

2023 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

General Findings

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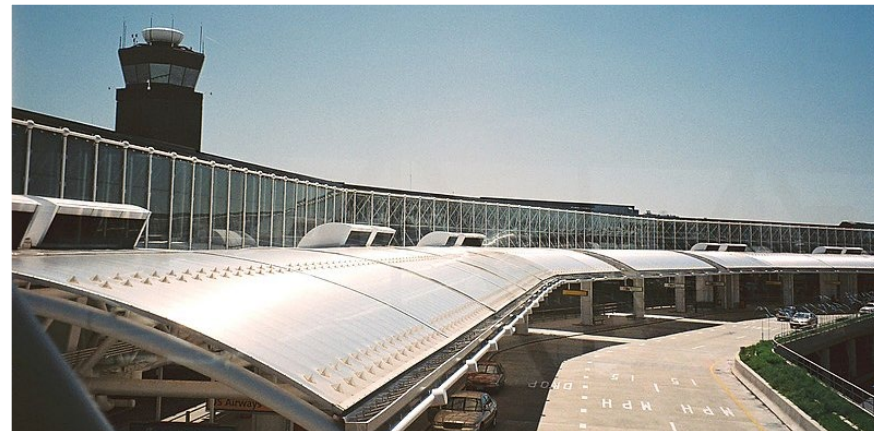
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OUTLINE

- Survey Overview
- Enplanements
- General Findings:
 - Passenger Characteristics
 - Ground Access
 - Preferences and Behavior
- Next Steps



SURVEY OVERVIEW

- The 2023 Washington-Baltimore Regional Air Passenger Survey (APS) was conducted last October at Dulles International Airport (IAD), Reagan National Airport (DCA), and Baltimore/Washington International Thurgood Marshall Airport (BWI), under the oversight of the TPB Aviation Technical Subcommittee.
- To test new survey methods, a pretest was conducted at IAD in April 2023.
- This presentation highlights general findings from the APS drawn from the weighted data, focusing on air passenger characteristics, ground access, and preferences and behavior.

Airport	Flights Surveyed	Valid Responses	Revenue Passengers Response Rate	Intercept Passengers Response Rate
BWI	149	4,018	21%	58%
DCA	185	3,039	18%	59%
IAD	152	2,542	15%	41%
All Airports	486	9,599	18%	52%



Enplanements

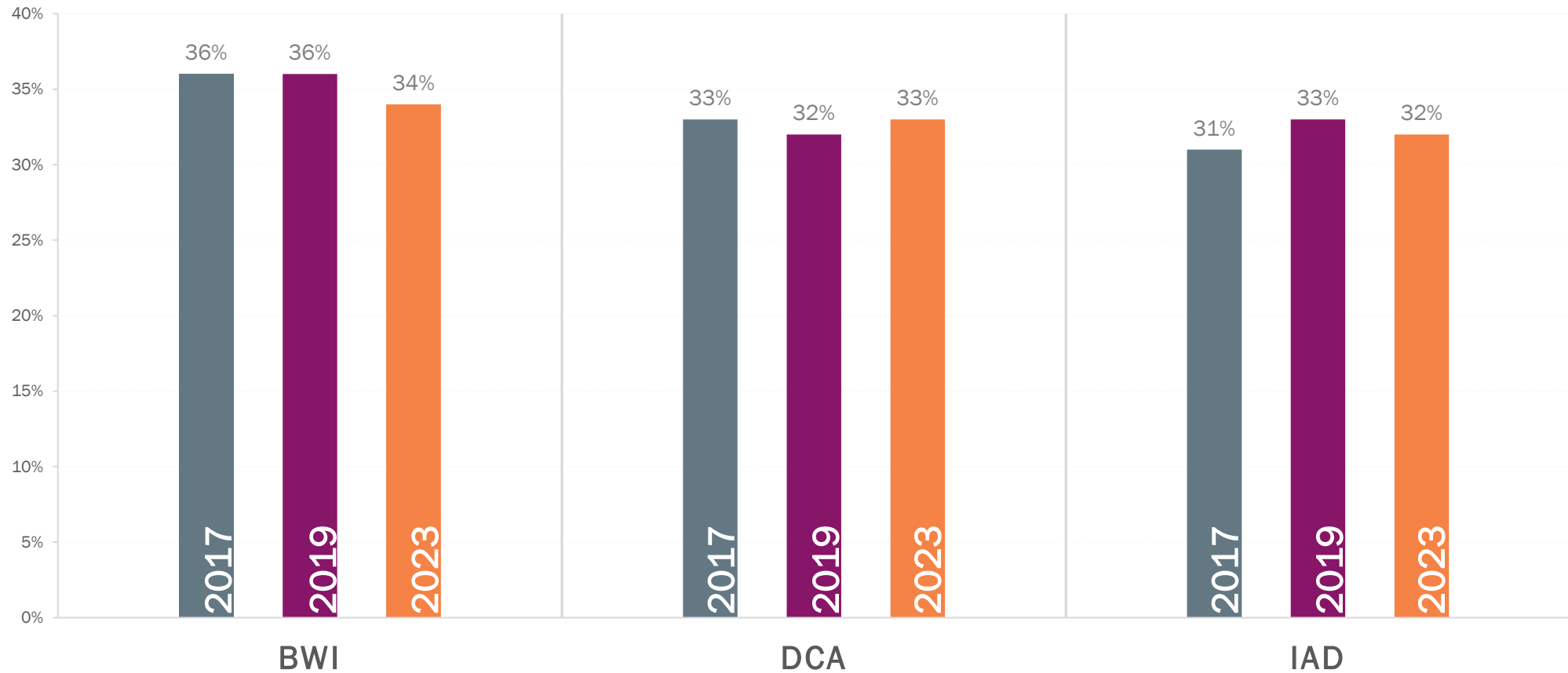
- Annual air passenger enplanements in **2023** were about **421,000 higher (38.2 million)** than in **2019 (37.8 million)**
- Local originations decreased slightly from 80% to 79% of total enplanement in 2023 compared to 2019

BWI: 77% (2019) --- **↓ 74% (2023)**
DCA: 91% (2019) --- **↓ 87% (2023)**
IAD: 71% (2019) --- **↑ 76% (2023)**

ENPLANEMENT TYPE		BWI			DCA			IAD			REGION		
		2017	2019	2023	2017	2019	2023	2017	2019	2023	2017	2019	2023
Local originations	Number (In 1000's)	8,910	10,426	9,679	10,499	10,918	11,062	7,245	8,726	9,447	26,654	30,070	30,189
	Percent	67%	77%	74%	88%	91%	87%	64%	71%	76%	73%	80%	79%
Connected from another flight	Number (In 1000's)	4,305	3,116	3,420	1,458	1,031	1,673	4,062	3,603	2,960	9,825	7,750	8,052
	Percent	33%	23%	26%	12%	9%	13%	36%	29%	24%	27%	20%	21%
Total Enplanement	Number (In 1000's)	13,215	13,542	13,099	11,957	11,949	12,735	11,307	12,329	12,407	36,479	37,820	38,241
	Percent	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



Enplanement Share by Airport



BWI total enplanement share decreased from 36% to 34% since 2019.

DCA total enplanement share increased from 32% to 33% since 2019.

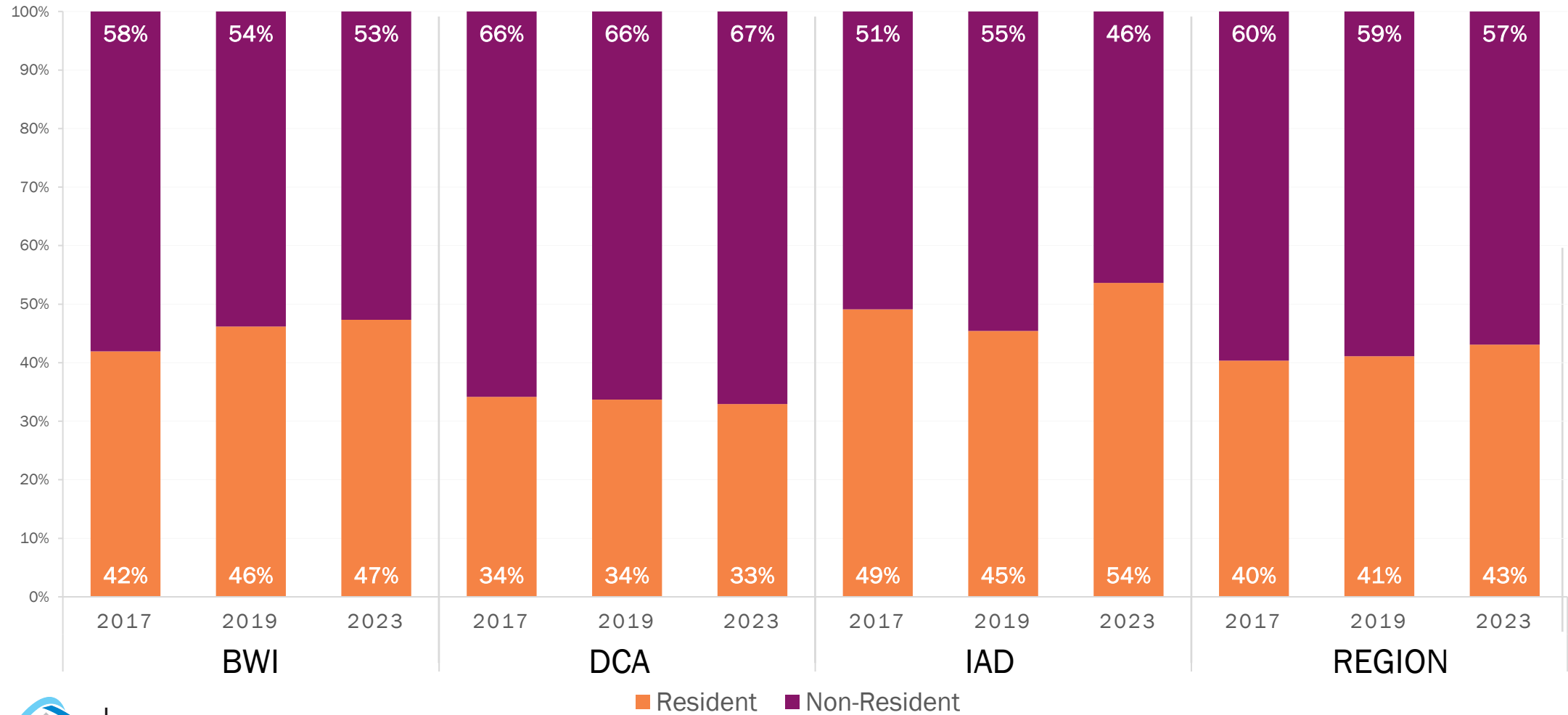
IAD total enplanement share decreased from 33% to 32% since 2019.



