

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC
TRANSPORTATION**

**APPLICANT DATABASE
PLACEMENT SURVEY REPORT**

Middle Peninsula Rideshare Program

**APPLICATIONS RECEIVED BETWEEN
APRIL 1, 2005 AND MARCH 31, 2006
(JUNE /JULY 2006 SURVEYS)**

Prepared for:

Virginia Department of Rail and Public Transportation

Prepared by:

LDA Consulting
Washington, DC

In association with:

CIC Research, Inc.
San Diego, CA

August 31, 2006

EXECUTIVE SUMMARY

This report presents results of a survey about commuter transportation assistance services offered by Middle Peninsula Rideshare, a rideshare program supported by the Virginia Department of Rail and Public Transportation (VDRPT). Middle Peninsula Rideshare provides commuter and rideshare information for residents and employers located in the Counties of Essex, Gloucester, King & Queen, King William, Mathews and Middlesex. The survey was performed to measure the effectiveness of services provided by the program and to assess commuters' satisfaction with the services. As listed below, this program is one of five rideshare programs located in Southern Virginia. VDRPT supports nine other programs located in Northern Virginia.

Southern Virginia

- Charlottesville
- Hampton Roads
- Middle Peninsula
- Richmond
- Roanoke

Northern Virginia

- Alexandria
- Arlington
- Fairfax
- Loudoun
- Northern Neck
- Northern Shenandoah
- PRTC
- RADCO
- Rappahannock-Rapidan

All of these programs offer services such as: carpool and vanpool matchlists, transit route and schedule information, information on Park & Ride lot locations and HOV facilities, and telework assistance. Commuters request services by calling a toll-free telephone number, submitting a ridematch application on-line or through another electronic method, or through an employer, a local partner assistance program, or a transportation management association (TMA).

Data for the analysis were collected through telephone surveys of respondents randomly selected from the applicant database. Eligible respondents included applicants who received information or assistance between April 1, 2005 and March 31, 2006.

Data for Middle Peninsula Rideshare and the other Southern Virginia programs were collected in June and July 2006. Some of the data for the nine Northern Virginia programs were collected in June, July, and August 2006, at the same time as the Southern Virginia interviews were conducted. Additional interviews had been completed for Northern Virginia programs in November 2005, as part of a survey conducted by the Metropolitan Washington Council of Government's Commuter Connections program.

OTHER KEY SURVEY RESULTS

Demographics

- Respondents were equally divided between male (11 of 21 respondents) and female (10 respondents).
- The majority (18 of 20 respondents) were white and between 35 and 54 years old (12 respondents). Almost three quarters (13 respondents) had an annual household income of \$40,000 or more and one-third (6 respondents) had an income of \$80,000 or more.

Commute Travel Patterns

- Seven in ten (71.4%) weekly commute trips made by applicants were made by driving alone. Carpool trips made up 22.8% of the weekly commute trips made by applicants; vanpool trips accounted for an additional 4.8% of weekly trips. No respondents reported using transit for their commute.
- The average one-way commute distance was 59 miles. The average one-way commute time was 74 minutes.

Commute Changes

- Eight of the 21 respondents surveyed said they made a commute pattern change or tried another method of transportation after receiving assistance from Middle Peninsula Rideshare.
- The continued placement rate (percent of applicants who made a continued change to an alternative mode) was 14.3%. The temporary placement rate (percent of applicants who made a change but returned to their original modes) was 19.0%. An additional 4.8% of respondents said they made a continued change, but were using the new mode only “occasionally,” that is, less than one time per week, on average.
- About 88% of respondents who made a mode change shifted from driving alone. The remaining 12% shifted from one alternative mode to another.

Information and Assistance Requested and Received

- About three-quarters of respondents (15 of 21) said they received a matchlist with names of potential carpool/vanpool partners.
- The majority of respondents who received a matchlist (12 of 15) tried to contact someone named on the list. Ten respondents said they were successful in reaching someone on the list and three said the people they reached were interested in ridesharing.
- Five of the 21 respondents said their employers offer some commute services at the worksite. Services offered by employers included a free or discounted transit pass (2 respondents), carpool/vanpool information (1 respondent), transit information (1 respondent), compressed work week/telecommute (1 respondent), and Smart Tag/EZ pass subsidy (1 respondent).

- Three of the eight respondents who made a commute change indicated that information they received had influenced their decision to make a commute change. Matchlists were the only information mentioned by these respondents.

Program Improvements Desired

- Six of the 21 respondents thought Middle Peninsula Rideshare needed no service improvements and an additional three respondents said they didn't know if improvements were needed.
- Of those who mentioned improvements, most suggested improvements in the quality or quantity of the information provided: more match names (six respondents), matches fit respondents' travel patterns better (five respondents), matches interested in rideshare (four respondents), more current information (three respondents), more follow-up (three respondents), and increased advertising (two respondents).

Guaranteed Ride Home Program

- Four respondents requested and received GRH information. Two of these respondents said they registered for GRH.
- Of the four respondents who requested GRH information, two said they had been primarily driving alone, three or more days per week. The remaining two were using an alternative mode as their primary travel method for commuting.
- Neither of the two respondents who had registered for GRH had taken a GRH trip.

TABLE OF CONTENTS

| | |
|---|----|
| Executive Summary | i |
| Section 1 - Overview | 1 |
| Purpose of the Report | |
| Organization of the Report | |
| Section 2 - Data Collection Methodology | 3 |
| Survey Overview | |
| Weighting of Survey Data | |
| Section 3 - Commuter Placement survey Results | 7 |
| Characteristics and Demographics of the Sample | 7 |
| - Demographics | |
| - Employment Characteristics | |
| Current Commute Patterns | 9 |
| - Current Commute Mode | |
| - Commute Distance | |
| - Commute Travel Time | |
| - Alternative Work Schedules | |
| Current Pool Characteristics | 12 |
| - Carpool and Vanpool Size | |
| - Access to Carpools, Vanpools, Buspools, and Transit | |
| Recent Commute Pattern Changes | 13 |
| - Types of Changes Made | |
| - Continued vs Temporary Change | |
| - Placement Rates | |
| - Vehicle Trip Reduction Factors | |
| - Reasons for Changes | |

