Brandywine, Accokeek, Cedarville, Baden, Westwood, Eagle Harbor, Nottingham		

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

1 **Table 10 Continued**

2

AAZ	Jurisdiction	Place Name
83	Prince William County, VA	Woodbridge, Dumfries
84		Woodbridge, Potomac Mills
85		Dale City, Occoquan, Lake Ridge, Quantico Marine Corps Base
86		Nokesville, Lake Jackson, Gainsville, Haymarket
87		Manassas, Manassas Park
88		Sudley, Manassas Battle Field, Haymarket
89	Loudoun County, VA	South Riding, Arcola
90		Washington Dulles International Airport
91		Cascades, Sugarland Run, Lowes Island
92		Sterling Park, Sterling, Dulles, Ashburn
93		Leesburg, Ashburn
94		Lovettsville, Hillsboro, Round Hill, Purcellville, Hamilton, Lucketts, Bluemont, Philomont, Saint Louis, Western Loudoun
95	Frederick County, MD	Woodsboro, Libertytown, Oldfield, New Market, Urbana, Point of Rock, Walkesville, Mount Airy
96		City of Frederick
97		Thurmont, Emmitsburg, Myersville, Middletown, Burkittsville, Brunswick
98	Carroll County, MD	Carroll County, MD
99	Howard County, MD	Lisbon, Cooksville, Glenwood, Glenelg, West Friendship, Dayton, Highland, Clarksville
100		North Ellicott City
101		South Ellicott City
102		Village of River Hill (Columbia)
103		Village of Harpers Choice, Village of Hickory Ridge, Simpsonville, Village of Wilde Lake, Village of Dorseys Search
104		Village of Oakland Mills, Village of Owen Brown, Village of Kings Contrivance, Village of Long Reach
105		Scaggsville, Dickinson, Laurel, Savage
106		Village of Kings Contrivance, Columbia Gateway
107		Elkridge, Dorsey
108		Anne Arundel County, MD
109	Jessup, Severn, Arundel Mills	
110	Dorsey	
111	Baltimore/Washington International Thurgood Marshall Airport	
112	Linthicum	
113	North Linthicum	
114	Glen Burnie	
115	Glen Burnie, Harundale	
116	Harundale	
117	Lake Shore, Gibson Island, Arnold, Cape Saint Claire, US Naval Station	
118		Severna Park
119		Annapolis
120		Heritage Harbor, Edgewater, Woodland Beach, Mayo, Highland Beach
121		Crofton, Davidsonville, Harwood, Lothian, Bayard, Owensville, Gallesville, Shady Side, Tracys Landing, Deale Churchton, Friendship
122	Calvert County, MD	Calvert County
123	St. Mary's County, MD	St. Mary's County

3 **Source:** Washington-Baltimore Region Air Passenger Survey 2017

1 **Table 10 Continued**

2

AAZ	Jurisdiction	Place Name
124	Charles County, MD	Pinefield, Waldorf, Cedarville, Indian Head, Glaymont, Marbury, Bryans Road, St. Charles
125		White Plains, Pomfret, La Plata, Doncaster, Pisgah, Ironsides, Port Tobacco, Bryantown, Hughesville, Benedict, Nanjemoy, Welcome, Bel Alton, Faulkner, Charlotte Hall, Mechanicsville, Newburg
126	King George County, VA	King George County
127	Spotsylvania County, VA	Northern Spotsylvania County
128	Fredericksburg, VA	City of Fredericksburg
129	Stafford County, VA	Stafford County
130	Fauquier County, VA	Fauquier County
131	Clarke County, VA	Clarke County
132	Jefferson County, WV	Jefferson County
133	Baltimore City, MD	Downtown Inner Harbor
134		Locust Point, Oriols Park
135		Canton Waterfront
136		Brooklyn, Cherry Hill, Loudon Park
137		Arlington, Pimlico, Gwynns Falls Park, Park Heights, North West Baltimore
138		Walbrook, Rosemont, Druid Hill Park
139		University of MD Baltimore-area
140		Hampden
141		Roland Park, Govans, Hamilton, Waverly, Herring Run Park, Belair-Edison
142		Collington Square
143		Mount Vernon
144		Lafayette Courts, Little Italy, Inner Harbor East, Fells Point, Washington Hill, Butchers Hill
145		East Baltimore
146	Baltimore County, MD	Halethorpe
147		North Arbutus
148		Arbutus
149		Catonsville, Westview Park, Woodlawn
150		Upperco, Boring, Reisterstown, Glyndon, Snowy
151		Garrison, Owings Mills, Pikesville, Randallstown, Woodlawn
152		Freeland, Maryland Line, Middletown, Gunpowder Falls, Butler, Belfast, Cooperstown, Dover
153		Stevenson, Brooklandville
154		Lutherville, Cockeysville, Timonium, Carney
155		Towson, Parkville
156		Long Green, Glen Park, Baldwin, Fork
157		Fullerton, Perry Hall, Bradshaw, Rosedale, Middle River, White Marsh
158		Essex, Dundalk, Sparrows Point, Edgemere, East Baltimore County
159	Harford County, MD	Norrisville, Whiteford, Cardiff, Pylesville, Broad Creek, Dublin, Jarrettsville, Forest Hill, Darlington
160		Bel Air, Churchville, Fountain Green, Creswell, Level, Aberdeen, Harve De Grace, Joppatowne
161		Aberdeen Proving Ground

3 **Source:** Washington-Baltimore Region Air Passenger Survey 2017

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2 **APPENDIX C: AIR PASSENGER ORIGINATIONS BY AAZ**

Table 11: 2017 Washington-Baltimore Air Passenger Originations by AAZ

AAZ	BWI		DCA		IAD		Total	AAZ	BWI		DCA		IAD		Total
	No.	%	No.	%	No.	%			No.	%	No.	%	No.	%	
1	5,210	25	6,185	30	9,105	44	20,501	42	4,893	3	7,102	4	148,140	93	160,135
2	10,937	6	153,977	81	24,422	13	189,336	43	11,462	2	95,839	18	426,686	80	533,988
3	97,892	7	1,022,787	69	366,298	25	1,486,977	44	5,220	1	50,416	10	469,777	89	525,413
4	46,049	4	896,128	79	195,504	17	1,137,682	45	5,842	3	38,994	18	176,105	80	220,941
5	8,882	5	133,018	73	39,596	22	181,497	46	16,226	5	86,762	26	236,532	70	339,520
6	15,213	4	292,134	84	42,414	12	349,761	47	8,678	5	125,748	68	50,610	27	185,036
7	2,486	5	32,109	65	14,620	30	49,215	48	10,939	16	36,230	54	20,545	30	67,714
8	10,393	14	34,175	46	29,742	40	74,310	49	13,604	12	33,560	31	62,860	57	110,024
9	5,514	7	62,903	78	11,727	15	80,145	50	17,535	11	36,860	24	98,577	64	152,972
10	24,434	20	72,994	60	24,857	20	122,286	51	5,099	10	35,247	69	10,733	21	51,079
11	52,572	31	96,798	57	21,859	13	171,229	52	20,011	16	89,236	69	19,614	15	128,862
12	11,902	7	134,536	79	23,801	14	170,239	53	12,794	11	64,938	54	42,483	35	120,215
13	41,484	23	101,063	57	34,238	19	176,785	54	78,975	40	49,804	25	69,946	35	198,724
14	28,806	16	130,470	73	20,591	11	179,867	55	92,491	37	100,569	41	54,147	22	247,206
15	12,339	12	77,218	75	13,241	13	102,799	56	22,646	62	7,740	21	5,877	16	36,263
16	78,835	17	329,772	71	57,792	12	466,398	57	40,212	23	45,632	26	91,921	52	177,764
17	13,351	25	28,210	54	11,082	21	52,642	58	92,914	43	42,487	20	80,045	37	215,446
18	9,652	4	184,258	73	59,660	24	253,570	59	52,252	52	21,926	22	25,805	26	99,984
19	2,848	2	127,624	82	25,849	17	156,322	60	22,757	50	14,200	31	8,983	20	45,940
20	2,983	14	12,919	62	4,915	24	20,817	61	38,705	22	63,452	36	76,154	43	178,312
21	0	0	0	0	948	100	948	62	45,827	42	19,665	18	44,620	41	110,112
22	15,889	2	570,395	87	66,048	10	652,332	63	30,556	62	8,603	17	10,130	21	49,290
23	1,706	1	118,007	91	9,856	8	129,569	64	125,201	41	112,994	37	65,169	21	303,364
24	3,427	2	154,065	88	16,923	10	174,416	65	11,713	18	29,857	46	22,773	35	64,343
25	9,018	4	157,055	75	44,569	21	210,642	66	56,477	26	114,456	53	43,730	20	214,662
26	2,011	1	140,366	70	57,133	29	199,511	67	52,401	35	52,447	35	45,533	30	150,381
27	27,641	9	144,843	45	147,016	46	319,500	68	6,283	13	31,591	64	11,576	23	49,450
28	56,632	13	245,177	55	143,595	32	445,404	69	39,078	33	65,609	56	13,282	11	117,969
29	4,938	3	97,215	59	63,817	38	165,970	70	30,408	16	107,318	57	50,748	27	188,474
30	11,764	3	179,573	51	158,242	45	349,578	71	19,152	60	6,600	21	6,378	20	32,130
31	10,567	4	257,426	89	22,621	8	290,614	72	4,328	81	1,029	19	0	0	5,357
32	5,786	7	63,838	81	8,733	11	78,357	73	118,924	77	12,879	8	21,834	14	153,638
33	27,535	10	185,617	68	60,394	22	273,547	74	56,555	64	16,488	19	15,408	17	88,452
34	47,112	13	220,280	63	82,848	24	350,240	75	83,670	70	18,637	16	16,948	14	119,255
35	46,364	12	246,690	65	84,127	22	377,181	76	50,818	31	70,197	42	44,164	27	165,179
36	23,639	8	159,569	57	95,745	34	278,953	77	19,790	50	11,947	30	7,865	20	39,602
37	6,667	4	128,142	79	28,415	17	163,224	78	18,590	41	26,949	59	0	0	45,538
38	16,850	5	111,642	36	181,875	59	310,367	79	24,691	34	36,858	51	10,469	15	72,017
39	1,435	3	10,686	26	29,259	71	41,379	80	9,470	10	86,645	88	2,117	2	98,231
40	32,285	20	12,184	8	116,517	72	160,986	81	12,228	4	236,962	81	41,947	14	291,137
41	13,492	4	132,067	44	154,697	52	300,256	82	17,111	14	91,391	76	11,525	10	120,027