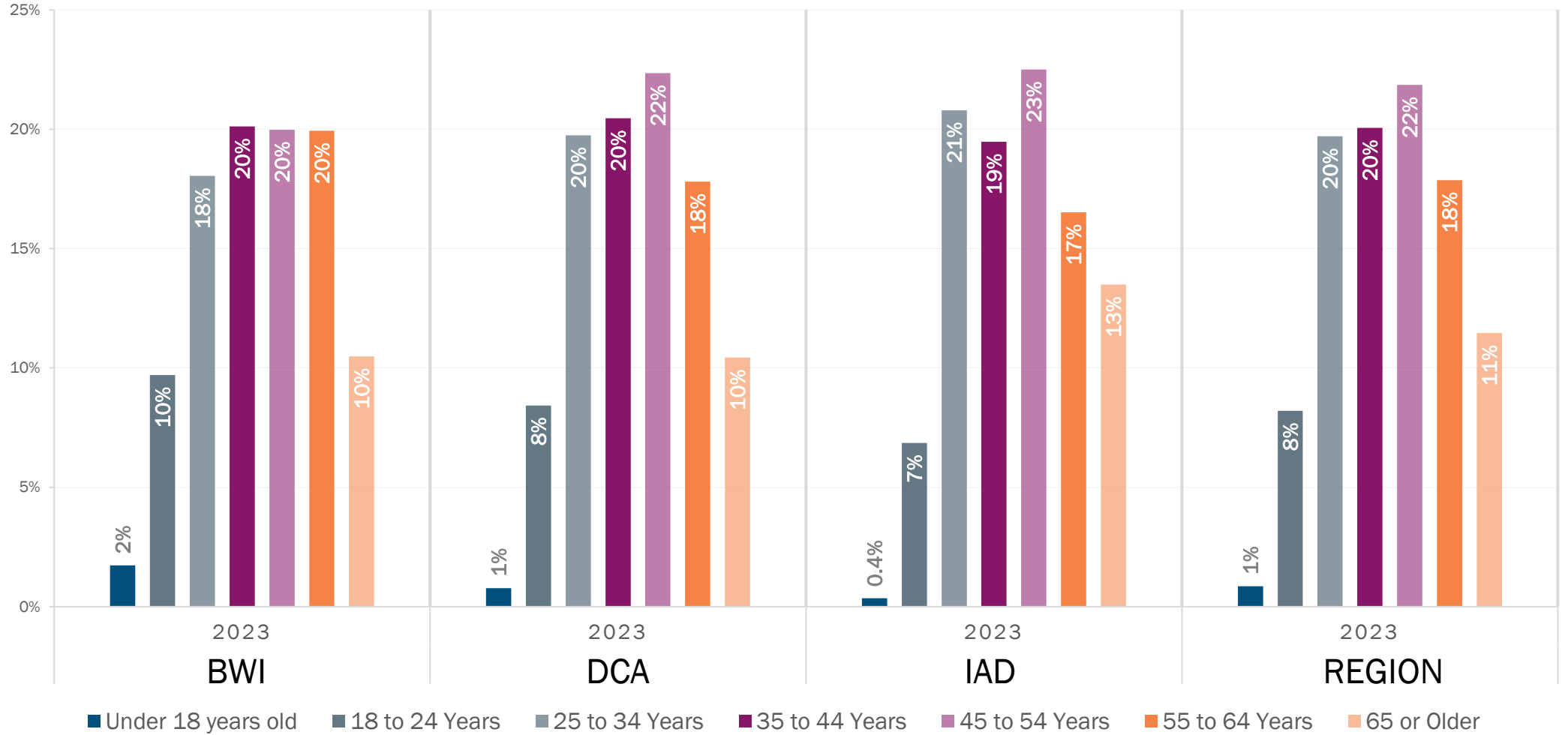
PASSENGER CHARACTERISTICS



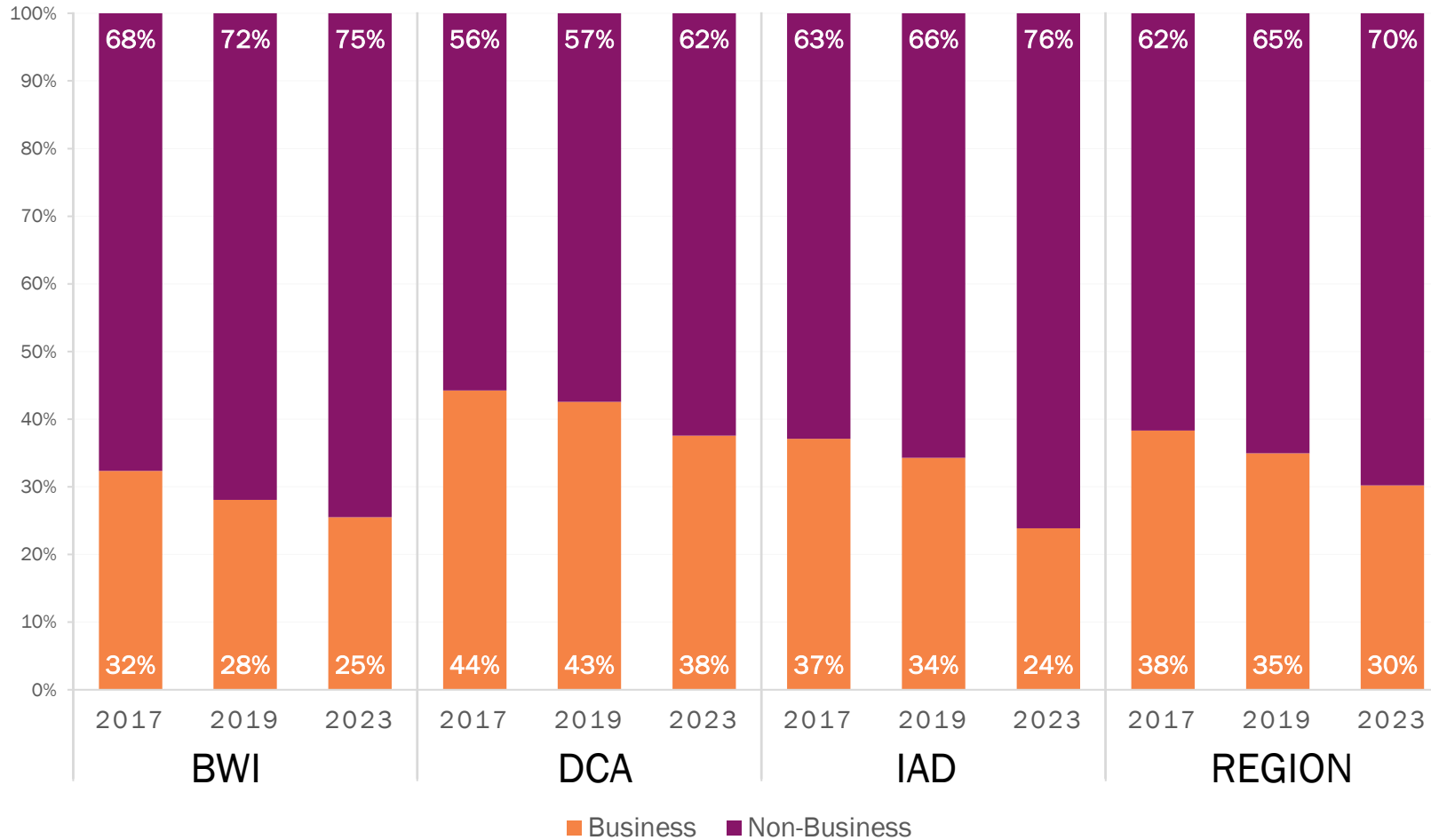
RESIDENT VS. NON-RESIDENT PASSENGERS



AGE DISTRIBUTION – BY AIRPORT



TRIP PURPOSE



CATEGORIES INCLUDED

Business:

- Business related to federal
- Business related to state and local government
- Other business

Non-Business:

- Vacation
- Personal or family affairs
- Student or school related
- Other non-business