Table of Contents (cont.)**Section 3 (cont)**

Services Received and Influence of Services on Commute Changes 17

- Information Received from Charlottesville Rideshare
- Use of Matchlist Information
- Assistance Offered by Employers
- Influence of Assistance or Information
- Program Improvements Desired

Guaranteed Ride Home 20

- Registration for GRH
- Use of GRH

List of Appendices 21

Appendix A – Questionnaire for July 2006 Survey

Appendix B – Comparison of Survey Results for All Virginia, Southern Virginia, and Middle Peninsula Rideshare

Appendix C – Survey Frequency Tabulations – Middle Peninsula Rideshare

SECTION 1 OVERVIEW

This report presents results of a survey about commuter transportation assistance services offered by Middle Peninsula Rideshare, a rideshare program supported by the Virginia Department of Rail and Public Transportation (VDRPT). Middle Peninsula Rideshare provides commuter and rideshare information for residents and employers located in the Counties of Essex, Gloucester, King & Queen, King William, Mathews and Middlesex. The survey was performed to measure the effectiveness of services provided by the program and to assess commuters' satisfaction with the services. As listed below, this program is one of five programs located in Southern Virginia. VDRPT supports nine other programs located in Northern Virginia.

Southern Virginia

- Charlottesville
- Hampton Roads
- Middle Peninsula
- Richmond
- Roanoke

Northern Virginia

- Alexandria
- Arlington
- Fairfax
- Loudoun
- Northern Neck
- Northern Shenandoah
- PRTC
- RADCO
- Rappahannock-Rapidan

These programs offer various commuter assistance services such as: carpool and vanpool matchlists, transit route and schedule information, information on Park & Ride lot locations and HOV facilities, and telework assistance. Commuters request services by calling a toll-free telephone number, submitting a ridematch application on-line or through another electronic method, or for some programs, through an employer, a local partner assistance program, or a transportation management association (TMA).

Data for the analysis were collected through telephone surveys of respondents randomly selected from the applicant database. Data for Middle Peninsula Rideshare and the other Southern Virginia programs were collected in June and July 2006. Data for the nine Northern Virginia programs were collected in June, July, and August 2006, at the same time as the Southern Virginia interviews were conducted. The surveys collected data for applicants who received information or assistance between April 1, 2005 and March 31, 2006.

ORGANIZATION OF THE REPORT

The report is divided into two sections following this overview section:

- Section 2 Data Collection Methodology
- Section 3 Commuter Placement survey results

Following these sections are two appendices, presenting the survey questionnaire and comparisons of Middle Peninsula results with the combined results for the five Southern Virginia organizations surveyed.

SECTION 2 DATA COLLECTION METHODOLOGY

This section briefly describes the survey methodology used for this analysis.

SURVEY OVERVIEW

Questionnaire

The questionnaire used for this survey is shown in Appendix A. It was based on the questionnaire used for the November 2005 applicant survey conducted by the Metropolitan Washington Council of Governments' Commuter Connections program, the regional ridematching program in Northern Virginia. Several minor changes were made to the response categories to tailor the questionnaire use in Southern Virginia. Additionally, several questions were eliminated. No new questions were added.

Sample Selection

The survey described in this report was conducted with applicants who received assistance from Middle Peninsula Rideshare between April 1, 2005 and March 31, 2006.

Proposed Sample – For programs with fewer than 270 applicants, all applicants were selected for the survey. For programs with 270 or more applicants, a random sample of 270 applicants was chosen from the total applicants in the database. This starting applicant total would produce 175 completed interviews if a 65% response rate could be achieved. For these large programs, replacement samples were drawn at a later date to replace records with the wrong number, records not in service, applicants who were no longer with the company, and records with only a fax/modem number.

The first column of Table 1 shows for Middle Peninsula Rideshare and the other 13 programs, the total number of applicants who entered the program during the analysis period. As shown, the applicant population for Middle Peninsula Rideshare consisted of 42 applicants. Because this total was below the 270 applicant threshold, the program was included in the census quota group, with a proposed sample of 27.

Table 1 also shows, in the third column, the number of interviews completed for each program in the November 2005 Commuter Connections survey. Data from these completed interviews were added to the June-August 2006 data at the end of the survey period. The difference between the proposed sample and the November 2005 sample was the target sample for the June-August 2006 survey period. As shown, no interviews were conducted for Middle Peninsula in November 2005, thus the target for the June-August 2006 survey was 27.

Table 1
Applicant Counts and Proposed Samples

| | Total Apps | Proposed Sample | Nov 05 Complete | Target Aug 06 |
|-----------------------------------|-----------------------|----------------------------|----------------------------|--------------------------|
| <u>So VA Program</u> | | | | |
| Charlottesville Rideshare | 295 | 175 | 0 | 175 |
| Hampton Roads TRAFFIX | 167 | 109 | 0 | 109 |
| Middle Peninsula Rideshare | 42 | 27 | 0 | 27 |
| Richmond RideFinders | 1,985 | 175 | 0 | 175 |
| Roanoke RideSolutions | 108 | 70 | 0 | 70 |
| Total SoVA | 2,597 | 556 | 0 | 556 |
| <u>No VA Program</u> | | | | |
| Alexandria | 276 | 175 | 14 | 161 |
| Arlington | 194 | 126 | 13 | 113 |
| Fairfax County | 1,967 | 175 | 102 | 73 |
| Loudoun County | 960 | 175 | 32 | 143 |
| Northern Neck | 74 | 48 | 4 | 44 |
| Northern Shenandoah Valley | 168 | 109 | 11 | 98 |
| PRTC | 1,987 | 175 | 76 | 99 |
| RADCO | 2,928 | 175 | 166 | 9 |
| Rappahannock-Rapidan | 423 | 175 | 23 | 152 |
| Total NoVA | 8,977 | 1,333 | 441 | 892 |

June-August Completed Interviews – Due to difficulties reaching some applicants, it was impossible to meet the original quotas for some programs in the June-August 2006 survey, even with 10 call attempts; valid contact information was not available for some applicants. Table 1a, on the following page, repeats (from Table 1) the number of completed interviews targeted for the June-August 2006 survey. The second column of the table shows the number of “valid applicants,” that is applicants for whom contact information was available.

Column three shows the number of applicants with whom calls were attempted in the June-August 2006 survey. For programs with proposed samples of 175 or greater, this number equaled an original sample frame equal to the 154% of the required number of completes for the June-August survey, plus a replacement sample for invalid contacts. For programs with proposed samples of less than 175, this equaled the total number of valid applicants. Finally, the fourth column shows the total number of interviews completed for the June-August 2006 survey.