Source: Washington-Baltimore Regional Air Passenger Survey 2017

Table 11 Continued

	BWI		DCA		IAD				BWI		DCA		IAD			
AAZ	No.	%	No.	%	No.	%	Total		AAZ	No.	%	No.	%	No.	%	Total
83	10,938	16	28,402	43	27,092	41	66,433		124	93,103	56	67,076	40	6,678	4	166,858
84	6,572	9	61,446	79	9,278	12	77,296		125	49,448	57	29,946	35	7,372	8	86,766
85	7,379	7	48,987	49	43,751	44	100,117		126	0	0	872	100	0	0	872
86	14,128	10	13,770	10	107,980	79	135,878		127	6,306	20	12,799	42	11,658	38	30,763
87	10,937	12	32,798	35	49,174	53	92,909		128	6,079	12	31,257	60	15,110	29	52,447
88	5,028	8	14,397	22	47,074	71	66,499		129	3,848	2	121,814	73	41,018	25	166,680
89	0	0	1,186	2	68,948	98	70,134		130	35,108	32	24,107	22	51,728	47	110,943
90	0	0	1,420	12	10,220	88	11,640		131	0	0	0	0	18,445	100	18,445
91	7,729	8	4,117	4	80,412	87	92,258		132	10,137	24	6,196	15	25,819	61	42,152
92	7,515	4	8,960	4	185,816	92	202,292		133	238,762	94	8,673	3	6,638	3	254,073
93	8,898	3	24,749	9	229,034	87	262,681		134	87,972	91	0	0	8,974	9	96,947
94	7,887	7	5,459	5	104,834	89	118,180		135	36,440	98	0	0	722	2	37,162
95	69,792	62	8,154	7	35,111	31	113,057		136	64,481	98	0	0	1,319	2	65,800
96	53,675	46	10,024	9	53,636	46	117,335		137	106,814	97	0	0	2,935	3	109,748
97	93,316	69	11,780	9	29,326	22	134,422		138	64,455	100	0	0	0	0	64,455
98	287,462	95	6,263	2	9,719	3	303,445		139	37,296	97	1,107	3	0	0	38,404
99	69,950	91	4,706	6	2,502	3	77,158		140	109,356	93	5,292	4	3,472	3	118,120
100	106,316	92	0	0	9,679	8	115,996		141	141,862	97	2,416	2	2,079	1	146,356
101	31,081	92	0	0	2,851	8	33,932		142	20,395	100	0	0	0	0	20,395
102	13,837	81	1,600	9	1,715	10	17,152		143	44,962	78	9,207	16	3,472	6	57,640
103	72,582	86	1,790	2	10,068	12	84,440		144	183,740	97	0	0	5,402	3	189,142
104	96,545	56	42,463	25	32,690	19	171,698		145	12,160	100	0	0	0	0	12,160
105	88,380	69	35,565	28	3,842	3	127,787		146	3,412	100	0	0	0	0	3,412
106	94,164	95	3,300	3	1,730	2	99,194		147	1,820	100	0	0	0	0	1,820
107	126,318	97	0	0	4,409	3	130,727		148	44,994	100	0	0	0	0	44,994
108	143,037	97	895	1	2,776	2	146,708		149	39,398	96	0	0	1,502	4	40,900
109	169,975	99	0	0	1,743	1	171,717		150	43,665	91	0	0	4,521	9	48,186
110	76,960	100	0	0	0	0	76,960		151	134,431	92	1,700	1	10,291	7	146,423
111	17,446	90	1,935	10	0	0	19,381		152	45,223	92	2,014	4	1,817	4	49,054
112	529,637	100	2,562	0	0	0	532,199		153	71,552	97	0	0	2,103	3	73,656
113	32,324	100	0	0	0	0	32,324		154	79,897	96	1,611	2	1,619	2	83,126
114	21,428	100	0	0	0	0	21,428		155	134,279	95	2,282	2	4,307	3	140,869
115	66,438	94	0	0	4,078	6	70,515		156	7,843	89	0	0	983	11	8,826
116	18,094	100	0	0	0	0	18,094		157	72,205	93	2,305	3	3,349	4	77,858
117	219,482	99	0	0	1,502	1	220,983		158	45,911	100	0	0	0	0	45,911
118	63,977	94	0	0	4,071	6	68,048		159	88,348	99	0	0	1,129	1	89,477
119	203,741	94	5,861	3	6,935	3	216,537		160	128,863	95	1,409	1	5,401	4	135,673
120	127,090	87	11,064	8	7,718	5	145,872		161	5,853	100	0	0	0	0	5,853
121	62,167	86	8,793	12	1,718	2	72,678									
122	70,188	72	20,550	21	6,703	7	97,441									
123	57,485	45	55,529	43	15,972	12	128,986		Total	7,723,382	31	10,280,587	42	6,730,417	27	24,734,395

Source: Washington-Baltimore Regional Air Passenger Survey 2017

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2 **APPENDIX D: AIR PASSENGER ORIGINATIONS HOME AND NON-**
3 **HOME BY AAZ**

Table 12: 2017 Air Passenger Originations Home and Non-Home by AAZ

	Home		Non-Home		Total		Home		Non-Home		Total
AAZ	No.	%	No.	%	No.	AAZ	No.	%	No.	%	No.
1	0	0	20,499	100	20,499	42	9,087	6	151,052	94	160,139
2	10,049	5	179,285	95	189,334	43	446,316	84	87,672	16	533,988
3	161,599	11	1,325,369	89	1,486,968	44	114,880	22	410,526	78	525,406
4	150,285	13	987,374	87	1,137,659	45	189,473	86	31,463	14	220,936
5	90,988	50	90,505	50	181,493	46	40,984	12	298,532	88	339,516
6	92,663	26	257,095	74	349,758	47	123,404	67	61,628	33	185,032
7	47,697	97	1,519	3	49,216	48	64,202	95	3,513	5	67,715
8	38,666	52	35,641	48	74,307	49	98,792	90	11,231	10	110,023
9	49,977	62	30,165	38	80,142	50	82,901	54	70,071	46	152,972
10	106,341	87	15,941	13	122,282	51	35,518	70	15,561	30	51,079
11	153,626	90	17,604	10	171,230	52	17,861	14	110,995	86	128,856
12	115,611	68	54,621	32	170,232	53	40,852	34	79,365	66	120,217
13	132,173	75	44,612	25	176,785	54	85,729	43	112,998	57	198,727
14	140,628	78	39,234	22	179,862	55	136,226	55	110,988	45	247,214
15	36,420	35	66,376	65	102,796	56	24,559	68	11,705	32	36,264
16	328,527	70	137,855	30	466,382	57	139,503	78	38,260	22	177,763
17	47,387	90	5,253	10	52,640	58	192,561	89	22,888	11	215,449
18	52,012	21	201,552	79	253,564	59	87,971	88	12,010	12	99,981
19	52,696	34	103,620	66	156,316	60	45,937	100	0	0	45,937
20	12,788	61	8,028	39	20,816	61	111,690	63	66,624	37	178,314
21	0	0	948	100	948	62	95,081	86	15,028	14	110,109
22	94,934	15	557,382	85	652,316	63	47,337	96	1,955	4	49,292
23	78,253	60	51,313	40	129,566	64	271,884	90	31,470	10	303,354
24	3,015	2	171,402	98	174,417	65	62,006	96	2,338	4	64,344
25	67,122	32	143,514	68	210,636	66	185,218	86	29,446	14	214,664
26	85,834	43	113,679	57	199,513	67	46,009	31	104,373	69	150,382
27	261,496	82	58,006	18	319,502	68	46,708	94	2,739	6	49,447
28	367,062	82	78,344	18	445,406	69	110,529	94	7,436	6	117,965
29	100,791	61	65,175	39	165,966	70	87,927	47	100,546	53	188,473
30	271,440	78	78,133	22	349,573	71	23,235	72	8,895	28	32,130
31	100,767	35	189,842	65	290,609	72	4,329	81	1,028	19	5,357
32	26,521	34	51,838	66	78,359	73	116,906	76	36,725	24	153,631
33	189,680	69	83,868	31	273,548	74	54,659	62	33,791	38	88,450
34	256,765	73	93,470	27	350,235	75	108,948	91	10,307	9	119,255
35	253,548	67	123,636	33	377,184	76	128,591	78	36,586	22	165,177
36	214,482	77	64,472	23	278,954	77	20,786	52	18,814	48	39,600
37	160,225	98	2,998	2	163,223	78	41,830	92	3,709	8	45,539
38	251,296	81	59,072	19	310,368	79	57,358	80	14,658	20	72,016
39	34,549	83	6,830	17	41,379	80	19,831	20	78,400	80	98,231
40	140,137	87	20,850	13	160,987	81	13,605	5	277,526	95	291,131
41	243,212	81	57,044	19	300,256	82	90,848	76	29,176	24	120,024

