Comment ID	Reviewer Initials	Page	Line	Comment/Proposed Revision	Response (completed by TPB staff)
1	Rich Roisman	8	18	Place TNCs inside [brackets] since the reference is inside an existing parenthetical	AK
2	RR	8	footnote	Strike 'at', add 'as'	AK
3	RR	9	4	make the 's' in TNCs lowercase instead of uppercase	AK
4	RR	9	11-12	Is the parenthetical for Washington Core necessary when the term was just defined in a footnote on the previous page?	AK
5	RR	10	28-29	Check if the survey is in Appendix A or Appendix B	AK
6	RR	10	footnote	Change citation for footnote 3 to superscript font	AK
7	RR	12	17-20	Text is slightly confusing and could be interpreted that AAZs are composed of aggregated TAZs in the Washington portion of the ASP region and a 1:1 relationship between AAZs and TAZs in the Baltimore portion of the ASP region.	AK
8	RR	14	20-26	I think the reference at the end of line 20 should be to Figure 5 rather than Table 2; however, I also think Figure 5 is unnecessary and should be struck. The breakout of the the various aggregations of counties is clear in Table 3, and the balance of the narrative on these lines can be incorporated into other text adjacent to Table 3.	Keeping for now but will confirm with ATS + TPB staff whether to remove Figure 5
9	RR	15	1	add period following "residents'	AK
10	RR	15	31	The type sizes for the labels in the two pie charts in Figures 3 and 4 are not the same	AK
11	RR	16	all	center the map on the page	AK
12	RR	17	all	Suggest striking "Co." from all county labels on map and center map on page	Leaving as is -- AK
13	RR	18	3-6	make sure font size is consistent across the table note and source	AK
14	RR	19	all	I find the separated wedges of the pie charts distracting and suggest replacing them with traditional circular pie charts except for originations from the Baltimore Metro Area, where the proportions warrant either separating the wedges or label leader lines	AK
15	RR	21	15-16	references should be to Figures 9 and 10	AK
16	RR	21	15	Please provide the 2015 and 2017 figures for BWI passengers originating from Fauqier County disaggregated from the Outlying Areas shown in Table 3.	AK - done and updated to reflect areas with greatest growth
17	RR	23	20-21	references should be to Figures 11 and 12	AK
18	RR	25	15	strike "Anna" add "Anne"	AK
19	RR	25	15-16	references should be to Figures 13 and 14	AK
20	RR	26	Figure 14	Add either the word percent or % symbol in map legend	AK
21	RR	27	Table 4	Correct spelling for subtotal in Maryland Suburbs of DC	AK

Comment ID	Reviewer Initials	Page	Line	Comment/Proposed Revision	Response (completed by TPB staff)
22	RR	27	15	Are the totals for the City of Falls Church included in the totals for Arlington County, or Fairfax County? Note Table 16 says they are included in Fairfax County	AK - Fairfax County
23	RR	29	3-4	How far back do we have to go to find an APS where business travel was close to 50% of the trips? Should be we revising this to note that at its peak business travel was close to 50% but that the regional air travel market has diversified?	AK - Done - thank you for the suggestion
24	RR	29	17	strike "arterials" add "job centers"	AK
25	RR	31	5	Capitalize the word 'Figure' in Figure 17	AK
26	RR	32	Figure 17	correct spelling in the map legend	AK
27	RR	33	all	The mode of access question is one of the most widely used pieces of data from the survey and should be treated as such by summarizing the results in a table rather than comparing the current survey and previous survey via parentheticals in the narrative; this way the results are in a single table that can be cited, displayed, etc.	AK - Added (same as table in General Findings)
28	RR	33	all	Why is there no cross-tabulation of mode of access by jurisdiction by airport comparing the 2015 and 2017 surveys? This is a key piece of information that should be reported from the geographic findings	AK - Added 4 tables (one for each airport) and one with the regional totals. Only show 2017 because a 2015-2017 comparison for each mode would mean over 40 columns across!
29	RR	33	35	Please do not include airport buses, vans, and limos in the definition of public transportation. The airport buses, vans, and limos do not provide open door service as public transportation operators. Keep these groups separated in the narrative and reporting as they are in Figure 21 and 22.	Good catch! AK
30	RR	33	47-49	I understand the reference here to Silver Line Phase 2 access to IAD, but what is the expected service change at BWI that will impact public transportation access to the airport?	AK - updated with BWI's comments regarding MAGLEV
31	RR	37	all	How do the proportions of originating air passengers with incomes of $200,000 or more and $80,000 or more compare with the general population of the air systems region?	No change made - since majority of passengers are from outside the region
32	RR	38	Figure 23	correct map legend to read 'Household Income $200,000 or more'	AK
33	RR	39	15	strike 'departures' add 'departing passengers'; strike 'flights' add 'departing passengers'	AK