As shown, valid contact information was available for 34 of the original 42 Middle Peninsula applicants. Calls were attempted with all 34 applicants and 21 completed interviews were obtained. On a base of 34 applicants called, this produced a response rate of 62%.

Table 1a
Proposed Samples, Sample Frame, and Samples Obtained – June-August 2006 Survey

| | Target Aug 06 | Valid Apps | Apps Called | Aug 06 Complete |
|-----------------------------------|--------------------------|-----------------------|------------------------|----------------------------|
| <u>So VA Program</u> | | | | |
| Charlottesville Rideshare | 175 | 240 | 240 | 131 |
| Hampton Roads TRAFFIX | 109 | 94 | 94 | 42 |
| Middle Peninsula Rideshare | 27 | 34 | 34 | 21 |
| Richmond RideFinders | 175 | 1,759 | 405 | 176 |
| Roanoke RideSolutions | 70 | 74 | 74 | 38 |
| Total SoVA | 556 | 2,201 | 847 | 408 |
| <u>No VA Program</u> | | | | |
| Alexandria | 161 | 217 | 217 | 95 |
| Arlington | 113 | 143 | 143 | 80 |
| Fairfax County | 73 | 1,918 | 157 | 73 |
| Loudoun County | 143 | 903 | 272 | 143 |
| Northern Neck | 44 | 60 | 60 | 32 |
| Northern Shenandoah Valley | 98 | 142 | 142 | 78 |
| PRTC | 99 | 1941 | 179 | 101 |
| RADCO | 9 | 2,923 | 20 | 11 |
| Rappahannock-Rapidan | 152 | 353 | 284 | 152 |
| Total NoVA | 892 | 8,601 | 1,474 | 765 |

Total Samples and Confidence Levels – Table 1b shows the samples obtained for each program from the November 2005 and June-August 2006 surveys and the total samples combined for each program. A total of 21 interviews were completed for Middle Peninsula Rideshare. No interviews were completed in the November 2005 survey. The table also shows the total “valid applicant” base for the program. This base was 34 for Middle Peninsula Rideshare. The total sample of 21 on a base of 34 produced a statistical level of confidence of 95% ± 13.4%.

Table 1b
Interviews Completed and Confidence Levels

| | Valid Apps | Aug 06 Complete | Nov 05 Complete | Total Complete | Conf. Level |
|-----------------------------------|-----------------------|----------------------------|----------------------------|---------------------------|------------------------|
| <u>So VA Program</u> | | | | | |
| Charlottesville Rideshare | 240 | 131 | 0 | 131 | 95±5.8% |
| Hampton Roads TRAFFIX | 94 | 42 | 0 | 42 | 95±11.3% |
| Middle Peninsula Rideshare | 34 | 21 | 0 | 21 | 95±13.4% |
| Richmond RideFinders | 1,759 | 176 | 0 | 176 | 95±7.0% |
| Roanoke RideSolutions | 74 | 38 | 0 | 38 | 95±11.3% |
| Total SoVA | 2,201 | 408 | 0 | 408 | 95±4.4% |

Table 1b (cont)
Interviews Completed and Confidence Levels

| | Valid Apps | Aug 06 Complete | Nov 05 Complete | Total Complete | Conf. Level |
|-----------------------------|-----------------------|----------------------------|----------------------------|---------------------------|------------------------|
| <u>No VA Program</u> | | | | | |
| Alexandria | 217 | 95 | 14 | 109 | 95±6.7% |
| Arlington | 143 | 80 | 13 | 93 | 95±6.0% |
| Fairfax County | 1,918 | 73 | 102 | 175 | 95±7.1% |
| Loudoun County | 903 | 143 | 32 | 175 | 95±6.7% |
| Northern Neck | 60 | 32 | 4 | 36 | 95±10.4% |
| Northern Shenandoah Valley | 142 | 78 | 11 | 89 | 95±6.4% |
| PRTC | 1941 | 101 | 76 | 177 | 95±7.1% |
| RADCO | 2,923 | 11 | 166 | 177 | 95±7.2% |
| Rappahannock-Rapidan | 353 | 152 | 23 | 175 | 95±5.3% |
| Total NoVA | 8,601 | 765 | 441 | 1,206 | 95±2.6% |

Alert letter and Interviews

Prior to the start of the survey interviews, VDRPT staff sent an introduction letter to commuters in the selected sample. The letter informed potential respondents of the survey and requested their participation. Telephone interview calls to selected commuters were first directed to the respondent's work number. If contact was unsuccessful, the respondent was called at home. Up to 10 attempts were made to call each selected applicant.

WEIGHTING OF SURVEY DATA

Respondent survey data for Northern Virginia and Southern Virginia were weighted to align survey results with the surveyed population of applicants in each of the individual programs comprising Northern Virginia and Southern Virginia. No weighting was needed for each of the 14 individual programs.

SECTION 3 SURVEY RESULTS

A primary goal of Middle Peninsula Rideshare's services is to reduce commute vehicle trips, commute vehicle miles traveled, and emissions from commute travel by:

- Encouraging and assisting drive alone commuters to shift to commute alternative arrangements
- Assisting current commute alternative users to maintain their use of alternative modes or increase the number of days per week they use alternative modes

With these goals in mind, the survey collected data in the following primary topic areas, related to commuters' travel patterns and influences on these patterns:

- Current commute patterns
- Alternative mode characteristics
- Recent commute pattern changes
- Use of information and assistance services received
- Influences of services on change
- Guaranteed Ride Home
- Telework/Telecommute services
- Demographics (age, income, ethnic group, sex, employer type and size)

Following are summaries of key results from each section of the survey. Because the total number of respondents for the Middle Peninsula survey was less than 25, all of the results tables display the absolute number of respondents who answered each response, rather than percentages of respondents. For some questions, however, comparisons are shown between the results for Middle Peninsula respondents and all Southern Virginia respondents. Generally, the Southern Virginia combined responses are shown as percentages, weighted to the total population of Southern Virginia applicants, but the tables also show the raw number of Southern Virginia respondents (e.g., n=__) who answered the question. Appendix B presents comparisons for some questions for Middle Peninsula and the combined results of the five programs in Southern Virginia.