Source: Washington-Baltimore Regional Air Passenger Survey 2017

Table 12 Continued

AAZ	Home		Non-Home		Total	AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.		No.	%	No.	%	No.
83	51,450	77	14,981	23	66,431	124	130,974	78	35,882	22	166,856
84	57,374	74	19,922	26	77,296	125	82,797	95	3,966	5	86,763
85	93,856	94	6,259	6	100,115	126	872	100	0	0	872
86	104,160	77	31,721	23	135,881	127	29,769	97	993	3	30,762
87	67,040	72	25,871	28	92,911	128	36,039	69	16,408	31	52,447
88	64,681	97	1,817	3	66,498	129	122,684	74	43,992	26	166,676
89	58,724	84	11,412	16	70,136	130	96,698	87	14,245	13	110,943
90	1,420	12	10,219	88	11,639	131	18,443	100	0	0	18,443
91	79,904	87	12,354	13	92,258	132	33,365	79	8,789	21	42,154
92	61,391	30	140,906	70	202,297	133	23,797	9	230,280	91	254,077
93	227,016	86	35,667	14	262,683	134	55,640	57	41,305	43	96,945
94	105,953	90	12,227	10	118,180	135	13,287	36	23,877	64	37,164
95	104,752	93	8,303	7	113,055	136	59,698	91	6,103	9	65,801
96	80,794	69	36,541	31	117,335	137	89,850	82	19,901	18	109,751
97	113,515	84	20,910	16	134,425	138	56,701	88	7,752	12	64,453
98	265,414	87	38,026	13	303,440	139	29,274	76	9,129	24	38,403
99	58,341	76	18,818	24	77,159	140	82,282	70	35,834	30	118,116
100	98,490	85	17,503	15	115,993	141	130,292	89	16,064	11	146,356
101	31,188	92	2,745	8	33,933	142	13,480	66	6,915	34	20,395
102	17,151	100	0	0	17,151	143	23,518	41	34,122	59	57,640
103	62,479	74	21,963	26	84,442	144	89,776	47	99,364	53	189,140
104	131,921	77	39,775	23	171,696	145	5,210	43	6,951	57	12,161
105	83,668	65	44,119	35	127,787	146	3,412	100	0	0	3,412
106	83,205	84	15,987	16	99,192	147	994	55	825	45	1,819
107	51,126	39	79,599	61	130,725	148	25,607	57	19,392	43	44,999
108	131,155	89	15,548	11	146,703	149	35,799	88	5,101	12	40,900
109	91,955	54	79,759	46	171,714	150	48,187	100	0	0	48,187
110	6,617	9	70,343	91	76,960	151	120,421	82	25,998	18	146,419
111	1,740	9	17,642	91	19,382	152	37,666	77	11,390	23	49,056
112	31,894	6	500,312	94	532,206	153	72,331	98	1,322	2	73,653
113	8,216	25	24,107	75	32,323	154	56,425	68	26,702	32	83,127
114	12,659	59	8,771	41	21,430	155	107,273	76	33,595	24	140,868
115	49,845	71	20,667	29	70,512	156	8,826	100	0	0	8,826
116	18,093	100	0	0	18,093	157	68,736	88	9,121	12	77,857
117	192,046	87	28,942	13	220,988	158	41,333	90	4,576	10	45,909
118	68,048	100	0	0	68,048	159	84,541	94	4,938	6	89,479
119	93,417	43	123,113	57	216,530	160	113,937	84	21,730	16	135,667
120	87,310	60	58,560	40	145,870	161	4,271	73	1,582	27	5,853
121	64,602	89	8,077	11	72,679						
122	75,556	78	21,886	22	97,442						
123	68,888	53	60,087	47	128,975	Total	13,954,592	56	10,779,595	44	24,734,187

Source: Washington-Baltimore Regional Air Passenger Survey 2017

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APPENDIX E: AIR PASSENGER ORIGINATIONS WORK AND NON-WORK PURPOSE BY AAZ

Table 13: Air Passenger Originations Work and Non-Work Purpose by AAZ

AAZ	Work		Non-Work		Total	AAZ	Work		Non-Work		Total
	No.	%	No.	%	No.		No.	%	No.	%	No.
1	5,635	27	14,864	73	20,499	42	85,195	53	74,944	47	160,139
2	86,549	46	102,785	54	189,334	43	146,569	27	387,419	73	533,988
3	798,633	54	688,335	46	1,486,968	44	268,279	51	257,127	49	525,406
4	583,269	51	554,390	49	1,137,659	45	70,412	32	150,524	68	220,936
5	59,081	33	122,412	67	181,493	46	192,358	57	147,158	43	339,516
6	190,907	55	158,851	45	349,758	47	51,642	28	133,390	72	185,032
7	5,492	11	43,724	89	49,216	48	14,708	22	53,007	78	67,715
8	27,086	36	47,221	64	74,307	49	38,996	35	71,027	65	110,023
9	19,115	24	61,027	76	80,142	50	64,429	42	88,543	58	152,972
10	35,385	29	86,897	71	122,282	51	25,300	50	25,779	50	51,079
11	44,898	26	126,332	74	171,230	52	78,052	61	50,804	39	128,856
12	58,287	34	111,945	66	170,232	53	70,722	59	49,495	41	120,217
13	65,897	37	110,888	63	176,785	54	99,330	50	99,397	50	198,727
14	46,994	26	132,868	74	179,862	55	94,377	38	152,837	62	247,214
15	44,930	44	57,866	56	102,796	56	18,535	51	17,729	49	36,264
16	164,566	35	301,816	65	466,382	57	61,448	35	116,315	65	177,763
17	12,737	24	39,903	76	52,640	58	56,827	26	158,622	74	215,449
18	124,980	49	128,584	51	253,564	59	27,738	28	72,243	72	99,981
19	68,684	44	87,632	56	156,316	60	7,960	17	37,977	83	45,937
20	7,189	35	13,627	65	20,816	61	69,752	39	108,562	61	178,314
21	948	100	0	0	948	62	33,504	30	76,605	70	110,109
22	347,039	53	305,277	47	652,316	63	17,163	35	32,129	65	49,292
23	48,139	37	81,427	63	129,566	64	76,168	25	227,186	75	303,354
24	81,869	47	92,548	53	174,417	65	17,089	27	47,255	73	64,344
25	104,362	50	106,274	50	210,636	66	66,918	31	147,746	69	214,664
26	89,192	45	110,321	55	199,513	67	72,290	48	78,092	52	150,382
27	70,589	22	248,913	78	319,502	68	7,304	15	42,143	85	49,447
28	114,945	26	330,461	74	445,406	69	33,303	28	84,662	72	117,965
29	57,970	35	107,996	65	165,966	70	80,568	43	107,905	57	188,473
30	103,817	30	245,756	70	349,573	71	10,852	34	21,278	66	32,130
31	128,091	44	162,518	56	290,609	72	3,300	62	2,057	38	5,357
32	42,926	55	35,433	45	78,359	73	37,031	24	116,600	76	153,631
33	81,678	30	191,870	70	273,548	74	19,312	22	69,138	78	88,450
34	98,651	28	251,584	72	350,235	75	29,465	25	89,790	75	119,255
35	130,423	35	246,761	65	377,184	76	29,576	18	135,601	82	165,177
36	89,943	32	189,011	68	278,954	77	6,327	16	33,273	84	39,600
37	48,981	30	114,242	70	163,223	78	12,818	28	32,721	72	45,539
38	82,271	27	228,097	73	310,368	79	23,139	32	48,877	68	72,016
39	7,336	18	34,043	82	41,379	80	50,715	52	47,516	48	98,231
40	58,924	37	102,063	63	160,987	81	210,423	72	80,708	28	291,131
41	96,349	32	203,907	68	300,256	82	35,772	30	84,252	70	120,024

Source: Washington-Baltimore Regional Air Passenger Survey 2017

1 **Table 13 Continued**

	Work		Non-Work		Total		Work		Non-Work		Total
AAZ	No.	%	No.	%	No.	AAZ	No.	%	No.	%	No.
83	16,005	24	50,426	76	66,431	124	50,369	30	116,487	70	166,856
84	24,222	31	53,074	69	77,296	125	22,586	26	64,177	74	86,763
85	31,879	32	68,236	68	100,115	126	0	0	872	100	872
86	35,471	26	100,410	74	135,881	127	1,129	4	29,633	96	30,762
87	27,562	30	65,349	70	92,911	128	21,614	41	30,833	59	52,447
88	25,245	38	41,253	62	66,498	129	84,372	51	82,304	49	166,676
89	14,636	21	55,500	79	70,136	130	35,729	32	75,214	68	110,943
90	4,323	37	7,316	63	11,639	131	4,104	22	14,339	78	18,443
91	29,497	32	62,761	68	92,258	132	15,936	38	26,218	62	42,154
92	86,679	43	115,618	57	202,297	133	139,416	55	114,661	45	254,077
93	111,665	43	151,018	57	262,683	134	49,292	51	47,653	49	96,945
94	43,669	37	74,511	63	118,180	135	20,352	55	16,812	45	37,164
95	35,872	32	77,183	68	113,055	136	17,830	27	47,971	73	65,801
96	35,206	30	82,129	70	117,335	137	21,031	19	88,720	81	109,751
97	36,092	27	98,333	73	134,425	138	12,850	20	51,603	80	64,453
98	81,021	27	222,419	73	303,440	139	12,227	32	26,176	68	38,403
99	41,781	54	35,378	46	77,159	140	32,417	27	85,699	73	118,116
100	39,321	34	76,672	66	115,993	141	45,611	31	100,745	69	146,356
101	8,769	26	25,164	74	33,933	142	2,079	10	18,316	90	20,395
102	5,667	33	11,484	67	17,151	143	32,682	57	24,958	43	57,640
103	19,488	23	64,954	77	84,442	144	82,005	43	107,135	57	189,140
104	50,825	30	120,871	70	171,696	145	8,544	70	3,617	30	12,161
105	44,696	35	83,091	65	127,787	146	0	0	3,412	100	3,412
106	30,758	31	68,434	69	99,192	147	0	0	1,819	100	1,819
107	38,786	30	91,939	70	130,725	148	20,885	46	24,114	54	44,999
108	38,584	26	108,119	74	146,703	149	19,620	48	21,280	52	40,900
109	49,137	29	122,577	71	171,714	150	11,525	24	36,662	76	48,187
110	25,302	33	51,658	67	76,960	151	51,917	35	94,502	65	146,419
111	4,904	25	14,478	75	19,382	152	21,717	44	27,339	56	49,056
112	266,291	50	265,915	50	532,206	153	14,725	20	58,928	80	73,653
113	11,169	35	21,154	65	32,323	154	29,290	35	53,837	65	83,127
114	1,164	5	20,266	95	21,430	155	47,775	34	93,093	66	140,868
115	11,380	16	59,132	84	70,512	156	0	0	8,826	100	8,826
116	3,718	21	14,375	79	18,093	157	16,326	21	61,531	79	77,857
117	72,334	33	148,654	67	220,988	158	22,710	49	23,199	51	45,909
118	17,652	26	50,396	74	68,048	159	31,086	35	58,393	65	89,479
119	76,342	35	140,188	65	216,530	160	51,587	38	84,080	62	135,667
120	34,625	24	111,245	76	145,870	161	2,915	50	2,938	50	5,853
121	23,258	32	49,421	68	72,679						
122	28,197	29	69,245	71	97,442						
123	67,414	52	61,561	48	128,975	Total	9,455,282	5524	15,278,905	10576	24,734,187