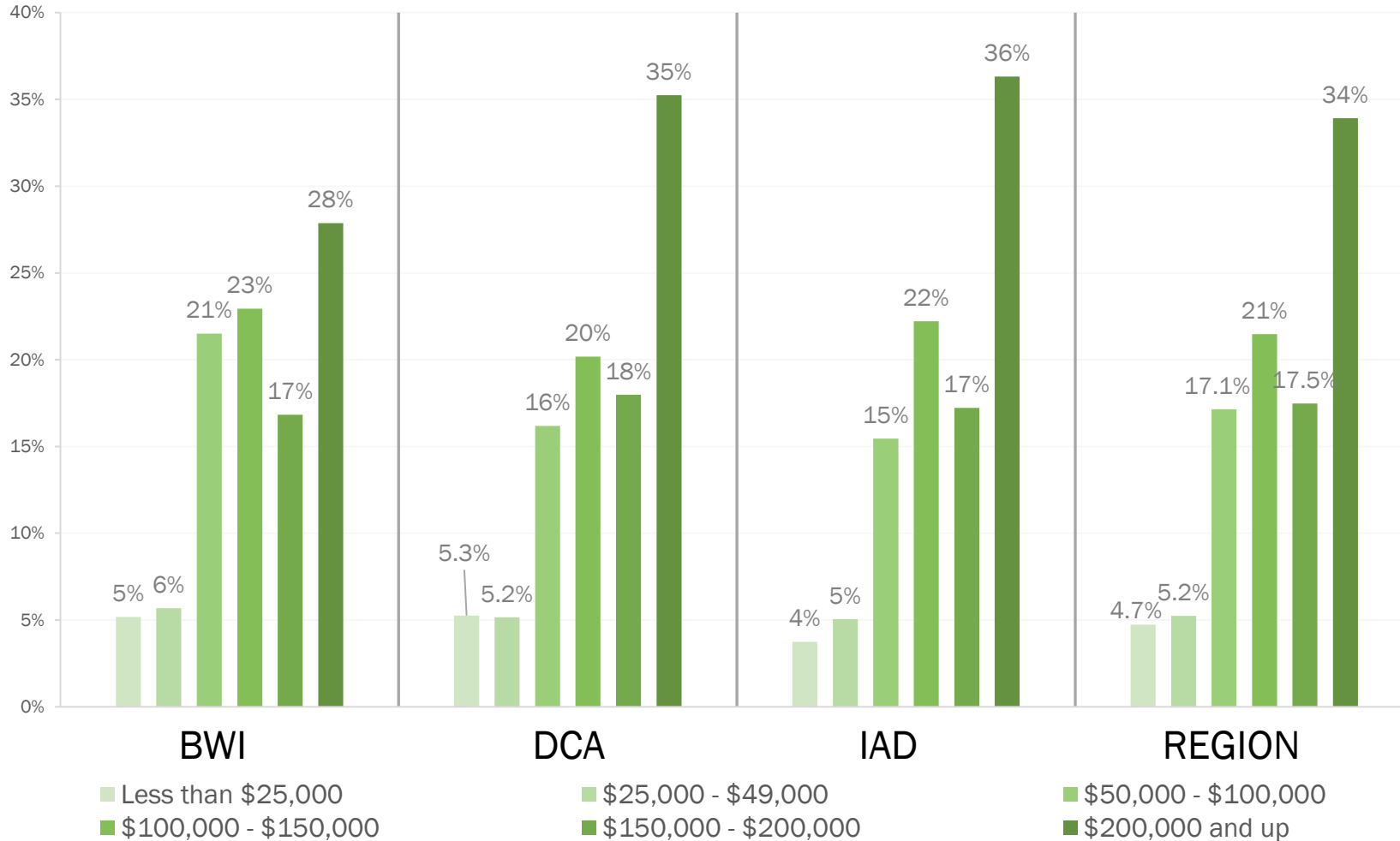


TRIP PURPOSE BY CATEGORIES

Trip Purpose	BWI			DCA			IAD			REGION		
	2017	2019	2023	2017	2019	2023	2017	2019	2023	2017	2019	2023
Business related to federal government	9%	8%	5%	17%	17%	12%	13%	11%	7%	13%	12%	9%
Business related to state government	2%	2%	4%	2%	2%	3%	1%	2%	1%	2%	2%	3%
Other business	22%	19%	17%	25%	23%	22%	23%	21%	16%	23%	21%	19%
Vacation	25%	32%	37%	21%	24%	30%	28%	28%	43%	24%	28%	36%
Personal or family affairs	34%	33%	32%	27%	26%	24%	27%	28%	29%	30%	29%	28%
Student or school related	6%	6%	5%	5%	6%	7%	6%	8%	2%	6%	7%	5%
Other non-business	3%	1%	1%	2%	1%	2%	2%	2%	2%	2%	1%	2%



HOUSEHOLD INCOME



- The share of travelers earning over **\$200,000 is the highest** across all airports (34%) in 2023. This income group comprised:
 - 28% of travelers at BWI
 - 35% of travelers at DCA
 - 36% of travelers at IAD



SUMMARY OF PASSENGER CHARACTERISTICS

- Non-resident passengers continue to outnumber resident passengers, although the share of resident passengers has been gradually increasing across the region.
- The youngest and oldest age groups represent smaller proportions of passengers compared with other age ranges.

Business travel has declined while non-business (i.e., leisure/vacation and personal) travel has increased across the region and at all airports.

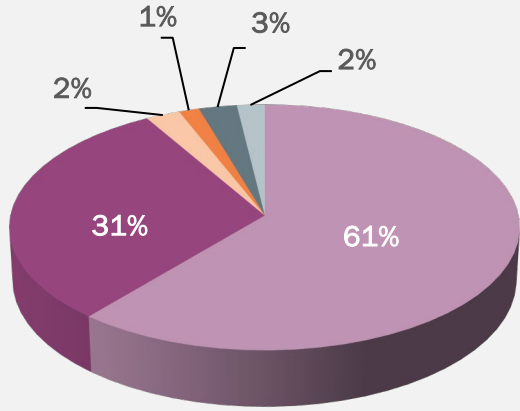
- More than one-third of passengers in the region earn over \$200,000 annually, suggesting that air travelers tend to be more affluent with nearly three-quarters having household incomes exceeding \$100,000.