CHARACTERISTICS AND DEMOGRAPHICS OF THE SAMPLE

Demographics

The survey asked respondents four demographic classification questions: sex, age, income, and ethnic group. The numbers of male (11 respondents) and female (10 respondents) respondents were approximately equal. The remaining demographic categories are summarized in Tables 2 through 4.

Age – As shown in Table 2, 12 of the 19 respondents were between 35 and 54 years old.

Table 2
Distribution by Age

(n=19)

| Age Group | Frequency (#) | Age Group | Frequency(#) |
|-----------|---------------|-----------|--------------|
| Under 25 | 0 | 45 – 54 | 6 |
| 25 – 34 | 0 | 55 – 64 | 7 |
| 35 – 44 | 6 | Over 64 | 0 |

Income – As detailed in Table 3, 13 of the 18 respondents had an annual household income of \$40,000 or more and 6 had an income of \$80,000 or more.

Table 3
Distribution by Annual Household Income

(n=18)

| Income | Frequency (#) | Income | Frequency (#) |
|--------------------|---------------|---------------------|---------------|
| Less than \$30,000 | 2 | \$80,000 – 99,999 | 5 |
| \$30,000 – 39,999 | 3 | \$100,000 – 119,999 | 0 |
| \$40,000 – 59,999 | 4 | \$120,000 – 139,999 | 0 |
| \$60,000 – 79,999 | 3 | \$140,000 or more | 1 |

Ethnic Background – Next, as illustrated in Table 4, respondents were overwhelmingly Caucasians (18 of 20 respondents). Two respondents said they were of African-Americans ethnic background.

Table 4
Distribution by Ethnic Background

(n=20)

| Ethnic Group | Frequency (#) | Ethnic Group | Frequency (#) |
|------------------|---------------|------------------------|---------------|
| Hispanic | 0 | Asian/Pacific Islander | 0 |
| White | 18 | Other/Mixed | 0 |
| African-American | 2 | | |

Employment Characteristics

Respondents were asked about the number of employees at their worksite and the type of employer for which they worked. These results are shown in Tables 5 and 6, respectively.

Employer Size – As shown in Table 5, about half of the respondents (11 of 21 respondents) worked for employers with more than 100 employees. One-quarter (5 respondents) worked for employers with at least 1,000 employees.

Table 5
Distribution by Employer Size

(n=21)

| Number of Employees | Frequency (#) | Number of Employees | Frequency (#) |
|----------------------------|----------------------|----------------------------|----------------------|
| 1-25 | 3 | 101-250 | 1 |
| 26-50 | 5 | 251-999 | 5 |
| 51-100 | 2 | 1,000+ | 5 |

Employer Type – About half of the respondents (9 of 20 respondents) said they worked for a state/local agency. One in four (5 respondents) worked for a private sector employer. Federal agencies and non-profit organizations each employed 3 respondents.

Table 6
Distribution by Employer Type

(n=20)

| Employer Type | Frequency (#) |
|----------------------|----------------------|
| State/local agency | 9 |
| Private sector | 5 |
| Federal agency | 3 |
| Non-profit | 3 |

CURRENT COMMUTE PATTERNS

One section of the survey examined current commute patterns of applicants: commute mode, distance, travel time, and use of telecommute and alternative work schedules.

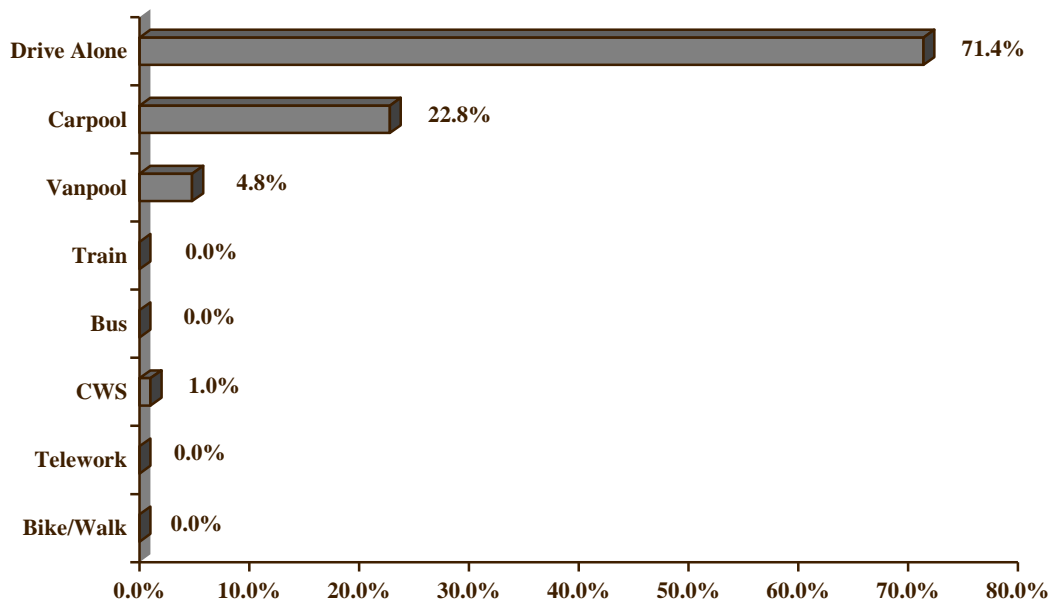
Current Commute Mode – Percentage of Weekly Trips by Mode

Mode split was calculated as the percentage of weekly work day trips made by each mode. This depiction of mode split accounts for part-time and occasional use of modes. It also accounts for commute days for which trips were not made through use of teleworking and compressed work schedule. While not “commute modes” in the conventional sense, they represent work days and so were included. Percentages in this figure are based on the number of days respondents actually worked, teleworked, or had a compressed schedule day off. Days not assigned to work are not included in the calculation.

Figure 1 shows percentages of total weekly work day trips for which respondents used each of eight commute modes or alternatives: drive alone, carpool, vanpool, bus, train, and bike/walk, compressed work schedule, and telework.

Figure 1
Mode Split – Weekly Work Day Trips

(n= 21)



As shown, respondents drove alone for the majority (71%) of work day commute trips and carooled for about a quarter (23%). The third most popular mode, used for about five percent of weekly work trips, was vanpool. No respondents reported traveling to work by bus, train, bicycle, or walking. Compressed work schedule days off made up about one percent of weekly work days.