2 Source: Washington-Baltimore Regional Air Passenger Survey 2017

APPENDIX F: AIR PASSENGER ORIGINATIONS AIRPORT ACCESS MODE BY AAZ

Table 14: Air Passenger Originations Airport Access Mode by AAZ

AAZ	Private Car		Rental Car		Taxi		Transp. Networks		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
1	0	6	4,561	16	0	38	7,855	0	6,652	23	0	2	1,431	15	20,499
2	18,246	18	7,963	4	44,306	45	50,400	12	53,616	18	7,383	3	7,420	1	189,334
3	147,629	11	116,018	7	480,566	42	356,083	16	198,898	15	82,644	6	105,130	3	1,486,968
4	89,218	12	83,963	9	370,674	36	271,873	16	140,256	16	73,717	7	107,958	4	1,137,659
5	54,624	23	8,489	4	29,642	36	47,793	16	13,342	6	4,160	4	23,443	11	181,493
6	35,200	9	15,970	8	94,006	40	77,654	10	81,042	11	29,881	19	16,005	4	349,758
7	18,280	37	0	0	9,955	22	6,635	36	7,600	0	561	5	6,185	0	49,216
8	17,557	50	2,478	5	22,219	12	17,250	25	11,189	8	0	0	3,614	0	74,307
9	18,895	20	0	8	11,448	16	32,795	27	12,428	5	0	23	4,576	2	80,142
10	39,598	17	6,475	1	10,578	12	39,204	31	14,493	12	2,115	27	9,819	0	122,282
11	68,428	33	2,432	7	16,891	6	42,577	18	23,281	19	3,702	18	13,919	0	171,230
12	30,606	16	6,642	3	31,957	23	60,576	31	30,499	20	5,547	2	4,405	5	170,232
13	37,211	27	7,833	7	20,436	19	57,916	17	46,005	21	0	1	7,384	7	176,785
14	56,102	29	9,107	2	19,716	13	68,724	32	9,933	22	2,475	2	13,805	0	179,862
15	11,988	14	638	9	18,098	30	19,131	14	45,426	28	5,155	3	2,360	3	102,796
16	112,115	27	17,506	7	50,731	13	166,954	25	66,385	16	10,288	5	42,403	8	466,382
17	28,998	53	0	3	4,116	18	9,880	23	2,441	1	0	0	7,205	3	52,640
18	32,179	7	27,335	11	73,130	38	42,308	12	42,306	25	5,660	5	30,646	2	253,564
19	32,828	21	17,936	11	23,197	27	40,829	22	15,559	2	11,534	18	14,433	0	156,316
20	9,910	54	3,456	39	0	0	2,349	7	5,101	0	0	0	0	0	20,816
21	0	21	0	0	0	0	0	8	0	29	948	0	0	43	948
22	74,645	7	47,494	7	87,834	13	67,267	9	75,553	11	247,116	53	52,407	1	652,316
23	30,684	27	660	5	23,048	19	17,168	12	27,105	8	20,979	21	9,922	7	129,566
24	16,030	13	14,170	5	21,213	17	38,358	1	46,789	39	18,403	14	19,454	11	174,417
25	25,253	10	26,447	6	54,237	30	39,193	18	35,518	19	4,064	3	25,924	13	210,636
26	22,762	19	17,693	13	46,228	33	61,292	15	29,622	9	7,162	7	14,754	4	199,513
27	147,808	55	14,143	8	48,201	14	36,271	13	7,982	9	2,982	1	62,115	0	319,502
28	179,778	31	18,470	14	48,536	20	87,810	15	38,031	6	5,475	6	67,306	8	445,406
29	71,113	47	18,164	14	3,233	10	28,702	19	1,108	0	4,139	10	39,507	0	165,966
30	164,906	38	13,492	1	27,396	22	35,261	14	21,865	5	5,523	17	81,130	3	349,573
31	56,287	18	22,762	12	45,701	16	57,186	14	63,867	20	28,264	16	16,542	4	290,609
32	14,455	57	18,448	5	4,094	9	6,097	3	22,173	1	7,812	4	5,280	22	78,359
33	121,153	43	18,283	12	32,284	16	20,922	8	26,153	9	20,871	6	33,882	5	273,548
34	178,342	53	21,219	8	33,560	12	48,867	8	3,175	7	13,890	6	51,182	6	350,235
35	156,036	37	62,007	31	34,711	9	30,787	7	36,066	11	17,965	5	39,612	1	377,184
36	132,483	55	48,256	17	17,970	13	36,627	3	19,184	7	1,955	1	22,479	5	278,954
37	114,187	66	1,300	8	5,404	6	7,326	5	22,079	3	0	1	12,927	11	163,223
38	186,709	63	14,486	8	16,793	8	32,262	7	1,387	3	0	1	58,731	11	310,368
39	18,392	11	3,035	34	5,967	22	10,449	18	2,752	5	0	5	784	5	41,379
40	107,792	55	8,445	5	4,896	17	7,037	5	5,124	3	3,962	4	23,731	11	160,987
41	170,075	55	25,484	15	18,726	12	32,258	11	10,538	1	15,173	4	28,002	1	300,256

Source: Washington-Baltimore Regional Air Passenger Survey 2017

Table 14 Continued

AAZ	Private Car		Rental Car		Taxi		Transp. Networks		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
42	45,833	22	35,823	33	6,572	15	38,815	5	4,130	5	14,096	18	14,870	2	160,139
43	321,136	65	26,553	4	40,968	14	35,468	8	15,076	3	13,171	2	81,616	5	533,988
44	122,110	32	103,719	19	53,623	10	77,816	7	16,468	4	116,664	16	35,006	12	525,406
45	149,997	52	9,967	6	13,338	15	20,273	9	5,135	3	2,879	5	19,347	9	220,936
46	92,267	16	81,873	32	50,352	18	57,783	8	8,117	3	12,381	19	36,743	4	339,516
47	73,469	64	25,218	6	15,333	14	52,954	7	993	4	7,098	2	9,967	2	185,032
48	39,186	49	5,908	6	1,742	19	13,045	20	3,792	2	1,514	4	2,528	0	67,715
49	66,624	70	5,191	0	9,465	11	11,146	16	4,050	0	0	0	13,547	4	110,023
50	36,757	30	19,992	16	14,009	27	33,140	14	9,564	8	10,909	3	28,601	0	152,972
51	11,815	8	7,989	0	13,491	28	9,183	39	6,890	25	0	0	1,711	0	51,079
52	21,177	17	23,529	5	24,964	31	26,326	18	18,513	20	4,196	6	10,151	2	128,856
53	20,616	22	16,815	21	27,339	17	21,989	19	13,663	11	4,542	10	15,253	0	120,217
54	80,645	32	36,453	27	15,951	11	26,198	5	13,060	12	15,379	4	11,041	8	198,727
55	104,791	50	29,599	24	27,894	11	33,447	3	24,870	5	6,232	5	20,381	3	247,214
56	22,642	46	7,090	37	5,402	3	0	6	1,130	4	0	3	0	1	36,264
57	114,261	73	7,596	17	9,692	4	13,724	5	5,247	0	3,590	1	23,653	0	177,763
58	142,472	72	6,378	8	6,693	11	13,268	5	9,651	0	1,879	3	35,108	0	215,449
59	76,369	84	6,160	6	1,771	2	3,212	2	8,499	1	1,680	4	2,290	2	99,981
60	26,613	39	5,204	2	0	14	5,236	4	5,276	6	1,891	33	1,717	3	45,937
61	87,813	75	11,997	1	13,397	1	27,863	4	8,894	10	5,852	8	22,498	0	178,314
62	82,690	76	2,700	0	700	4	9,242	3	3,936	14	2,802	2	8,039	1	110,109
63	37,520	78	0	3	2,585	2	7,855	9	0	1	1,332	7	0	0	49,292
64	179,837	63	13,123	8	15,610	4	41,499	4	9,534	6	8,552	5	35,199	10	303,354
65	37,372	41	0	8	5,792	6	10,228	29	6,835	7	1,354	8	2,763	0	64,344
66	91,766	52	2,540	9	11,041	5	40,664	8	31,182	6	5,123	19	32,348	2	214,664
67	27,647	31	34,512	22	11,461	10	22,417	11	33,513	15	12,471	2	8,361	10	150,382
68	28,906	64	784	0	6,523	2	7,084	11	2,595	22	0	1	3,555	0	49,447
69	67,244	64	2,886	13	3,253	4	13,323	5	18,776	9	8,501	5	3,982	0	117,965
70	60,629	36	9,659	20	14,917	10	37,577	5	16,161	23	4,423	4	45,107	3	188,473
71	16,320	48	2,247	15	1,740	0	5,223	3	6,600	0	0	24	0	10	32,130
72	4,329	31	0	69	0	0	0	0	1,028	0	0	0	0	0	5,357
73	96,655	83	18,475	9	4,679	1	10,551	3	1,892	1	6,556	2	14,823	0	153,631
74	46,048	63	15,179	20	6,614	7	8,155	2	2,516	6	1,836	1	8,102	0	88,450
75	95,080	73	5,862	4	4,486	4	6,329	2	961	4	672	5	5,865	9	119,255
76	103,284	76	17,276	13	9,694	0	3,119	4	1,713	6	672	1	29,419	0	165,177
77	28,366	66	4,632	15	0	2	0	9	5,615	3	987	4	0	2	39,600
78	20,447	77	8,993	6	1,443	0	5,292	6	5,236	7	0	3	4,128	0	45,539
79	47,084	81	3,144	6	3,468	0	4,788	11	0	1	2,349	1	11,183	0	72,016
80	20,139	51	10,705	19	14,645	19	9,610	4	9,134	8	16,759	0	17,239	0	98,231
81	44,826	10	23,316	11	92,900	38	67,218	8	5,355	2	35,444	31	22,072	0	291,131
82	73,577	58	22,107	13	5,157	8	11,867	8	0	1	2,812	9	4,504	3	120,024