GROUND ACCESS

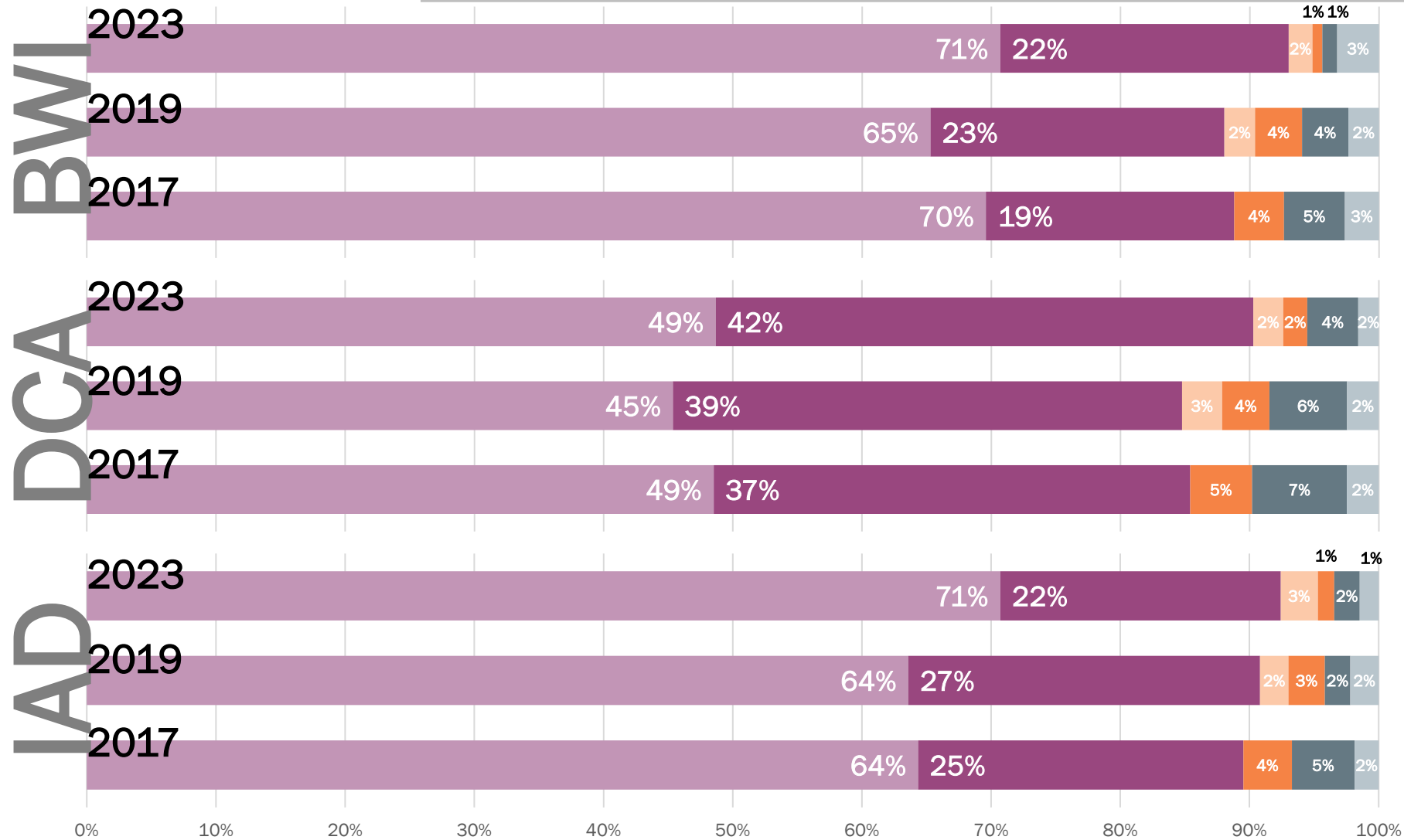


REGION

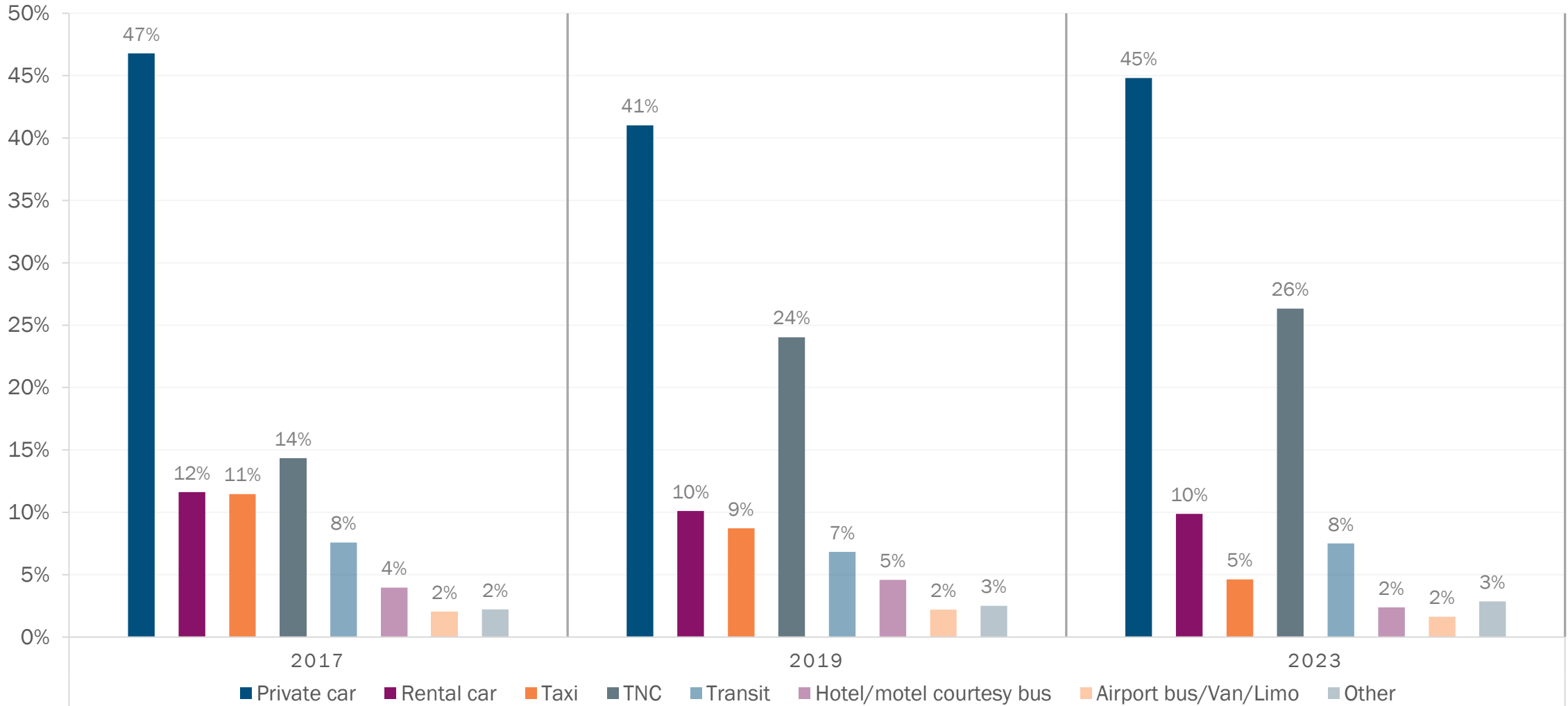


- Private residence
- Hotel/motel
- Short Term Rental (Air BNB, VRBO)
- Passenger's regular place of employment
- Another place of business
- Other