Commute Distance

Commuters in the survey had a wide range of commute distances, ranging from 33 miles to 110 miles. The average one-way distance was 58.8 miles. Table 7 presents the distribution of respondents in various distance categories. As shown, 19 of the 21 respondents commute at least 40 miles one-way.

Table 7
Commute Distance (miles)
(n=21)

| Number of Miles | Frequency (#) | Cumulative Frequency (#) |
|------------------------|----------------------|---------------------------------|
| Fewer than 10 miles | 0 | 0 |
| 10 to 19.9 miles | 0 | 0 |
| 20 to 29.9 miles | 0 | 0 |
| 30 to 39.9 miles | 2 | 2 |
| 40 to 59.9 miles | 11 | 13 |
| 60 or more miles | 8 | 21 |
| Average distance | 59 miles | |

Commute Travel Time

One-way commute travel time of respondents ranged from 50 minutes to two and a half hours, with an average of 74 minutes. Twelve of the 21 respondents traveled more than one hour one-way, as can be seen in Table 8.

Table 8
Commute Length (minutes)
(n=21)

| Number of Minutes | Frequency (#) | Cumulative Frequency (#) |
|--------------------------|----------------------|---------------------------------|
| 20 minutes or less | 0 | 0 |
| 21 to 30 minutes | 0 | 0 |
| 31 to 45 minutes | 0 | 0 |
| 46 to 60 minutes | 9 | 9 |
| 61 to 80 minutes | 6 | 15 |
| More than 80 minutes | 6 | 21 |
| Average time | 74 minutes | |

Alternative Work Schedules

Two of the 21 respondents reported that they worked a non-standard schedule. One respondent worked a “flexible work hours,” schedule that allows employees to change their arrival and departure times from a worksite standard. The remaining respondent reported working a 9/80 compressed work schedule, in which the respondent works nine days for a total of 80 hours over two weeks.

CURRENT POOL CHARACTERISTICS

The second part of the survey collected data on occupancy and composition of carpools and vanpools and explored how ridesharers and transit riders access these commute modes.

Carpool and Vanpool Size

Six of the 21 survey respondents said they rideshare (carpool or vanpool) at least one day per week. Overall pool occupancy was 4.2 occupants, including the driver.

Access to Carpools, Vanpools, Buspools, and Transit

Table 9 shows how the five carpools, vanpools, and transit riders in the survey traveled to where they meet their ridesharing partners or where they started their transit trip.

Table 9
Access Mode to Alternative Mode Meeting Place

(n=5)

| Access Mode to Alternative Mode | Frequency (#) |
|--|----------------------|
| Drive to central location | 3 |
| Drive to driver’s home | 1 |
| Walk/bicycle | 0 |
| Picked up at home | 0 |
| Bus/transit | 0 |
| Another carpool/vanpool | 1 |
| Always drive CP/VP | 0 |

Three of the five respondents said they drove to a central meeting location such as a Park and Ride. One respondent drove to the driver’s home and one used another car or van pool. This is significant to a calculation of air quality impacts, because a large proportion of auto emissions are produced during the first few miles of a vehicle trip, when the engine is cold. Even though these trips tend to be shorter than the typical trip to the workplace, an average of just 15 miles, these trips must be accounted for in an air quality analysis.

RECENT COMMUTE PATTERN CHANGES

The third survey section asked respondents about commute patterns changes they made since receiving assistance from Middle Peninsula Rideshare. Data were collected on: types of changes made, “permanence” of change, reasons for changes, and details of commute patterns before the changes occurred.

Types of Changes Made

The survey asked respondents if they had made any of the following commute changes since receiving information from Middle Peninsula Rideshare:

- Joining or forming a new carpool or vanpool
- Adding a new rider to a carpool or vanpool
- Starting to use transit, bicycle, or walking
- Starting to telework or work a compressed work schedule
- Increasing the number of days using alternative modes
- Adding another rider to an existing carpool or vanpool

Respondents who said they had not made any of these specific changes were asked if they had made any other type of change. Table 10 summarizes all the changes that respondents reported.

Table 10
Commute Changes Made
(n=21)

| Type of Commute Change | Frequency (#) |
|--|----------------|
| Started using transit/bike/walk or tried transit/bike/walk | 0 |
| Joined or created a new carpool or tried carpooling | 7 |
| Joined or created a new vanpool or tried vanpooling | 0 |
| Started teleworking/compressed work schedule | 1 |
| Added another person to existing carpool or vanpool | 0 |
| Total respondents with change | 8 of 21 |

Eight of the 21 respondents said they had made a change to an alternative mode after receiving information or assistance from Middle Peninsula. Seven of the eight joined or created a new carpool and one started teleworking.

Seven of the respondents who made a mode change shifted from drive alone to an alternative mode. The remaining respondent who made a change was previously using an alternative mode, but made a change to a different alternative.

It is important to note shifts between alternative modes, because commuters who made these types of shifts reduce vehicle trips only if they shift to a higher occupancy mode (carpool to vanpool or vanpool to

transit, for example) or increase the number of days they use the alternative. Some of these shifts, such as a shift from transit to rideshare, actually increased the number of vehicle trips the respondent made during the week, reducing the air quality benefit of the shift. This is not to say these were not desirable shifts from the perspective of the commuter, but these shifts must be accounted for in determining the transportation and air quality benefits of the services.

Continued vs Temporary Change

Respondents who made a change were asked if the change was “continued,” that is they had continued with the new alternative mode until the time of the survey, or if it was “temporary,” meaning they had returned to their previous commute mode before being interviewed for the survey. Table 11 presents the results to this question.

Table 11
Distribution of Continued, Temporary, and Occasional Use Changes
(n=8)

| Type of Change | Frequency |
|------------------------------------|-------------------|
| Continued – regular use | 3 14.3% |
| Temporary – regular use | 4 19.0% |
| Total – Regular use changes | 7 33.3% |
| Occasional use | 1 4.8% |
| TOTAL – All Changes | 8 38.1% |

Three respondents, 14.3% of the total respondent, said they had continued the change and were still using the new alternative mode at least one day per week. Four respondents (19.0%) said the change was temporary, that is, they had already stopped using the new alternative mode by the time of the survey. On average, they had used the new mode for 12.3 weeks.