Source: Washington-Baltimore Regional Air Passenger Survey 2017

Table 14 Continued

AAZ	Private Car		Rental Car		Taxi		Transp. Networks		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
83	47,077	48	7,206	18	2,409	1	0	1	2,483	11	2,036	3	5,220	18	66,431
84	37,006	62	15,395	23	17,293	2	2,114	1	0	2	1,650	0	3,838	10	77,296
85	80,775	61	8,507	8	937	9	3,751	3	1,074	5	0	2	5,071	11	100,115
86	91,055	74	9,277	3	2,287	5	4,854	1	1,521	2	802	1	26,085	15	135,881
87	56,580	74	24,713	20	3,361	2	3,749	2	4,508	1	0	1	0	0	92,911
88	48,021	80	3,220	19	3,125	0	8,794	0	0	0	0	1	3,338	0	66,498
89	38,963	55	9,768	11	3,211	21	13,062	3	0	6	0	0	5,132	4	70,136
90	3,026	5	0	28	0	0	1,027	0	0	0	6,796	65	790	3	11,639
91	65,211	73	3,772	12	9,035	11	4,790	1	0	0	5,192	3	4,258	0	92,258
92	77,131	39	43,353	17	4,651	10	13,985	2	3,070	0	44,640	31	15,467	1	202,297
93	171,060	59	24,471	14	21,354	11	25,798	3	4,800	0	2,258	11	12,942	0	262,683
94	93,953	78	15,007	6	5,994	2	958	1	0	0	0	13	2,268	0	118,180
95	101,310	86	2,305	6	1,095	0	6,528	2	0	1	1,817	6	0	0	113,055
96	72,599	59	19,564	33	3,229	0	7,043	3	0	0	5,082	6	9,818	0	117,335
97	102,659	71	23,248	9	983	2	1,003	3	1,458	1	825	7	4,249	7	134,425
98	236,172	74	5,745	17	4,158	0	11,497	0	2,994	3	0	0	42,874	5	303,440
99	55,932	80	14,906	14	0	3	6,321	2	0	0	0	2	0	0	77,159
100	89,354	84	6,946	13	1,691	1	1,683	0	0	1	3,008	1	13,311	0	115,993
101	31,188	79	2,745	21	0	0	0	0	0	0	0	0	0	0	33,933
102	14,829	66	1,600	28	0	0	0	0	0	0	722	0	0	6	17,151
103	52,669	53	9,842	20	2,000	10	8,399	5	0	2	1,019	3	10,513	6	84,442
104	119,581	51	8,488	25	9,312	2	8,408	4	0	2	0	11	25,907	5	171,696
105	59,388	62	18,701	15	0	0	18,171	0	4,509	3	15,899	2	11,119	18	127,787
106	73,098	70	9,642	9	2,406	15	3,661	1	0	2	4,554	0	5,831	3	99,192
107	57,855	65	8,382	21	13,352	0	4,097	7	18,491	7	10,324	0	18,224	0	130,725
108	124,844	78	3,706	9	8,238	4	2,870	1	1,571	1	3,519	3	1,955	5	146,703
109	95,304	48	32,588	17	10,464	3	8,712	0	0	0	16,871	31	7,775	1	171,714
110	22,426	36	16,104	29	7,865	0	1,650	0	4,544	0	12,912	35	11,459	0	76,960
111	7,697	42	3,164	0	0	23	0	0	3,526	27	2,588	0	2,407	8	19,382
112	105,937	9	131,581	33	12,752	8	22,793	5	24,870	2	183,419	42	50,854	1	532,206
113	8,341	42	2,634	24	3,031	12	2,949	7	0	0	14,374	15	994	0	32,323
114	12,354	0	3,764	23	3,707	16	1,605	0	0	0	0	61	0	0	21,430
115	33,833	88	5,152	4	7,977	7	4,882	0	1,491	0	2,509	0	14,668	1	70,512
116	12,354	93	1,864	7	3,875	0	0	0	0	0	0	0	0	0	18,093
117	168,586	62	18,974	20	1,469	0	8,532	4	1,458	1	1,028	13	20,941	0	220,988
118	55,101	85	2,836	8	2,304	3	5,117	2	0	0	1,289	3	1,401	0	68,048
119	113,537	55	43,781	23	12,419	9	27,484	6	2,509	4	904	3	15,896	1	216,530
120	76,369	63	38,289	22	6,780	5	9,558	1	0	1	0	7	14,874	1	145,870
121	60,847	96	0	4	1,978	0	7,006	0	0	0	0	0	2,848	0	72,679
122	74,309	79	12,845	17	0	2	881	1	660	0	0	2	8,747	0	97,442
123	56,436	59	60,624	33	3,344	1	2,718	5	859	0	2,282	2	2,712	1	128,975

Source: Washington-Baltimore Regional Air Passenger Survey 2017

1 **Table 14 Continued**

AAZ	Private Car		Rental Car		Taxi		Transp. Networks		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
124	101,717	78	16,974	12	2,738	2	9,015	0	6,424	3	4,987	2	25,001	5	166,856
125	71,905	78	2,599	9	2,079	3	0	0	3,723	0	0	0	6,457	11	86,763
126	872	58	0	34	0	0	0	0	0	0	0	5	0	3	872
127	27,026	57	993	29	0	4	0	0	2,743	4	0	4	0	2	30,762
128	29,711	67	14,582	24	0	0	3,548	0	0	8	0	0	4,606	1	52,447
129	118,838	69	20,718	19	12,186	1	5,134	0	4,921	1	3,734	2	1,145	8	166,676
130	81,574	71	9,567	16	4,620	4	6,203	0	3,580	0	4,032	9	1,367	1	110,943
131	18,443	93	0	0	0	0	0	1	0	0	0	6	0	0	18,443
132	33,406	71	6,998	11	0	3	0	8	0	6	1,750	0	0	1	42,154
133	35,807	13	54,370	17	35,271	30	56,586	16	19,607	5	27,170	17	25,266	1	254,077
134	44,248	17	2,338	15	6,850	23	19,231	18	3,808	1	8,672	26	11,798	1	96,945
135	15,114	46	5,502	2	8,466	21	4,162	14	0	0	0	13	3,920	5	37,164
136	42,017	52	4,474	14	7,460	0	11,850	22	0	0	0	5	0	7	65,801
137	71,577	71	8,101	17	3,833	6	12,285	2	5,864	0	0	2	8,091	2	109,751
138	32,720	50	4,339	32	3,650	1	12,151	11	3,119	4	2,441	0	6,033	0	64,453
139	15,444	55	9,096	0	2,497	24	5,412	13	1,932	7	1,683	0	2,339	2	38,403
140	59,916	46	15,016	6	9,705	22	16,511	19	6,932	2	4,089	4	5,947	0	118,116
141	93,795	71	20,348	7	4,904	4	12,881	7	3,053	10	987	2	10,388	0	146,356
142	9,809	40	0	42	2,655	7	2,643	0	0	12	1,096	0	4,192	0	20,395
143	17,839	30	5,199	4	0	31	28,539	14	3,384	5	0	15	2,679	1	57,640
144	75,646	30	15,369	20	24,185	19	42,763	10	4,606	1	10,284	20	16,287	0	189,140
145	12,161	63	0	26	0	0	0	0	0	6	0	0	0	5	12,161
146	3,412	61	0	22	0	0	0	17	0	0	0	0	0	0	3,412
147	825	52	0	30	0	18	994	0	0	0	0	0	0	0	1,819
148	21,121	83	3,695	14	0	3	2,982	0	3,978	0	1,289	0	11,934	0	44,999
149	30,934	71	2,543	8	1,571	0	2,858	11	0	0	1,559	7	1,435	3	40,900
150	44,548	87	2,181	7	0	0	0	7	0	0	1,458	0	0	0	48,187
151	103,356	69	18,086	8	3,323	1	7,040	5	0	0	5,653	11	8,961	7	146,419
152	34,016	87	7,256	11	958	0	1,628	0	5,198	0	0	2	0	0	49,056
153	64,327	94	1,322	2	0	3	4,711	2	535	0	0	0	2,758	0	73,653
154	58,839	61	15,104	32	0	2	4,019	2	0	0	3,097	1	2,068	1	83,127
155	90,223	71	17,515	13	1,070	0	26,669	1	1,131	0	3,062	11	1,198	3	140,868
156	6,634	81	1,209	0	0	0	0	0	0	0	0	0	983	19	8,826
157	63,459	72	4,992	18	0	0	0	2	0	1	1,846	6	7,560	1	77,857
158	32,689	83	6,056	9	2,305	3	3,231	0	0	0	0	1	1,628	4	45,909
159	76,266	77	3,828	7	1,683	1	4,832	0	0	1	2,870	13	0	0	89,479
160	95,251	61	27,854	21	1,661	0	5,383	0	2,020	0	784	15	2,714	3	135,667
161	2,994	92	2,859	8	0	0	0	0	0	0	0	0	0	0	5,853
Total	10,358,107	40	2,430,246	13	2,822,158	16	3,542,564	9	1,841,077	7	1,448,965	10	2,291,070	4	24,734,187