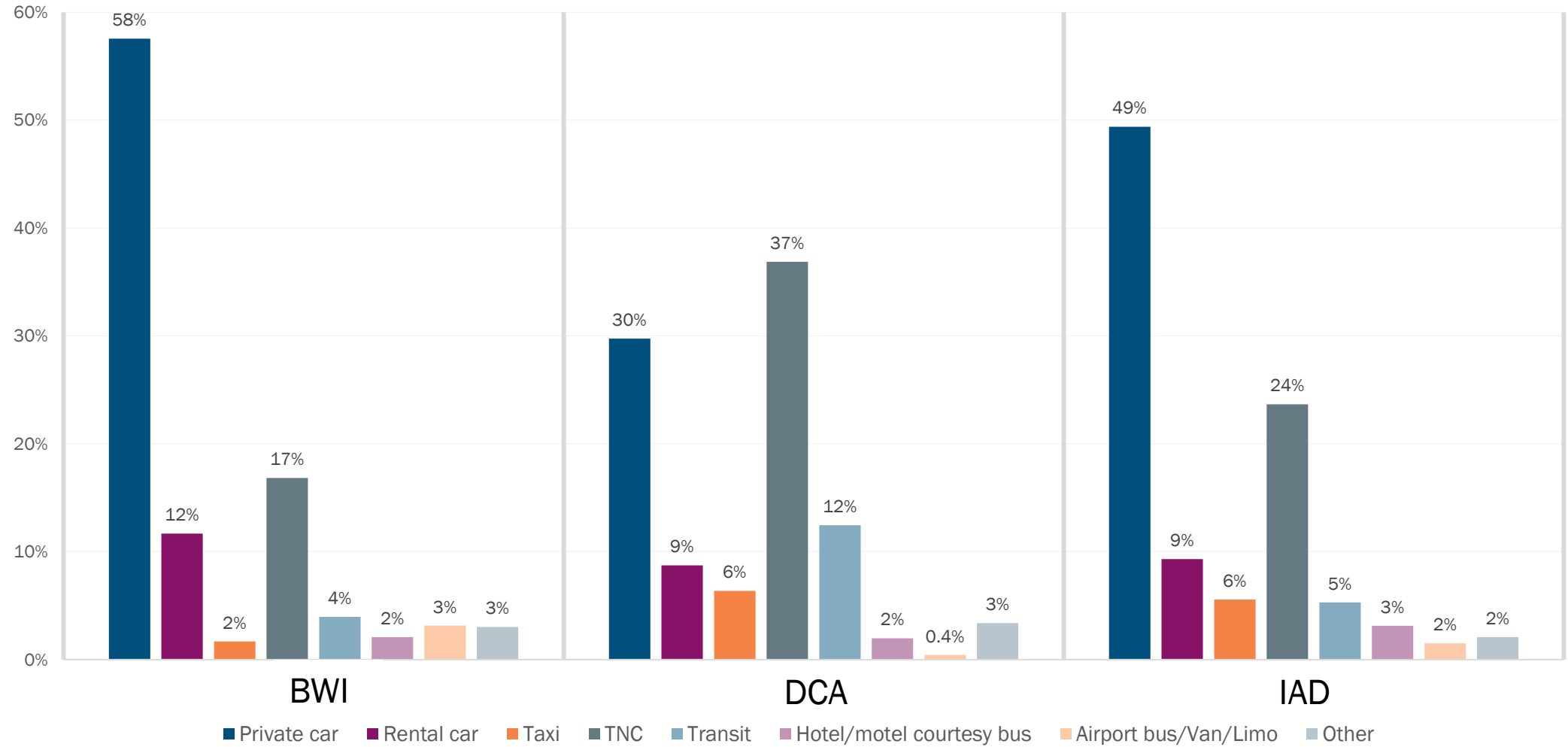
PASSENGER TRIP ORIGIN



PASSENGER MODE ACCESS - REGION



PASSENGER MODE ACCESS BY AIRPORT - 2023

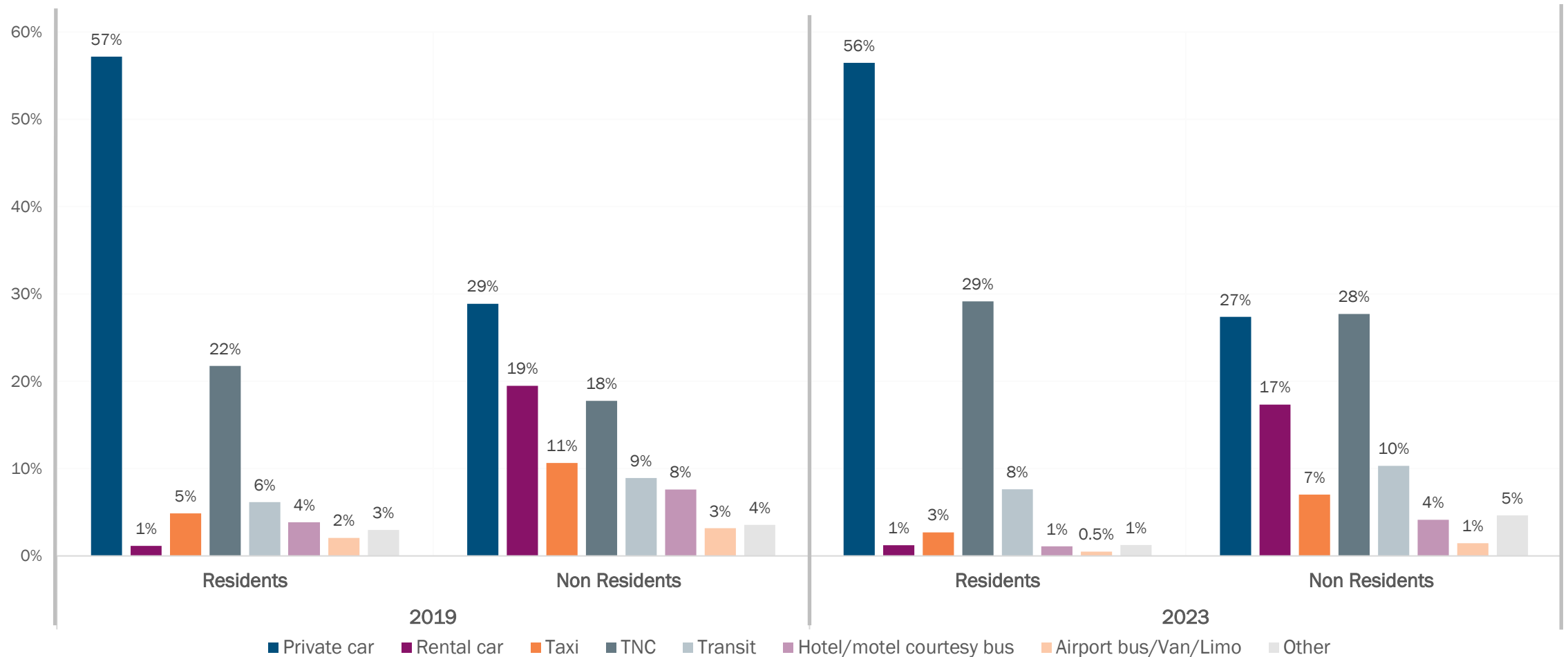


PASSENGER MODE ACCESS BY AIRPORT 2017-2023

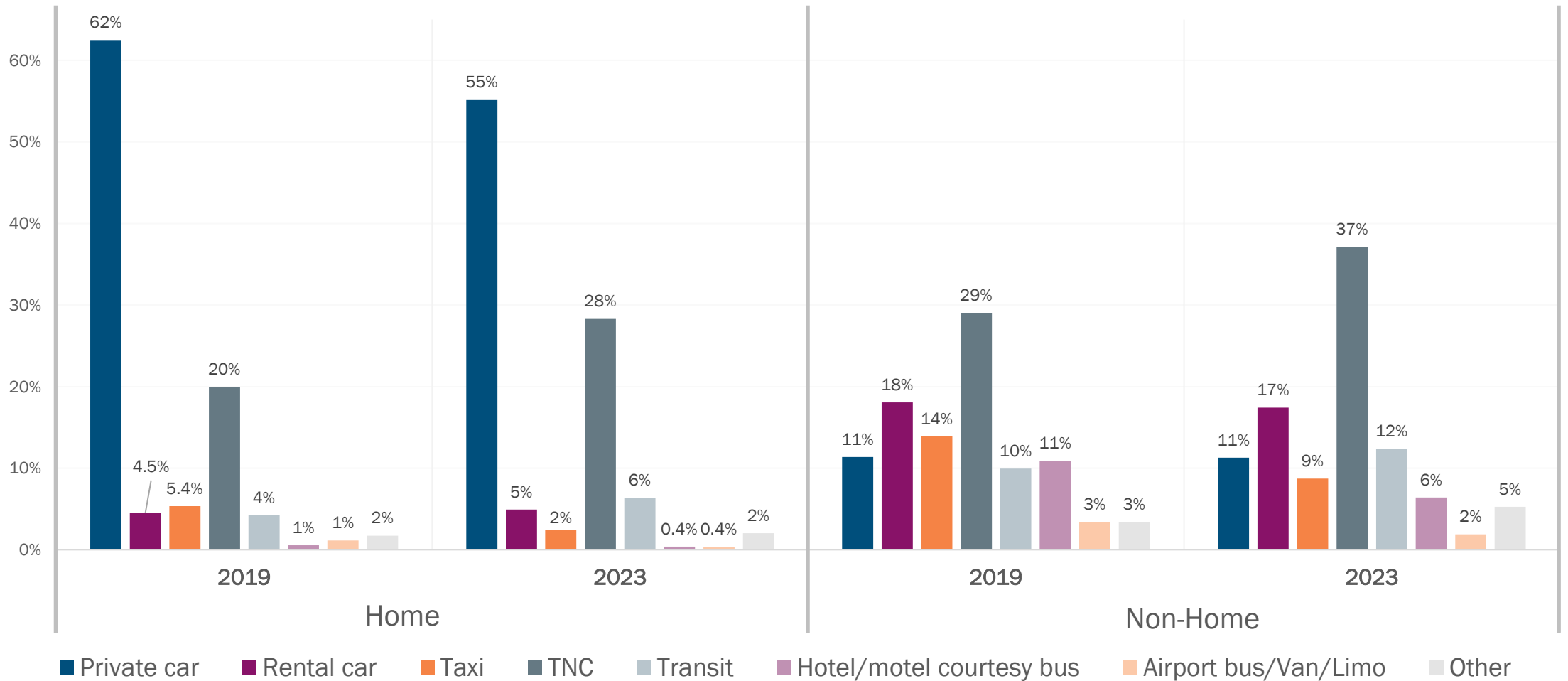
Mode of Access	BWI			DCA			IAD			REGION		
	2017	2019	2023	2017	2019	2023	2017	2019	2023	2017	2019	2023
Private car	63%	57%	58%	29%	23%	30%	52%	45%	49%	47%	41%	45%
Rental Car	14%	13%	12%	9%	8%	9%	13%	10%	9%	12%	10%	10%
Taxi	4%	3%	2%	18%	12%	6%	11%	12%	6%	11%	9%	5%
TNC	8%	13%	17%	21%	36%	37%	13%	22%	24%	14%	24%	26%
Transit	4%	4%	4%	14%	13%	12%	3%	3%	5%	8%	7%	8%
Hotel/motel courtesy bus	3%	5%	2%	5%	5%	2%	4%	4%	3%	4%	5%	2%
Airport bus/Van/Limo	2%	2%	3%	2%	2%	0%	2%	2%	2%	2%	2%	2%
Other	2%	3%	3%	2%	2%	3%	2%	2%	2%	2%	3%	3%