This delineation between temporary and continued is important because the temporary changes do not produce the ongoing travel and air quality impacts of the continued changes. Thus, temporary change impacts would need to be reduced to credit only the time the new mode was used. This discounting is described later in this section. Finally, one respondent, 4.8% of the total respondents, said he/she was still using the new alternative mode, but only “occasionally,” that is, less than one time per week, on average.

Placement Rates

The percentages of respondents who made continued, temporary, and occasional changes represent the “placement rates” for Middle Peninsula Rideshare. These rates and the corresponding rates for all Southern Virginia programs combined are shown below.

Placement Rates – Middle Peninsular Rideshare and All Southern Virginia Programs

| | Mid Pen Rideshare (n=21) | All So VA (n=408) |
|-----------------------------------|--------------------------------|-------------------------|
| • Continued placement rate = | 14.3% | 16.8% |
| • Temporary placement rate = | 19.0% | 12.8% |
| • Occasional use placement rate = | 4.8% | 1.9% |
| • Total = | 38.1% | 31.5% |

The placement rates can be used to estimate the total number of Middle Peninsula Rideshare applicants who received assistance who started using alternative modes. This is done by multiplying the placement rates by the total number of commuters who received assistance from the program.

Between April 1, 2005 and March 30, 2006, Middle Peninsula Rideshare received applications from 42 commuters. Based on the survey results, it would be expected that approximately 16 of these commuters (38.1 x 42 applicants) had started using a new alternative mode or increased their use of alternative modes:

- 6 continued shifts (14.3% x 42)
- 8 temporary shifts (19.0% x 42)
- 2 occasional use shifts (4.8% x 42)

Vehicle Trip Reduction Factor

The specific changes made by the respondents who reported a change were examined to estimate how many vehicle trips they would have reduced by their shifts to alternative modes. Vehicle trip reduction (VTR) measures the number of vehicle trips no longer made as a result of commuters starting or increasing their use of high occupancy modes. The calculation of trip reduction must also account, however, for shifts that do not reduce, and indeed may increase, vehicle trips. These shifts include shifts within alternative modes to LOWER occupancy alternatives, and decreases in the number of days per week commuters use alternatives.

To simplify measuring the impacts of various shifts, “VTR factors” were estimated from the survey data. The factors combine the impacts of all respondents’ changes into a single number equal to the average number of vehicle trips reduced by a commuter who switches modes. VTR factors can range between 0.0 and 2.0 vehicle trips reduced per day. A VTR of 2.0 indicates that all of the commuters whose travel shifts are averaged were previously driving alone and are now using a combination of “zero-vehicle” modes, that is transit, bike, walk, or telecommute, five days per week. Because a more typical situation is a combination of shifts to carpool and vanpool, as well as to zero vehicle modes, and some shifting among alternative modes (e.g. transit to carpool), VTR factors are typically lower than 2.0.

VTR factors were derived from detailed examination of the types of changes reported by survey respondents. Factors were developed for both continued change and temporary change. The VTR factors for Middle Peninsula are shown below.

- Continued VTR = 0.52 daily trips reduced per placement
- Temporary VTR = 0.83 daily trips reduced per placement

These factors can be multiplied by the number of commuters who made continued and temporary changes, respectively, to estimate the vehicle trip reduction of all commuters placed in alternative modes. We note, however, that temporary changes must be discounted to account for their short duration. The Middle Peninsula respondents who made a temporary change used their new modes an average of 12.3 weeks or 24% of a year (12.3 / 52). This discount is factored into the calculation of trips reduced. These calculations would produce an estimate of 5 daily trips reduced:

Continued trips reduced = 6 commuters x 0.52 trips reduced = 3 daily trips reduced
 Temporary trips reduced = 9 commuters x 0.83 trips reduced x 24% = 2 daily trips reduced

Reasons for Changes

Respondents who said they had made a commute change were asked the reasons for their changes. Table 12 summarizes the responses.

Table 12
Reasons for Commute Change

| Reasons | Middle Peninsula Frequencies (#) (n=8) | All So VA Percentage (%) (n=140) |
|-----------------------------------|---|---|
| Commute related reasons | | |
| - Save money | 6 | 46% |
| - Save time | 1 | 11% |
| - Tired of driving | 0 | 8% |
| - Carpool broke up/didn't work | 0 | 3% |
| - Reduce congestion/pollution | 2 | 3% |
| - Parking cost too high | 0 | 4% |
| - CP/VP became available | 0 | 4% |
| | | |
| Personal related reasons | | |
| - Changed job/work hours | 2 | 7% |
| - No vehicle available | 0 | 11% |
| - Moved to new residence | 0 | 3% |
| - Exercise/reduce stress/health | 0 | 3% |
| - Wear & tear on vehicle | 0 | 3% |
| - Others doing it (e.g., friends) | 1 | 7% |

* Multiple responses permitted.

Respondents who made the change for commute-related reasons did so mostly to save money (6 of the 8 respondents), to reduce congestion or pollution (2 respondents), and to save time (1 respondent). An additional 3 respondents mentioned an outside factor, such as changing jobs (2 respondents), and 1 respondent mentioned they tried or started a new alternative mode because others were doing it (e.g., friends, family, co-workers).

The table also shows responses for respondents for all five Southern Virginia program. As shown, saving money or time and changing jobs also were mentioned as common reasons for their commute change.

SERVICES RECEIVED AND INFLUENCE OF SERVICES ON COMMUTE CHANGES

The survey identified the types of services, information, and assistance that respondents received from Middle Peninsula Rideshare and services and programs offered by respondents' employers. The survey also asked respondents about the influence of these services on commute changes and solicited feedback from respondents on how Middle Peninsula Rideshare could improve its services.

Information Received from Middle Peninsula Rideshare

Respondents were asked what information and assistance they remembered receiving from Middle Peninsula Rideshare. Table 13 shows the number of respondents who said they received each of several types of information.