2 Source: Washington-Baltimore Regional Air Passenger Survey 2017

APPENDIX G: AIR PASSENGER ORIGINATIONS RESIDENT AND NON-RESIDENT STATUS BY AAZ

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Table 15: Air Passengers' Resident/Non-Resident Status by AAZ

AAZ	Resident		Non-Resident		Total	AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.		No.	%	No.	%	No.
1	4,147	20	16,352	0	20,499	42	21,204	13	138,935	0	160,139
2	35,322	19	154,012	0	189,334	43	226,030	42	307,958	0	533,988
3	155,383	10	1,331,585	0	1,486,968	44	77,967	15	447,439	0	525,406
4	144,269	13	993,390	0	1,137,659	45	105,005	48	115,931	0	220,936
5	57,637	32	123,856	0	181,493	46	57,422	17	282,094	0	339,516
6	40,072	11	309,686	0	349,758	47	49,332	27	135,700	0	185,032
7	39,600	80	9,616	0	49,216	48	38,122	56	29,593	0	67,715
8	33,639	45	40,668	0	74,307	49	57,393	52	52,630	0	110,023
9	40,012	50	40,130	0	80,142	50	25,000	16	127,972	0	152,972
10	82,340	67	39,942	0	122,282	51	24,964	49	26,115	0	51,079
11	84,137	49	87,093	0	171,230	52	15,926	12	112,930	0	128,856
12	67,143	39	103,089	0	170,232	53	25,198	21	95,019	0	120,217
13	68,872	39	107,913	0	176,785	54	61,157	31	137,570	0	198,727
14	79,525	44	100,337	0	179,862	55	66,293	27	180,921	0	247,214
15	33,543	33	69,253	0	102,796	56	19,476	54	16,788	0	36,264
16	209,765	45	256,617	0	466,382	57	74,791	42	102,972	0	177,763
17	34,113	65	18,527	0	52,640	58	109,441	51	106,008	0	215,449
18	28,198	11	225,366	0	253,564	59	55,133	55	44,848	0	99,981
19	25,855	17	130,461	0	156,316	60	24,048	52	21,889	0	45,937
20	8,749	42	12,067	0	20,816	61	80,610	45	97,704	0	178,314
21	948	100	0	0	948	62	65,277	59	44,832	0	110,109
22	71,558	11	580,758	0	652,316	63	32,548	66	16,744	0	49,292
23	29,381	23	100,185	0	129,566	64	139,574	46	163,780	0	303,354
24	12,658	7	161,759	0	174,417	65	32,728	51	31,616	0	64,344
25	42,553	20	168,083	0	210,636	66	86,974	41	127,690	0	214,664
26	73,244	37	126,269	0	199,513	67	33,128	22	117,254	0	150,382
27	128,269	40	191,233	0	319,502	68	29,850	60	19,597	0	49,447
28	160,811	36	284,595	0	445,406	69	38,807	33	79,158	0	117,965
29	36,706	22	129,260	0	165,966	70	46,148	24	142,325	0	188,473
30	105,410	30	244,163	0	349,573	71	18,004	56	14,126	0	32,130
31	78,934	27	211,675	0	290,609	72	4,329	81	1,028	0	5,357
32	29,199	37	49,160	0	78,359	73	62,861	41	90,770	0	153,631
33	97,550	36	175,998	0	273,548	74	19,955	23	68,495	0	88,450
34	116,080	33	234,155	0	350,235	75	67,220	56	52,035	0	119,255
35	133,149	35	244,035	0	377,184	76	40,554	25	124,623	0	165,177
36	134,491	48	144,463	0	278,954	77	15,564	39	24,036	0	39,600
37	95,714	59	67,509	0	163,223	78	21,665	48	23,874	0	45,539
38	107,365	35	203,003	0	310,368	79	37,389	52	34,627	0	72,016
39	20,292	49	21,087	0	41,379	80	17,517	18	80,714	0	98,231
40	87,778	55	73,209	0	160,987	81	6,820	2	284,311	0	291,131
41	125,509	42	174,747	0	300,256	82	43,909	37	76,115	0	120,024

Source: Washington-Baltimore Regional Air Passenger Survey 2017

Table 15 Continued

AAZ	Resident		Non-Resident		Total	AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.		No.	%	No.	%	No.
83	28,958	44	37,473	0	132,862	124	58,374	35	108,482	0	166,856
84	27,450	36	49,846	0	154,592	125	30,636	35	56,127	0	86,763
85	64,426	64	35,689	0	200,230	126	0	0	872	0	872
86	67,150	49	68,731	0	271,762	127	12,504	41	18,258	0	30,762
87	36,053	39	56,858	0	185,822	128	20,764	40	31,683	0	52,447
88	36,632	55	29,866	0	132,996	129	90,014	54	76,662	0	166,676
89	41,529	59	28,607	0	140,272	130	47,223	43	63,720	0	110,943
90	2,123	18	9,516	0	23,278	131	0	0	18,443	0	18,443
91	51,749	56	40,509	0	184,516	132	13,781	33	28,373	0	42,154
92	56,923	28	145,374	0	404,594	133	20,603	8	233,474	0	254,077
93	157,074	60	105,609	0	525,366	134	42,962	44	53,983	0	96,945
94	57,216	48	60,964	0	236,360	135	12,660	34	24,504	0	37,164
95	66,985	59	46,070	0	226,110	136	35,876	55	29,925	0	65,801
96	42,301	36	75,034	0	234,670	137	48,908	45	60,843	0	109,751
97	53,753	40	80,672	0	268,850	138	28,825	45	35,628	0	64,453
98	105,769	35	197,671	0	606,880	139	13,400	35	25,003	0	38,403
99	26,160	34	50,999	0	154,318	140	56,050	47	62,066	0	118,116
100	50,446	43	65,547	0	231,986	141	75,032	51	71,324	0	146,356
101	20,546	61	13,387	0	67,866	142	2,519	12	17,876	0	20,395
102	6,736	39	10,415	0	34,302	143	12,667	22	44,973	0	57,640
103	36,815	44	47,627	0	168,884	144	58,706	31	130,434	0	189,140
104	32,049	19	139,647	0	343,392	145	10,828	89	1,333	0	12,161
105	33,986	27	93,801	0	255,574	146	1,695	50	1,717	0	3,412
106	38,554	39	60,638	0	198,384	147	825	45	994	0	1,819
107	37,140	28	93,585	0	261,450	148	26,987	60	18,012	0	44,999
108	93,105	63	53,598	0	293,406	149	16,252	40	24,648	0	40,900
109	61,842	36	109,872	0	343,428	150	24,452	51	23,735	0	48,187
110	13,657	18	63,303	0	153,920	151	83,580	57	62,839	0	146,419
111	4,692	24	14,690	0	38,764	152	29,699	61	19,357	0	49,056
112	40,745	8	491,461	0	1,064,412	153	46,274	63	27,379	0	73,653
113	8,420	26	23,903	0	64,646	154	33,349	40	49,778	0	83,127
114	9,539	45	11,891	0	42,860	155	79,956	57	60,912	0	140,868
115	19,562	28	50,950	0	141,024	156	8,826	100	0	0	8,826
116	15,210	84	2,883	0	36,186	157	34,727	45	43,130	0	77,857
117	97,447	44	123,541	0	441,976	158	28,066	61	17,843	0	45,909
118	34,356	50	33,692	0	136,096	159	56,722	63	32,757	0	89,479
119	68,968	32	147,562	0	433,060	160	64,626	48	71,041	0	135,667
120	56,992	39	88,878	0	291,740	161	0	0	5,853	0	5,853
121	28,946	40	43,733	0	145,358						
122	36,826	38	60,616	0	194,884						
123	29,423	23	99,552	0	257,950	Total	8,061,874	33	16,672,313	0	24,734,187

Source: Washington-Baltimore Regional Air Passenger Survey 2017

APPENDIX H: AIR PASSENGER ORIGINATIONS BY JURISDICTION

Table 16: Originating Passengers by Jurisdiction

Jurisdiction	Airport			Total
	BWI	DCA	IAD	
District of Columbia	481,767	3,929,198	1,031,316	5,442,281
Montgomery County	850,550	1,011,484	912,329	2,774,363
Prince George's County	503,644	789,495	241,580	1,534,719
Arlington County	121,264	1,627,107	549,899	2,298,270
City of Alexandria	55,653	686,449	249,987	992,089
Fairfax County	240,162	1,426,103	2,281,338	3,947,603
Loudoun County	32,030	45,892	679,271	757,193
Prince William County	54,980	199,796	284,356	539,132
Frederick County	216,788	29,956	118,071	364,815
Howard County	699,173	89,420	69,485	858,078
Anne Arundel County	1,751,788	31,109	30,541	1,813,438
Charles County	142,551	97,018	14,050	253,619
Carroll County	287,458	6,264	9,718	303,440
Calvert County	70,188	20,550	6,704	97,442
St. Mary's County	57,478	55,526	15,971	128,975
King George County	0	872	0	872
City of Fredericksburg	6,080	31,256	15,111	52,447
Stafford County	3,847	121,812	41,017	166,676
Spotsylvania County	6,305	12,799	11,658	30,762
Fauquier County	35,109	24,106	51,728	110,943
Clarke County	0	0	18,443	18,443
Jefferson County	10,138	6,196	25,820	42,154
Baltimore City	1,148,698	26,693	35,011	1,210,402
Baltimore County	724,625	9,912	30,495	765,032
Harford County	223,061	1,409	6,529	230,999
Total	7,723,337	10,280,422	6,730,428	24,734,187

Source: Washington-Baltimore Region Air Passenger Survey 2017

Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William County totals.