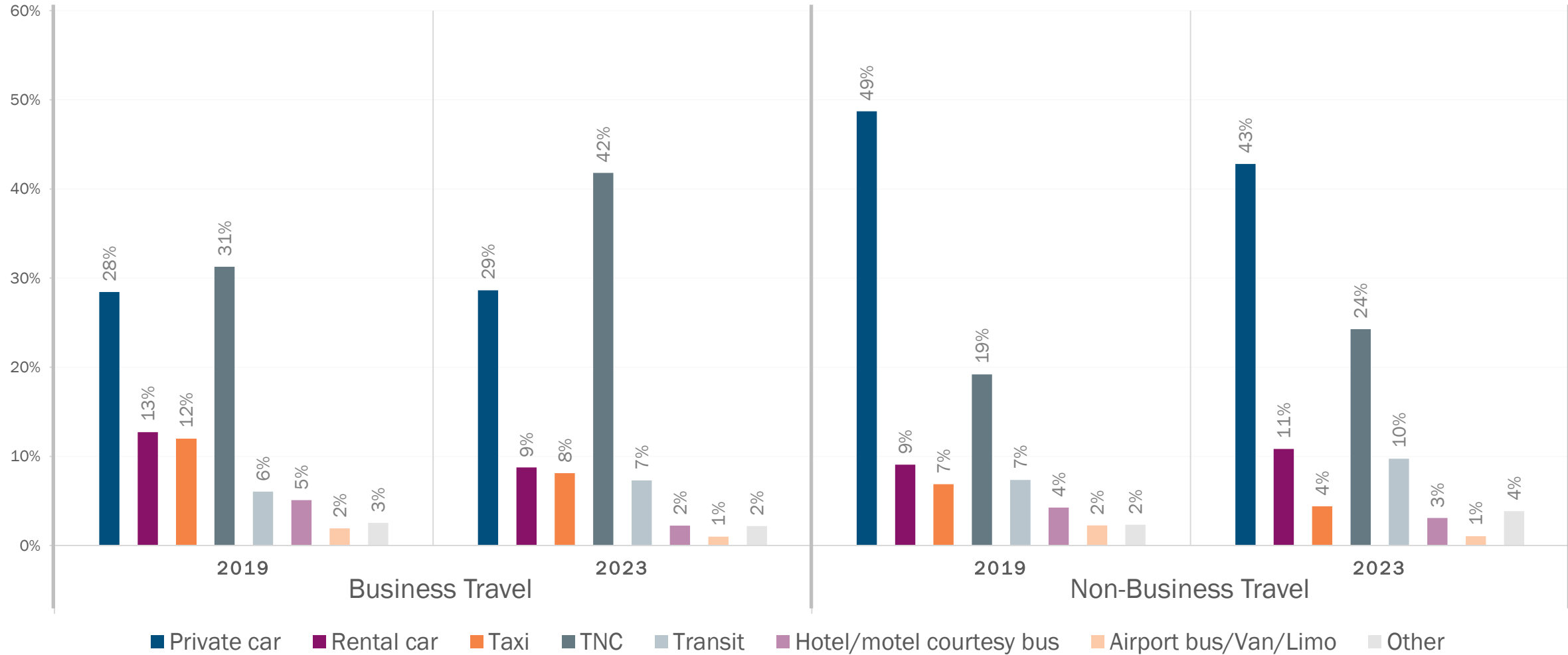
PASSENGER MODE ACCESS – RESIDENT STATUS



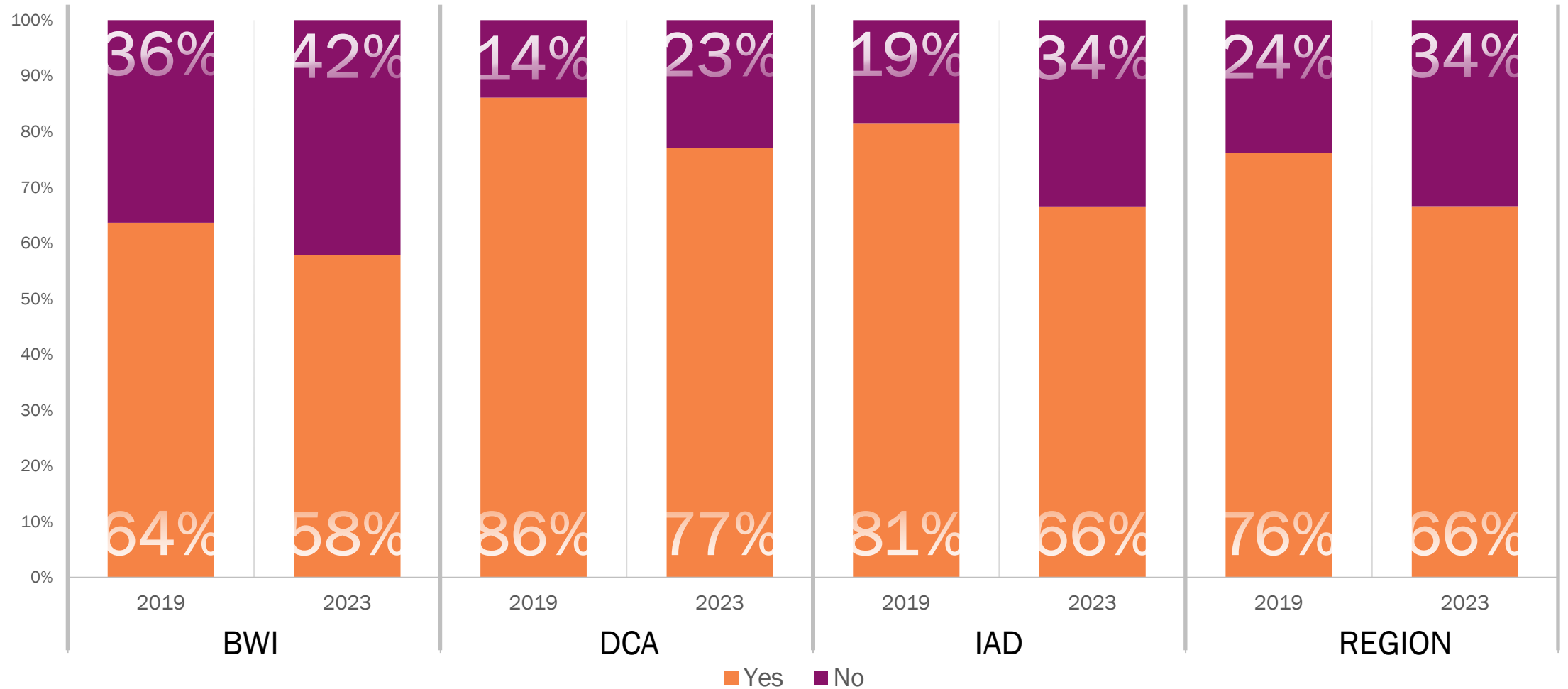
PASSENGER MODE ACCESS – HOME / NON-HOME



PASSENGER MODE ACCESS – BUSINESS / NON-BUSINESS



AIRPORT TRIP DROPOFF



SUMMARY OF GROUND ACCESS

- The primary origins for air passengers are private residences, followed by hotel/motels, together comprising over 90% of all trip origins.
- While private car remains the primary mode of access, TNC usage has steadily risen across all airports, accounting for a quarter of all airport trips.
- Private cars are the preferred travel mode for residents, while TNCs are the top choice for non-residents.
- Private cars are the primary choice of travel mode for home locations, while TNCs dominate trips from non-home locations.
- For business trips, TNC usage increased while rental car and taxi trips declined; for non-business trips, TNC, transit, and rental car usage increased while private car and taxi trips decreased.
- Airport drop-offs decreased from three-quarters to about two-thirds of all airport trips.

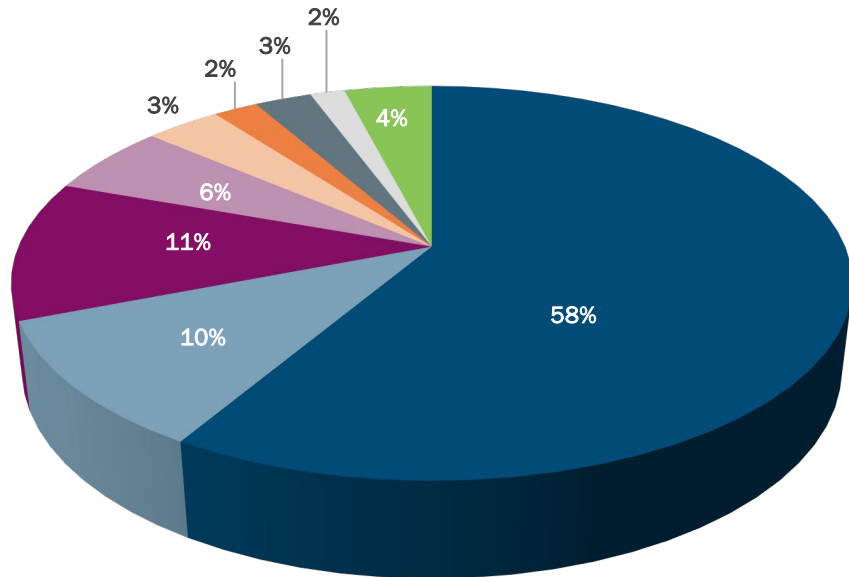


PREFERENCES AND BEHAVIOR

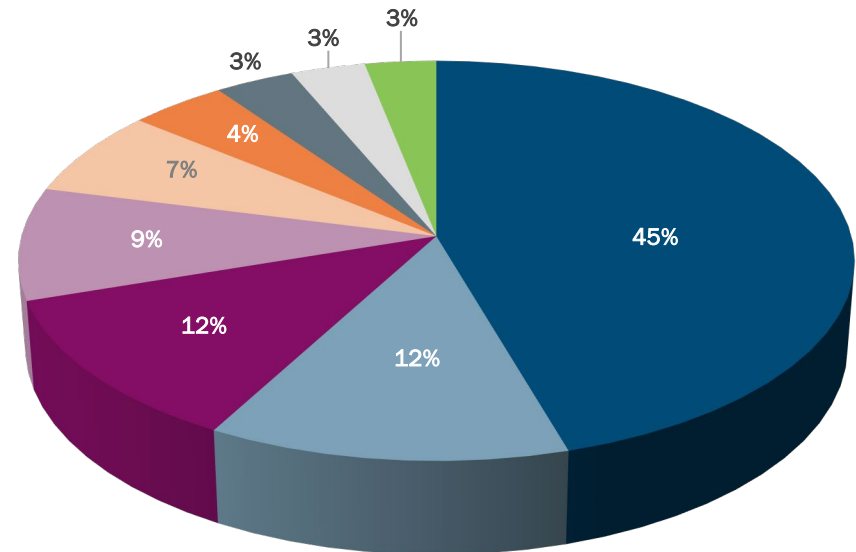


TOP REASON FOR CHOOSING THE AIRPORT

REGION - 2019



REGION - 2023

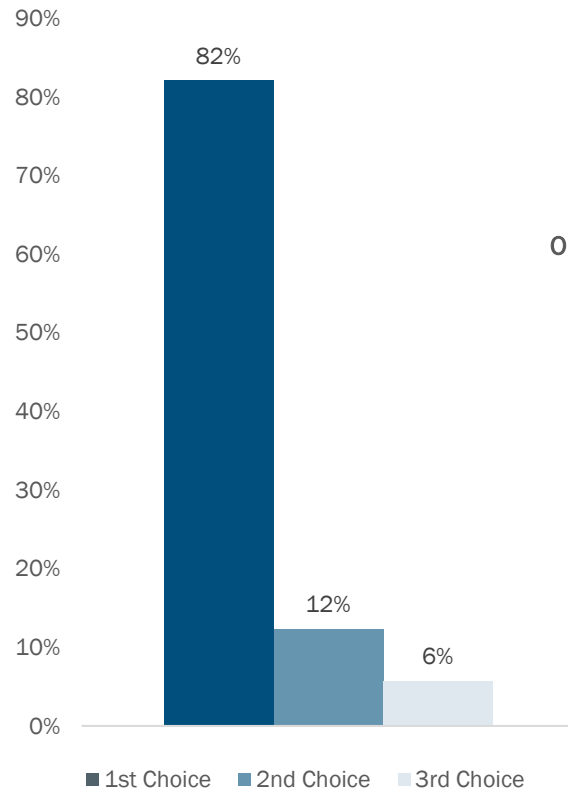


- Closest airport
- More convenient flight times
- Less expensive airfare
- Only airport with direct/non-stop flight
- Only airport serving market
- Better access roads and parking
- Better public ground transportation
- Frequent flyer with a specific airline
- Other