Table 13
Information Respondents Remember Receiving From Middle Peninsula Rideshare

| Information Received | Mid Pen Rideshare Frequencies (#) (n=21) | All SoVA Percentage (%) (n=408) |
|-----------------------------|--|---|
| Matchlist | 15 | 35% |
| GRH info/registration | 4 | 39% |
| Transit route/schedule | 0 | 14% |
| Park & Ride information | 4 | 10% |
| Vanpool assistance | 1 | 7% |
| Telecommute/telework | 0 | 1% |
| HOV information | 0 | 1% |

* Multiple responses permitted

Matchlists were the most prevalent types of assistance, received by 15 of the 21 Middle Peninsula Rideshare respondents. About a quarter (4 respondents) said they received GRH info/registration. As shown in the table, these two services also were the two most frequent responses given by all South Vir-

ginia respondents. Four respondents said they received Park & Ride information (4 respondents). One respondent recalled receiving vanpool assistance information.

Use of Matchlist Information

Match Names – Fifteen of the 21 respondents said they received one or more names of potential rideshare partners on a matchlist prepared by Middle Peninsula Rideshare or by another organization. These respondents were asked about their use of matchlist information. Their responses are shown in Table 14.

Table 14
Actions Taken by Respondents who Received Matchnames

| Action Taken | | Yes | No |
|--|--------|-----|----|
| Received matchlist | n = 21 | 15 | 6 |
| Called names | n = 15 | 12 | 3 |
| Able to reach people named on matchlist | n = 12 | 10 | 2 |
| People called were interested in ridesharing | n = 10 | 3 | 2* |

* An additional five respondents said people were not interested because “schedules/destinations weren’t compatible”

Trying to Make Contact – Twelve of the 15 respondents who received a matchlist said they tried to call one or more of the people named. The remaining 3 respondents did not try to make contact. The primary reason for not trying to reach people on the list was that people named on the matchlist had a “work or home location not compatible with mine” or they “hadn’t gotten around to making the contact yet.”

Success in Reaching Someone Named on the Matchlist – The majority (10) of the 12 respondents who did try to make contact were successful in reaching someone named on this list. This suggests that the information provided on the matchlists was generally current and accurate. The two respondents who were not able to reach someone on the list said they encountered the following problem: “left a message but no call back (2 respondents).”

Interest in Ridesharing – Three of the 10 respondents who were able to reach someone said that person was interested in ridesharing. Two of the respondents who reached a person on the matchlist said the people were not interested in ridesharing. The remaining five respondents said the people they reached were not interested, but it was because the schedules or destinations were not compatible.

To some extent, compatibility is an individual standard. One applicant might be willing to drive of his way or arrive at work 30 minutes earlier than scheduled to take advantage of carpooling benefits, while another applicant would feel these accommodations were too inconvenient. But this result suggests the software might not match applicants with as much precision as some commuters would like.

Assistance Offered by Employers

Respondents also were asked if their employers offered commute assistance services and if these services had influenced their commute decisions. Five of the 21 respondents said their employers do offer some services. The remaining 17 said their employer do not offer services.

Table 15 shows that two respondents said their employers offered transit passes. Other employers offered carpool/vanpool information (1 respondent), transit schedules (1 respondent), compressed work schedule or telework (1 respondent), or Smart Tag Subsidy (1 respondent).

Table 15
Commuter Assistance Services Offered by Employers
(n=21)

| Service Offered | Frequency (#)* | Service Offered | Frequency (#)* |
|------------------------|-----------------------|------------------------------|-----------------------|
| Transit pass discount | 2 | Smart Tag Subsidy | 1 |
| CP/VP info/matchlist | 1 | Compressed schedule/telework | 1 |
| Transit schedules | 1 | | |

* Multiple responses permitted

** Each response in the "Other" category was mentioned by less than one percent of respondents.

Influence of Assistance or Information

Respondents who had made a commute change were asked if the information they had received from Middle Peninsula Rideshare had influenced their decisions to make the change. Three of the 8 respondents who made a change indicated that a matchlist received from Middle Peninsula Rideshare, an employer, or another organization had influenced their decision. The services had not influenced the remaining five respondents.

Middle Peninsula Rideshare Improvements

Survey respondents also were asked how Middle Peninsula Rideshare could improve its services to commuters. Six of the 21 respondents said no improvements were needed and an additional three respondents said they didn't know if improvements were needed. The remaining 12 respondents mentioned one or more improvements they would like to see. Table 16 highlights responses for this question.

Most of the desired improvements focused on the quantity or quality of information: more current information, matches fit travel better (closer fit to the respondent's travel constraints), more match names, as well as matches that are interested in rideshare. These responses reflect a balance between the need to periodically purge the database of commuters who are no longer interested and a desire to provide many potential matches. But even these "highest priority" items were noted by a small number of respondents.

Table 16
Middle Peninsula Rideshare Improvements Desired
 (n=21)

| Improvement | Frequency (#)* | Improvement | Frequency (#)* |
|-----------------------------|-----------------------|------------------------------|-----------------------|
| More match names | 6 | Internet suggestions | 1 |
| Matches fit travel better | 5 | Transit improvements | 1 |
| Matches interested in CP/VP | 4 | Separate rider/driver info | 1 |
| More current information | 3 | Vanpool resources/assistance | 1 |
| More follow-up assistance | 3 | Better transit information | 1 |
| More advertising | 2 | Other | 1 |
| Internet suggestions | 1 | | |

* Multiple responses permitted

A few respondents felt improvements in Middle Peninsula Rideshare's operations were needed. The primary improvements, all noted by three or fewer respondents, included: more follow-up assistance (3 respondents), and more advertising (2 respondents). Internet suggestions, transit improvements, separate rider and driver information on matchlists, better transit information, and vanpool resources or assistance each were named by 1 respondent.

Response Time – Nearly three-fourths of respondents (14 respondents) said they received the information they requested within one week of the request, two respondents waited between one and two weeks and four respondents said they waited three or more weeks.

GUARANTEED RIDE HOME

The survey included questions to identify the impacts of Guaranteed Ride Home (GRH) on commuters' travel. Four respondents said they received information on GRH. These respondents were asked additional questions about their interest in and use of GRH information and services.

Registration for GRH

Two of the four respondents who received GRH information subsequently registered for GRH. Respondents who requested GRH information were asked what type of transportation they were using "regularly" (2 or more days per week) for their commute at the time they requested the information. Two of the four respondents said they were primarily driving alone to work. The remaining two respondents were regularly using an alternative: carpool (1 respondent), or vanpool (1 respondent).

Use of GRH

Of the two respondents who had registered for GRH, neither had taken a GRH trip.