Comment ID	Reviewer Initials	Page	Line	Comment/Proposed Revision	Response (completed by TPB staff)
34	RR	39	all (and global)	Unless if violates the COG style guidelines, suggest removing periods from AM and PM for time indicators so in matches the usage of AM and PM in describing peak periods and peak hours.	AK
35	RR	41	Figure 26	Does the maximum on the y-axis need to be increased? Also, the y-axis scales are not consistent across Figures 24, 25, and 26	AK
36	RR	41-50	all and global	suggest renumbering figures with change in appendices rather than continuing from main report body, e.g., A-1, A-2, etc. Also not necessary to have each page / face / side of the questionnaire to be its own figure number -- there should be a total of three for this section	Did not make requested change
37	RR	53	Table 10	Correct text for AAZ 20 to 'Joint Base Anacostia Bolling (JBAB)'	AK
38	RR	53	Table 10	correct text for AAZ 33 to 'Landmark'	AK
39	RR	53	Table 10	correct text for AAZ 35 to 'Shirley / Edsall'. And don't call me Shirley.	AK
40	RR	54	Table 10	correct text for AAZ 58 to 'Barnesville' and 'Dawsonville'	AK
41	RR	54	Table 10	correct text for AAZ 69 to 'Edmonston'	AK
42	RR	55	Table 10	correct text for AAZ 86 to 'Gainesville'	AK
43	RR	55	Table 10	correct text for AAZ 95 to 'Point of Rocks'	AK
44	RR	55	Table 10	add comma in text for AAZ 121 between 'Deale' and 'Churchton'	AK
45	RR	56	Table 10	correct text for AAZ 134 to 'Oriole Park at Camden Yards' and add 'M&T Bank Stadium'	AK
46	RR	56	Table 10	correct text for AAZ 160 to 'Havre De Grace'	AK
47	RR	58	Table 11 and global	suggest renumbering tables with change in appendices rather than continuing from main report body, e.g., A-1, A-2, etc.	Did not make requested change
48	RR	67	Table 14	change column heading from "Transp. Networks" to "TNCs"	AK
49	Shawn Ames	7	4 & 5	Change to *"Maryland Department of Transportation (MDOT) Maryland Aviation Administration (MAA)"*	AK
50	SPA	8	7	Is it worthwhile to explain "enplaning" in a footnote?	AK - The term "enplaned passenger" is defined as a passenger boarding a plane.
51	SPA	8	34	Change to *"both airport s "*	AK
52	SPA	10	27 & 28	*Duplicative, same as lines 24/25 - "The survey sample includes flights from 36 airlines, of which 24 are international and 12 are domestic carriers."*	AK

Comment ID	Reviewer Initials	Page	Line	Comment/Proposed Revision	Response (completed by TPB staff)
53	SPA	14	15	TABLE 2: Region Enplanement totals for 2015 and 2017 are each off by 1, when compared to TABLE 1: Local Origination for the Region.	AK
54	SPA	15	1	Insert a period between "non-residents As"	AK
55	SPA	15	31	FIGURES 3/4: Not mentioned in text, did you want to elude to them in discussion on Tables 1 & 2?	AK - - - Added text directly above Table 1: *Figures 3 and 4 illustrate the percent breakdown of annual internal originations by regional district in 2015 and 2017.*
56	SPA	GNL	GNL	FYI - many other figures do not correspond with supporting text. However, they do seem self explanatory or are covered by a footnote to some degree.	AK - I think Rich Roisman caught these
57	SPA	28, 30, 32, 35, 36, 38	N/A	Suggest inserting airport symbols on these figures	AK - decidedly, this would make the maps too busy so we did not make this change
58	SPA	33	22-27	Also previously in the text, references to mode spilt by prviate vehicle type at BWI & IAD are not broken out the same as DCA. Be most ideal to know our corresponding TNC shares.	AK - this has been fixed and see new tables by airport, mode, and jurisdiction
59	SPA	35	N/A	Commuter rail stations extend north along I-95 well beyond Balt. City.	
60	SPA	39	4	Change to *"Figures 24, 25 and 26"*	AK
61	SPA	39	15	Change *"flights"* to *"passengers"*	AK
62	SPA	39	30-32	Over the course of twelve hours DCA did not serve 2,000 or more per hour in 3 windows. 11-12 is not a peak period. 4-5 does not equal over 3,000/hr	AK
63	Kevin Clarke	11	1	figure heading, should "regions" be singular?	AK
64	KSC	12	5	add: major "commercial service" airports	AK
65	KSC	13		the "jurisdiction" in the legend is for the county - correct? Maybe add the word county	AK - not always. Kept as is
66	KSC	14		table 1 - not sure what "local and/or international" means since "local" is also on the top line	AK - fixed
67	KSC	21	15-16	figure reference #s don't match following figures	AK - fixed
68	KSC	38		legend shold "$200k or more"	AK- fixed