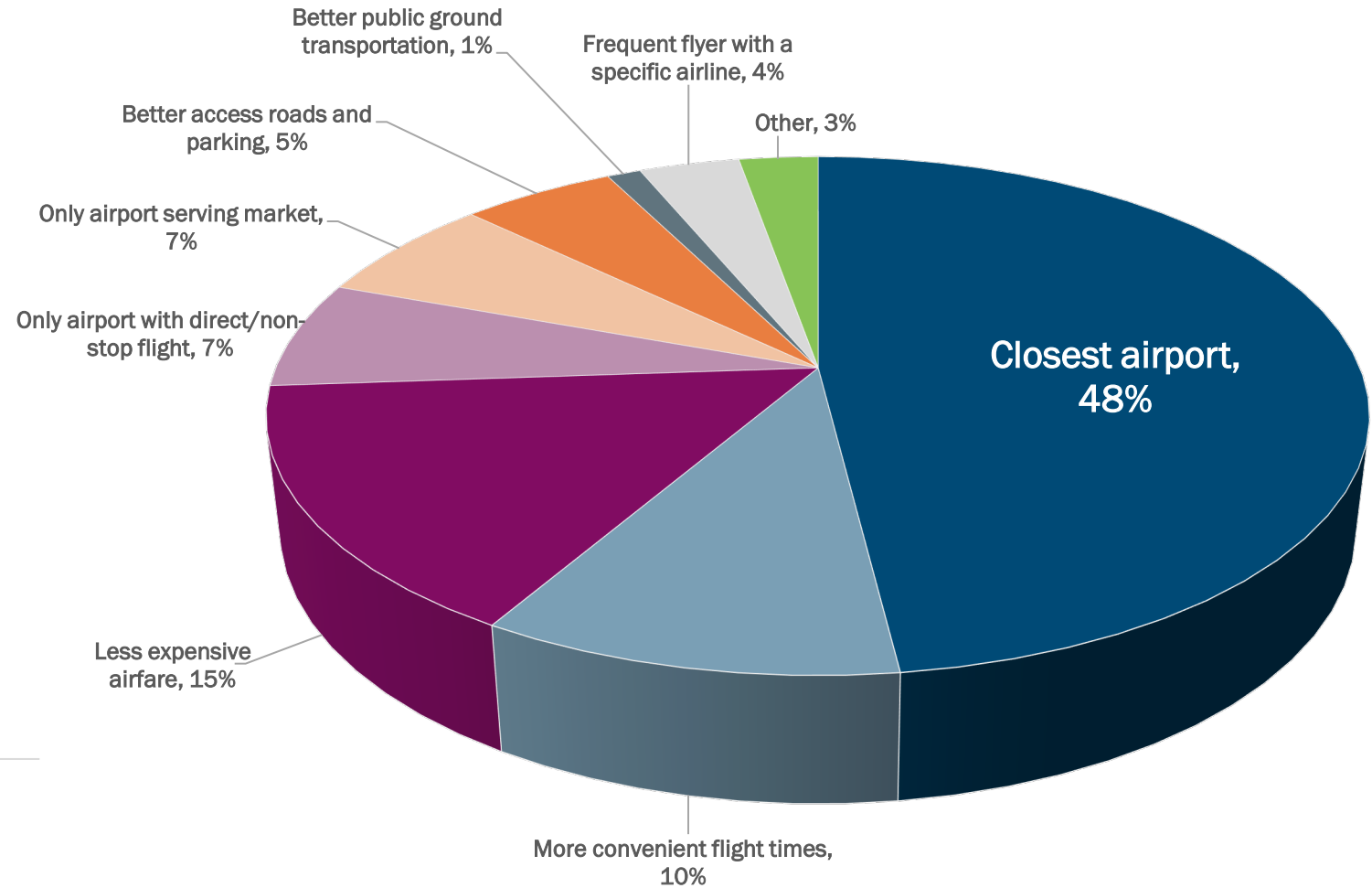


AIRPORT CHOICE FOR BWI PASSENGERS

AIRPORT CHOICE FOR BWI PASSENGERS - 2023

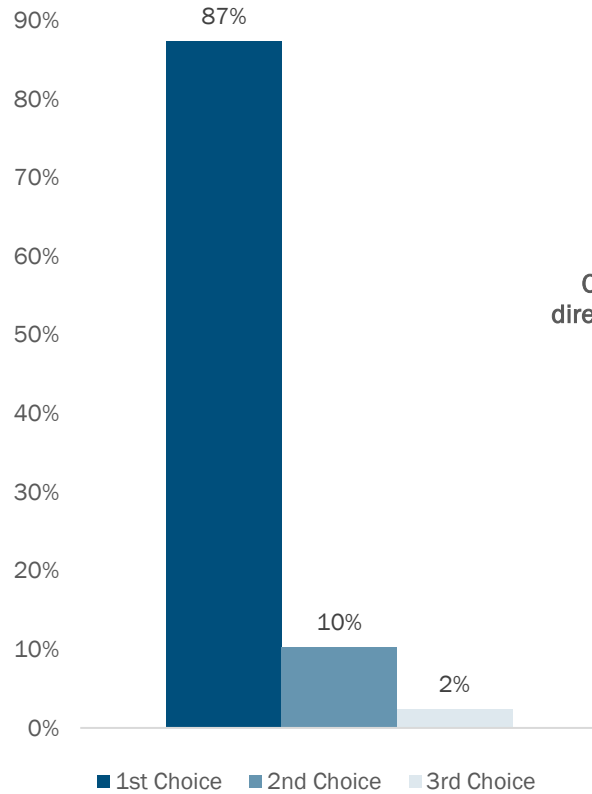


BWI – TOP REASON FOR CHOOSING THE AIRPORT - 2023

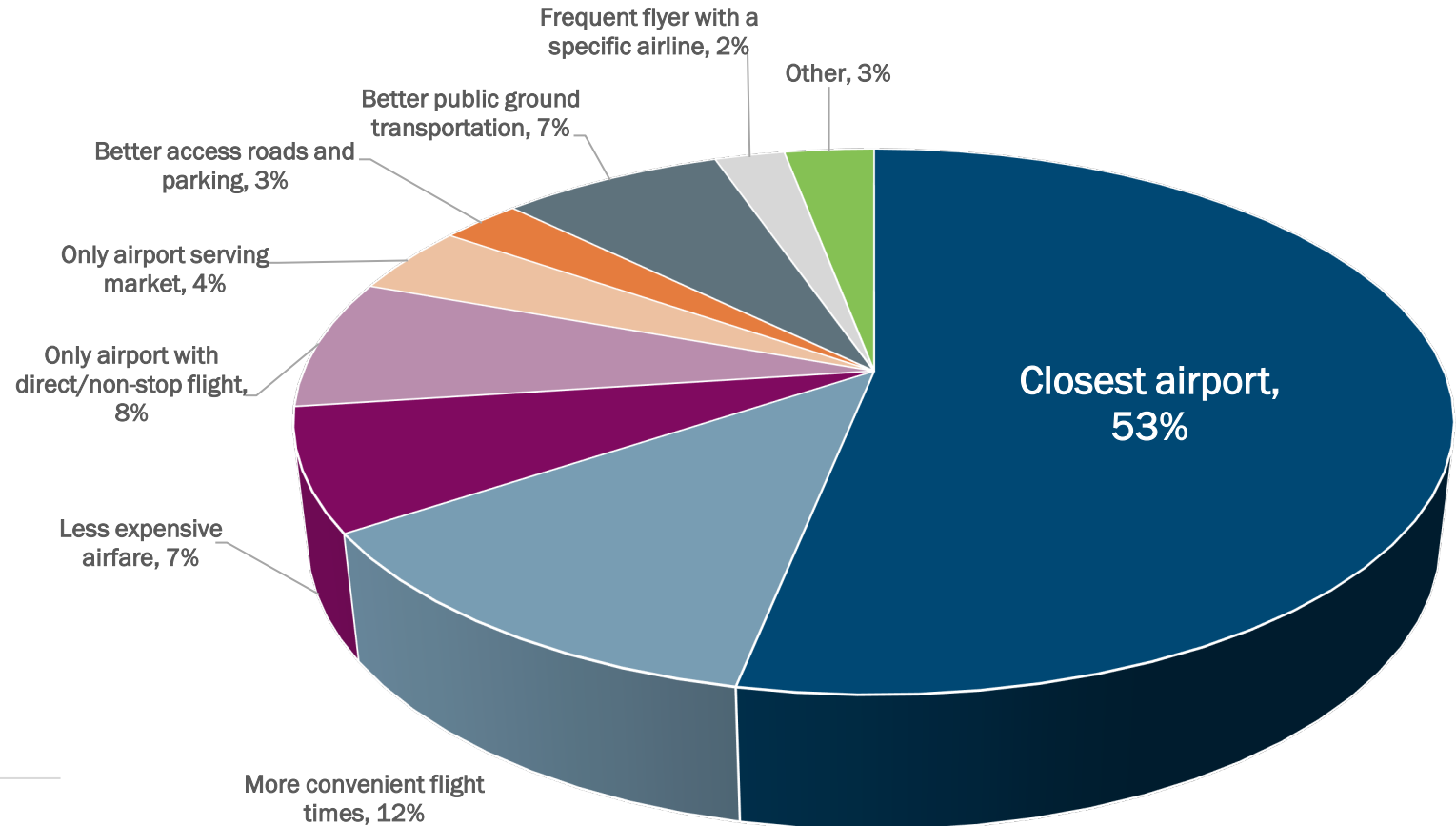


AIRPORT CHOICE FOR DCA PASSENGERS

AIRPORT CHOICE FOR DCA PASSENGERS - 2023

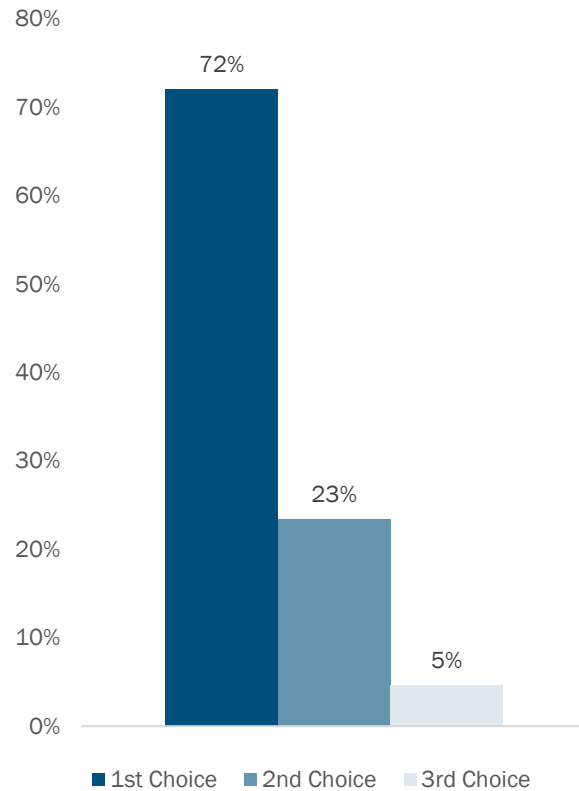


DCA – TOP REASON FOR CHOOSING THE AIRPORT - 2023

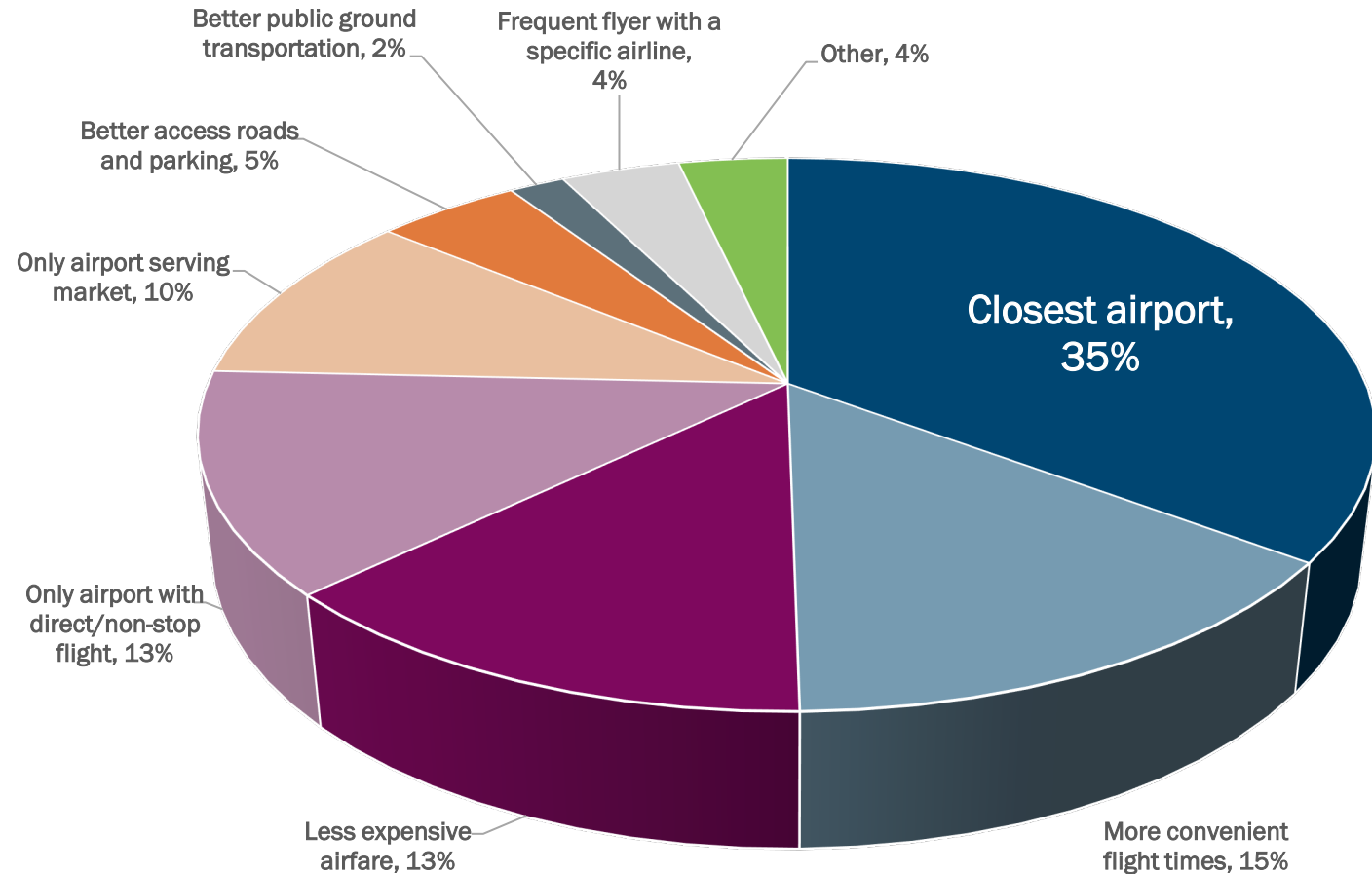


AIRPORT CHOICE FOR IAD PASSENGERS

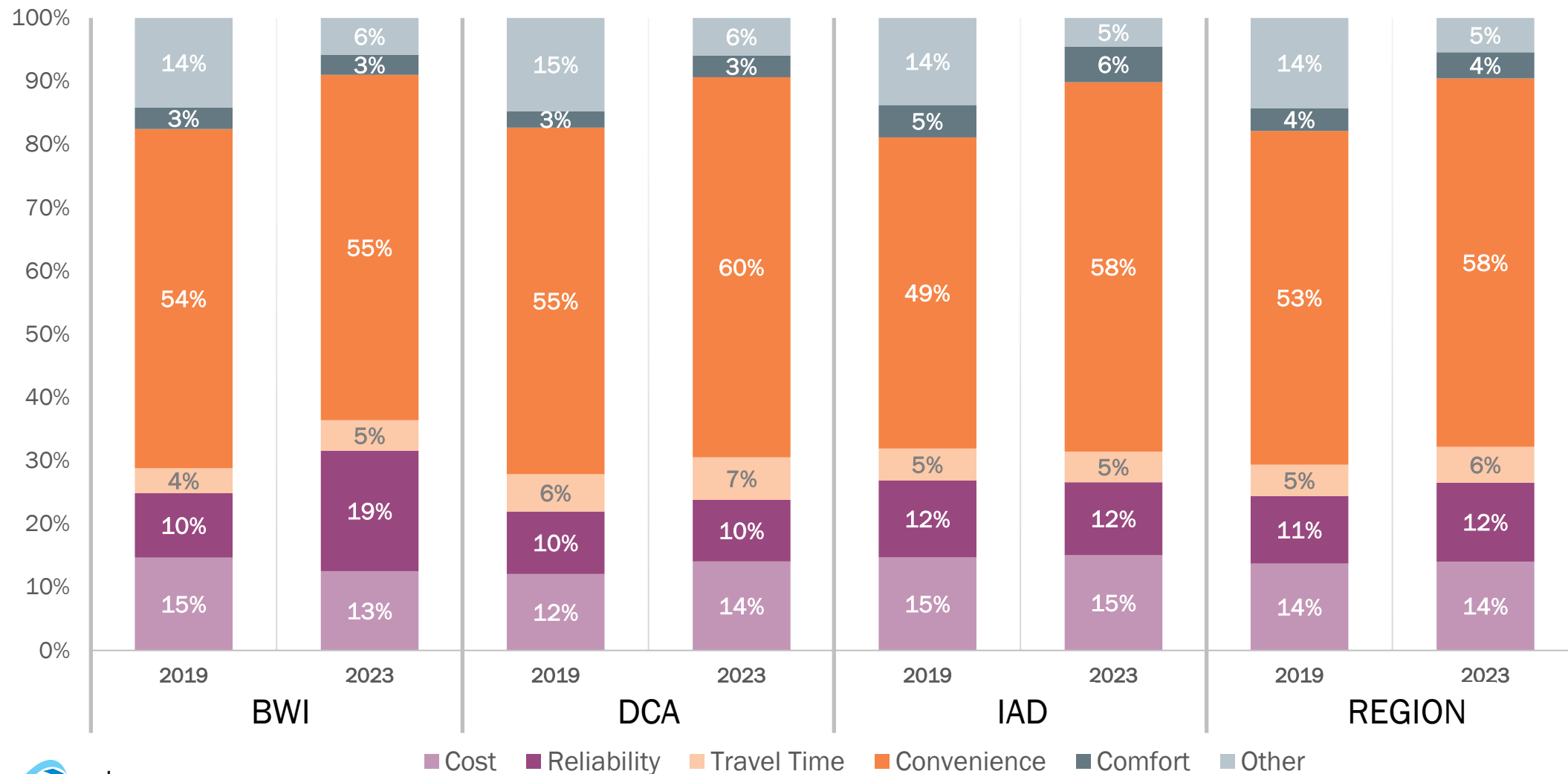
AIRPORT CHOICE FOR IAD PASSENGERS - 2023



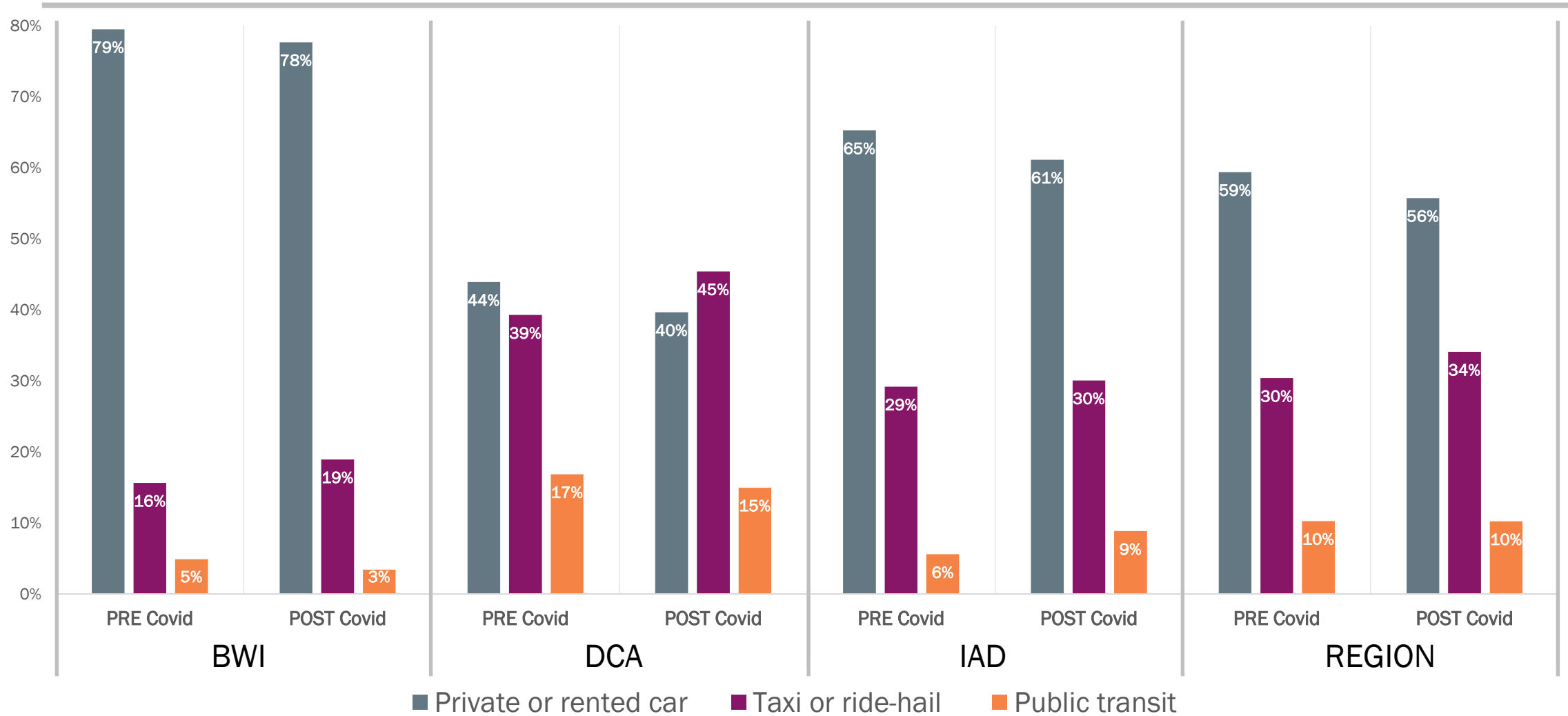
IAD – TOP REASON FOR CHOOSING THE AIRPORT - 2023



REASON FOR CHOOSING MODE OF ACCESS



TYPICAL MODE OF TRAVEL - PRE/POST PANDEMIC



SUMMARY OF PREFERENCES AND BEHAVIOR

- The largest share of air passengers chose their airport because it was the closest airport, especially for DCA passengers.
- Convenience was the top reason for choosing mode of access, followed by cost and reliability across the region.
- From pre- to post-pandemic, the share of passengers who typically traveled to the airport by private or rented car decreased slightly while the share of passengers who typically used taxi or ride-hail increased in the region.



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