1 **Table 17: Air Passenger Originations Home and Non-Home by Jurisdiction**

2

Jurisdiction	BWI		DCA		IAD		Total		
	Home	Non-Home	Home	Non-Home	Home	Non-Home	Home	Non-Home	Total
District of Columbia	292,426	189,341	1,202,135	2,727,063	325,572	705,744	1,820,133	3,622,148	5,442,281
Montgomery County	645,597	204,953	647,968	363,516	626,132	286,197	1,919,697	854,666	2,774,363
Prince George's County	372,073	131,571	343,590	445,905	162,567	79,013	878,230	656,489	1,534,719
Arlington County	88,456	32,808	680,220	946,887	289,831	260,068	1,058,507	1,239,763	2,298,270
City of Alexandria	31,298	24,355	379,147	307,302	177,963	72,024	588,408	403,681	992,089
Fairfax County	170,598	69,564	976,960	449,143	1,330,800	950,538	2,478,358	1,469,245	3,947,603
Loudoun County	19,632	12,398	38,878	7,014	475,898	203,373	534,408	222,785	757,193
Prince William County	49,467	5,513	154,315	45,481	234,779	49,577	438,561	100,571	539,132
Frederick County	184,648	32,140	18,692	11,264	95,721	22,350	299,061	65,754	364,815
Howard County	487,645	211,528	72,112	17,308	57,812	11,673	617,569	240,509	858,078
Anne Arundel County	816,864	934,924	15,695	15,414	25,038	5,503	857,597	955,841	1,813,438
Charles County	124,460	18,091	75,261	21,757	14,050	0	213,771	39,848	253,619
Carroll County	251,670	35,788	4,698	1,566	9,046	672	265,414	38,026	303,440
Calvert County	58,967	11,221	11,511	9,039	5,078	1,626	75,556	21,886	97,442
St. Mary's County	35,387	22,091	19,754	35,772	13,747	2,224	68,888	60,087	128,975
King George County	0	0	872	0	0	0	872	0	872
City of Fredericksburg	0	6,080	25,595	5,661	10,444	4,667	36,039	16,408	52,447
Stafford County	994	2,853	82,852	38,960	38,838	2,179	122,684	43,992	166,676
Spotsylvania County	6,305	0	12,799	0	10,665	993	29,769	993	30,762
Fauquier County	32,059	3,050	18,715	5,391	45,924	5,804	96,698	14,245	110,943
Clarke County	0	0	0	0	18,443	0	18,443	0	18,443
Jefferson County	10,138	0	3,098	3,098	20,129	5,691	33,365	8,789	42,154
Baltimore City	641,588	507,110	6,398	20,295	24,819	10,192	672,805	537,597	1,210,402
Baltimore County	592,642	131,983	9,912	0	24,456	6,039	627,010	138,022	765,032
Harford County	194,811	28,250	1,409	0	6,529	0	202,749	28,250	230,999
Total	5,107,725	2,615,612	4,802,586	5,477,836	4,044,281	2,686,147	13,954,592	10,779,595	24,734,187

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

4 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
5 County totals.

1 **Table 18: Air Passenger Originations Work and Non-Work by Jurisdiction**

2

Jurisdiction	BWI		DCA		IAD		Total		
	Work	Non-Work	Work	Non-Work	Work	Non-Work	Work	Non-Work	Total
District of Columbia	89,854	369,738	2,077,396	2,221,766	492,003	646,293	2,659,253	3,237,797	5,897,050
Montgomery County	215,434	495,019	356,520	391,677	257,255	451,670	829,209	1,338,366	2,167,575
Prince George's County	125,594	297,948	296,719	322,857	115,218	262,487	537,531	883,292	1,420,823
Arlington County	18,870	61,496	625,601	929,434	168,371	254,261	812,842	1,245,191	2,058,033
City of Alexandria	10,194	28,522	244,062	327,327	32,294	70,067	286,550	425,916	712,466
Fairfax County	33,810	121,286	512,166	842,638	683,508	1,016,667	1,229,484	1,980,591	3,210,075
Loudoun County	5,247	24,941	18,023	27,869	272,841	394,978	296,111	447,788	743,899
Prince William County	12,995	57,094	64,396	124,691	149,331	374,091	226,722	555,876	782,598
Frederick County	90,458	263,408	14,843	28,351	20,917	61,695	126,218	353,454	479,672
Howard County	262,224	452,129	13,987	18,361	10,889	60,004	287,100	530,494	817,594
Anne Arundel County	579,145	1,027,269	13,816	36,432	15,372	44,783	608,333	1,108,484	1,716,817
Charles County	15,324	39,162	113,025	234,426	12,438	43,355	140,787	316,943	457,730
Carroll County	76,238	223,874	3,378	16,523	5,889	18,099	85,505	258,496	344,001
Calvert County	9,510	41,485	12,439	8,111	1,626	7,538	23,575	57,134	80,709
St. Mary's County	23,311	34,167	38,020	17,506	6,083	9,888	67,414	61,561	128,975
King George County	0	0	0	872	0	0	0	872	872
City of Fredericksburg	1,887	4,193	8,089	27,328	9,804	5,307	19,780	36,828	56,608
Stafford County	1,672	2,175	67,198	59,805	17,303	24,414	86,173	86,394	172,567
Spotsylvania County	0	9,210	0	12,799	1,129	10,529	1,129	32,538	33,667
Fauquier County	41,324	170,584	11,422	22,553	25,675	67,827	78,421	260,964	339,385
Clarke County	0	0	0	0	4,104	14,389	4,104	14,389	18,493
Jefferson County	1,119	9,019	3,098	3,098	11,719	14,101	15,936	26,218	42,154
Baltimore City	428,668	610,050	18,002	8,691	17,981	18,138	464,651	636,879	1,101,530
Baltimore County	226,461	443,564	1,700	2,014	6,600	25,712	234,761	471,290	706,051
Harford County	69,292	124,875	0	1,409	784	2,020	70,076	128,304	198,380
Total	2,338,631	4,911,208	4,513,900	5,686,538	2,339,134	3,898,313	9,191,665	14,496,059	23,687,724

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

4 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
 5 County totals.

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1 **Table 19: Air Passengers Resident/Non-Resident by Jurisdiction**

2

Jurisdiction	BWI		DCA		IAD		Total		
	Resident	Non-Resident	Resident	Non-Resident	Resident	Non-Resident	Resident	Non-Resident	Total
District of Columbia	186,627	295,140	866,416	3,062,782	219,278	812,038	1,272,321	4,169,960	5,442,281
Montgomery County	436,966	413,584	345,694	665,790	314,971	597,358	1,097,631	1,676,732	2,774,363
Prince George's County	226,012	277,632	147,083	642,412	67,647	173,933	440,742	1,093,977	1,534,719
Arlington County	34,552	86,712	386,794	1,240,313	134,782	415,117	556,128	1,742,142	2,298,270
City of Alexandria	17,859	37,794	235,642	450,807	57,592	192,395	311,093	680,996	992,089
Fairfax County	74,347	165,815	535,029	891,074	747,962	1,533,376	1,357,338	2,590,265	3,947,603
Loudoun County	13,235	18,795	22,410	23,482	330,969	348,302	366,614	390,579	757,193
Prince William County	26,529	28,451	93,594	106,202	140,546	143,810	260,669	278,463	539,132
Frederick County	106,353	110,435	12,630	17,326	44,056	74,015	163,039	201,776	364,815
Howard County	227,052	472,121	22,336	67,084	33,044	36,441	282,432	575,646	858,078
Ann Arundel County	532,273	1,219,515	5,783	25,326	15,425	15,116	553,481	1,259,957	1,813,438
Charles County	45,965	96,586	38,838	58,180	4,207	9,843	89,010	164,609	253,619
Carroll County	95,211	192,247	4,698	1,566	5,860	3,858	105,769	197,671	303,440
Calvert County	26,954	43,234	6,612	13,938	3,260	3,444	36,826	60,616	97,442
St. Mary's County	16,246	41,232	13,177	42,349	0	15,971	29,423	99,552	128,975
King George County	0	0	0	872	0	0	0	872	872
City of Fredericksburg	1,277	4,803	13,446	17,810	6,041	9,070	20,764	31,683	52,447
Stafford County	1,181	2,666	58,127	63,685	30,706	10,311	90,014	76,662	166,676
Spotsylvania County	1,661	4,644	7,025	5,774	3,818	7,840	12,504	18,258	30,762
Fauquier County	11,075	24,034	9,620	14,486	26,528	25,200	47,223	63,720	110,943
Clarke County	0	0	0	0	0	18,443	0	18,443	18,443
Jefferson County	6,827	3,311	0	6,196	6,954	18,866	13,781	28,373	42,154
Baltimore City	395,561	753,137	4,989	21,704	18,486	16,525	419,036	791,366	1,210,402
Baltimore County	392,464	332,161	5,996	3,916	16,228	14,267	414,688	350,344	765,032
Harford County	116,839	106,222	0	1,409	4,509	2,020	121,348	109,651	230,999
Total	2,993,066	4,730,271	2,835,939	7,444,483	2,232,869	4,497,559	8,061,874	16,672,313	24,734,187

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

4 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
5 County totals.

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1 **Table 20: Air Passenger Originations Airport Access Mode by Jurisdiction**

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Jurisdiction	Private Car	Rental Car	Taxicab	TNCs	Public Transport	Airport Bus/Limo	Other	Total
District of Columbia	859,612	338,802	1,331,666	1,418,786	826,452	244,822	422,141	5,442,281
Montgomery County	1,339,779	243,560	225,522	376,766	220,694	89,298	278,744	2,774,363
Prince George's County	721,768	144,481	162,996	183,052	74,987	81,011	166,424	1,534,719
Arlington County	568,073	157,241	332,530	376,061	261,708	311,268	291,389	2,298,270
City of Alexandria	356,801	72,985	109,475	119,466	134,058	62,470	136,834	992,089
Fairfax County	1,868,828	467,385	318,213	488,722	150,224	219,234	434,997	3,947,603
Loudoun County	449,344	96,371	44,245	59,620	7,870	58,886	40,857	757,193
Prince William County	360,514	68,318	29,412	23,262	9,586	4,488	43,552	539,132
Frederick County	276,568	45,117	5,307	14,574	1,458	7,724	14,067	364,815
Howard County	553,894	81,252	28,761	50,740	23,000	35,526	84,905	858,078
Anne Arundel County	897,530	304,437	82,859	103,158	39,969	239,413	146,072	1,813,438
Charles County	173,622	19,573	4,817	9,015	10,147	4,987	31,458	253,619
Carroll County	236,172	5,745	4,158	11,497	2,994	0	42,874	303,440
Calvert County	74,309	12,845	0	881	660	0	8,747	97,442
St. Mary's County	56,436	60,624	3,344	2,718	859	2,282	2,712	128,975
King George County	872	0	0	0	0	0	0	872
City of Fredericksburg	29,711	14,582	0	3,548	0	0	4,606	52,447
Stafford County	118,838	20,718	12,186	5,134	4,921	3,734	1,145	166,676
Spotsylvania County	27,026	993	0	0	2,743	0	0	30,762
Fauquier County	81,574	9,567	4,620	6,203	3,580	4,032	1,367	110,943
Clarke County	18,443	0	0	0	0	0	0	18,443
Jefferson County	33,406	6,998	0	0	0	1,750	0	42,154
Baltimore City	526,093	144,152	109,476	225,014	52,305	56,422	96,940	1,210,402
Baltimore County	554,383	79,959	9,227	54,132	10,842	17,964	38,525	765,032
Harford County	174,511	34,541	3,344	10,215	2,020	3,654	2,714	230,999
Total	10,358,107	2,430,246	2,822,158	3,542,564	1,841,077	1,448,965	2,291,070	24,734,187

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

4 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
5 County totals.

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1 **Table 21: Air Passenger Originations Airport Access Mode by Jurisdiction - BWI Airport**

2

Jurisdiction	Private Car	Rental Car	Taxicab	TNCs	Public Transport	Airport Bus/Limo	Other	Total
District of Columbia	162,515	48,133	18,066	79,187	134,575	9,007	30,284	481,767
Montgomery County	531,903	95,590	29,054	68,192	40,542	38,837	46,432	850,550
Prince George's County	337,160	57,965	12,975	31,452	11,096	12,601	40,395	503,644
Arlington County	51,384	22,261	6,362	9,458	9,887	6,272	15,640	121,264
City of Alexandria	23,567	13,372	0	1,458	8,022	780	8,454	55,653
Fairfax County	146,998	34,450	4,192	8,465	1,571	5,413	39,073	240,162
Loudoun County	16,795	13,032	0	0	0	1,333	870	32,030
Prince William County	44,946	6,644	0	0	0	1,650	1,740	54,980
Frederick County	178,121	27,448	0	4,325	1,458	4,408	1,028	216,788
Howard County	456,810	68,978	18,433	32,158	23,000	34,804	64,990	699,173
Anne Arundel County	875,756	285,664	78,293	91,476	39,969	237,770	142,860	1,751,788
Charles County	101,349	11,751	2,983	0	5,875	1,853	18,740	142,551
Carroll County	220,862	5,073	4,158	11,497	2,994	0	42,874	287,458
Calvert County	59,102	1,458	0	881	0	0	8,747	70,188
St. Mary's County	31,771	18,713	0	1,141	859	2,282	2,712	57,478
King George County	0	0	0	0	0	0	0	0
City of Fredericksburg	1,277	4,803	0	0	0	0	0	6,080
Stafford County	994	1,672	0	0	0	1,181	0	3,847
Spotsylvania County	4,938	0	0	0	1,367	0	0	6,305
Fauquier County	20,398	2,136	1,683	6,203	2,226	1,096	1,367	35,109
Clarke County	0	0	0	0	0	0	0	0
Jefferson County	10,138	0	0	0	0	0	0	10,138
Baltimore City	507,655	127,479	105,700	214,489	47,267	53,234	92,874	1,148,698
Baltimore County	527,088	74,005	7,199	52,825	10,307	17,964	35,237	724,625
Harford County	169,377	34,541	3,344	10,215	0	2,870	2,714	223,061
Total	3,985,587	1,175,181	462,665	384,217	909,967	384,217	136,907	7,438,741

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

4 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
5 County totals.

6

1 **Table 22: Air Passenger Originations Airport Access Mode by Jurisdiction - DCA Airport**

2

Jurisdiction	Private Car	Rental Car	Taxicab	TNCs	Public Transport	Airport Bus/Limo	Other	Total
District of Columbia	495,975	198,950	1,052,602	1,083,009	624,409	175,940	298,313	3,929,198
Montgomery County	374,413	72,400	110,849	159,611	174,434	20,664	99,113	1,011,484
Prince George's County	255,231	62,903	128,954	135,990	51,849	54,110	100,458	789,495
Arlington County	335,667	89,858	254,782	278,524	213,885	294,564	159,827	1,627,107
City of Alexandria	202,139	46,680	91,260	105,768	122,652	53,258	64,692	686,449
Fairfax County	618,770	158,869	102,461	237,151	117,867	28,148	162,837	1,426,103
Loudoun County	32,200	2,897	0	1,119	6,690	1,711	1,275	45,892
Prince William County	122,950	34,350	19,374	2,114	9,586	2,036	9,386	199,796
Frederick County	17,159	9,777	0	1,521	0	1,499	0	29,956
Howard County	51,477	6,880	1,521	14,362	0	0	15,180	89,420
Anne Arundel County	8,389	12,249	2,125	7,014	0	0	1,332	31,109
Charles County	58,223	7,822	1,834	9,015	4,272	3,134	12,718	97,018
Carroll County	6,264	0	0	0	0	0	0	6,264
Calvert County	10,851	9,039	0	0	660	0	0	20,550
St. Mary's County	16,410	34,195	3,344	1,577	0	0	0	55,526
King George County	872	0	0	0	0	0	0	872
City of Fredericksburg	18,525	5,112	0	3,548	0	0	4,071	31,256
Stafford County	87,013	14,642	8,345	5,134	4,921	1,757	0	121,812
Spotsylvania County	11,423	0	0	0	1,376	0	0	12,799
Fauquier County	17,160	4,563	1,029	0	1,354	0	0	24,106
Clarke County	0	0	0	0	0	0	0	0
Jefferson County	0	6,196	0	0	0	0	0	6,196
Baltimore City	5,291	8,035	3,054	9,206	1,107	0	0	26,693
Baltimore County	7,607	0	0	0	0	0	2,305	9,912
Harford County	1,409	0	0	0	0	0	0	1,409
Total	2,755,418	785,417	1,781,534	2,054,663	915,778	2,552,315	183,256	11,028,381

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

4 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
 5 County totals.

6

1 **Table 23: Air Passenger Originations Airport Access Mode by Jurisdiction - IAD Airport**

2

Jurisdiction	Private Car	Rental Car	Taxi	TNCs	Public Transport	Airport Bus/Limo	Other	Total
District of Columbia	201,122	91,719	260,998	256,590	53,153	59,875	93,544	1,017,001
Montgomery County	433,463	75,570	85,619	148,963	9,044	29,797	133,199	915,655
Prince George's County	129,377	23,613	21,067	15,610	6,465	14,300	25,571	236,003
Arlington County	181,022	45,122	71,386	88,079	24,014	10,432	115,922	535,977
City of Alexandria	131,095	12,933	18,215	12,240	4,373	8,432	63,688	250,976
Fairfax County	1,103,060	274,066	211,560	243,106	176,582	185,673	233,087	2,427,134
Loudoun County	400,349	80,442	44,245	58,501	89,492	55,842	38,712	767,583
Prince William County	192,618	27,324	10,038	21,148	0	802	32,426	284,356
Frederick County	81,288	7,892	5,307	8,728	0	1,817	13,039	118,071
Howard County	45,607	5,394	8,807	4,220	0	722	4,735	69,485
Anne Arundel County	13,385	6,524	2,441	4,668	3,986	1,643	1,880	34,527
Charles County	14,050	0	0	0	0	0	0	14,050
Carroll County	9,046	672	0	0	0	0	0	9,718
Calvert County	4,356	2,348	0	0	0	0	0	6,704
St. Mary's County	8,255	7,716	0	0	0	0	0	15,971
King George County	0	0	0	0	0	0	0	0
City of Fredericksburg	9,909	4,667	0	0	0	0	535	15,111
Stafford County	30,831	4,404	3,841	0	0	796	1,145	41,017
Spotsylvania County	10,665	993	0	0	883	0	0	12,541
Fauquier County	44,016	2,868	1,908	0	5,020	2,936	0	56,748
Clarke County	18,443	0	0	0	1,068	0	0	19,511
Jefferson County	23,268	802	0	0	0	1,750	0	25,820
Baltimore City	13,147	8,638	722	1,319	3,931	3,188	4,066	35,011
Baltimore County	19,688	5,954	2,028	1,307	535	0	983	30,495
Harford County	3,725	0	0	0	16,637	784	0	21,146
Total	2,704,462	847,983	783,849		733,661	460,218	234,744	5,764,917

3 Source: Washington-Baltimore Region Air Passenger Survey 2017

4 Note: Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William
 5 County totals.