LIST OF APPENDICES

Appendix A – Questionnaire for July 2006 Applicant Survey

Appendix B – Comparison of Comparison of Survey Results for Southern Virginia and Middle Peninsula Rideshare

Appendix C – Survey Frequency Tabulations – Middle Peninsula Rideshare

Appendix A

Questionnaire for July 2006 Applicant Survey

Hello. My name is _____. I'm calling from CIC Research on behalf of the Virginia Department of Rail and Public Transportation and <PROGRAM NAME>. We're surveying people who have received commute information or assistance from <PROGRAM NAME>. It takes less than 10 minutes. Is now a good time?

QS1 Do you recall receiving, within the past year, information on ridesharing, such as a list of people you could call as potential carpool partners or information about the Guaranteed Ride Home program? You could have received this information through a letter, an email, or on-line.

- 1 Yes (SKIP TO Q4)
- 2 No
- 3 Don't Know

QS2 Do you recall requesting information from <PROGRAM NAME>. or from your employer about ridesharing?

- 1 Yes
- 2 No (THANK AND TERMINATE)
- 3 Don't Know (THANK AND TERMINATE)

QS3 Are you still interested in receiving information about ridesharing?

- 1 Yes (RECORD NAME AND E-MAIL ADDRESS, OR ADDRESS, AND TELEPHONE NUMBER, THEN THANK AND TERMINATE)
- 2 No (THANK AND TERMINATE)
- 3 Don't Know (THANK AND TERMINATE)

HOW THEY GET TO WORK

1 I'd like to begin by asking you about your commute. By commute I mean your travel to and from work. First, in a TYPICAL week, how many weekdays (Monday-Friday) are you assigned to work?

_____ days _____ Not currently working (terminate)

1A Some employers have non-standard or flexible work hours or days (e.g., full-time work week in fewer than five days or flexible start time). In a typical week, do you use nonstandard or flexible hours?

- 1 yes (CONTINUE)
- 2 no (SKIP TO Q1B-1)

1B What type of schedule do you use? (READ LIST)

- 1 4/40 (4 10-hour days per week, 40 hours)
- 2 9/80 (9 days every 2 weeks, 80 hours)
- 3 3/36 (3 12-hour days per week, 36 hours)
- 4 flex-hour (core hours with flexible start & stop)
- * other (SPECIFY)

1B-1 Now I want to ask you about telecommuting, also called teleworking. For purposes of this survey, "telecommuters" are defined as "wage and salary employees who at least occasionally work at home or at a telework or satellite center during an entire work day, instead of traveling to their regular work place." Based on this definition, are you a telecommuter?

- 1 yes
- 2 no (SKIP TO Q1C)
- 3 DK/Ref (SKIP TO Q1C)

1B-2 How often do you usually telecommute? (DO NOT READ)

- 1 occasionally for special projects
- 2 Less than one time per month/only in emergencies (e.g., sick child, snowstorm)
- 3 1-3 times a month
- 4 one day a week
- 5 two days a week
- 6 3 days a week
- 7 4 days a week
- 8 5 days a week
- * other (SPECIFY)
- 19 DK/Ref.

1C Would you consider last week to be a typical commuting week?

- 1 yes (ASK Q1D, THEN SKIP TO Q1F)
- 2 no (SKIP TO Q1E)

Current Travel Grid (Last week or typical week)

1D Now thinking just about LAST week, how did you get to work each day. Let's start with Monday? . . . How about Tuesday? . . . Wednesday? . . . Thursday? . . . Friday?

(IF Q1B = 1, 2, OR 3 [USES CWS] AND RESPONDENT DOES NOT MENTION "CWS day off" (RESPONSE 1), ASK:) "You said you typically work a compressed work schedule. Did you have a compressed work schedule day off last week?"

(IF Q1B - 2 = 4, 5, 6, 7, OR 8 AND RESPONDENT DOES NOT MENTION "Telecommute" (RESPONSE 2), ASK: "You said you typically telecommute one or more days per week. Did you telecommute last week?"

(IF ALL DAYS IN Q1 ARE ACCOUNTED FOR BY MODES 1-16 IN Q1D BEFORE ALL WEEKDAYS ARE COUNTED, ASK: You said you typically work only (number of days reported in Q1) per week. Were the weekdays I haven't asked you about regular days off for you last week? IF RESPONSE IS YES, CATI WILL AUTOFILL REMAINING DAYS WITH CODE 18; OTHERWISE CONTINUE AND RECORD MODES USED FOR THOSE DAYS)

(IF RESPONDENT SAYS TRAVEL TO WORK IN A CAR, TRUCK, OR VAN, SAY, Were you alone in the vehicle? IF YES, REPORT RESPONSE 3. IF NO, SAY, "including yourself, how many people were in the vehicle?" IF 2-4, RECORD RESPONSE 5, IF 5, PROBE TO ASK ABOUT VANPOOL, THEN CODE RESPONSE 5 OR 7 AS APPROPRIATE, IF 6 OR MORE, RECORD AS RESPONSE 7)

(IF RESPONDENT MENTIONS "SICK, VACATION, HOLIDAY" (RESPONSE 17) FOR ANY DAY, CODE RESPONSE 17, THEN ASK "If you had worked that day, how would you likely have traveled to work?" AND CODE ADDITIONAL MODE RESPONSE FOR THAT DAY. IF RESPONDENT SAYS, "I don't know," RECORD RESPONSE 19 ("DON'T KNOW").

| Mode/Day of Week | Go to Work | | | | |
|--|------------|------|-----|------|-----|
| | Mon | Tues | Wed | Thur | Fri |
| 1 compressed work schedule day off | 1 | 1 | 1 | 1 | 1 |
| 2 telecommute | 2 | 2 | 2 | 2 | 2 |
| 3 drive alone in your car | 3 | 3 | 3 | 3 | 3 |
| 4 motorcycle | 4 | 4 | 4 | 4 | 4 |
| 5 carpool, including carpool with family | 5 | 5 | 5 | 5 | 5 |
| 6 casual carpool (slugging) | 6 | 6 | 6 | 6 | 6 |
| 7 vanpool | 7 | 7 | 7 | 7 | 7 |
| 8 buspool | 8 | 8 | 8 | 8 | 8 |
| 9 rode a bus | 9 | 9 | 9 | 9 | 9 |
| 10 Metrorail | 10 | 10 | 10 | 10 | 10 |
| 11 MARC (MD Commuter Rail) | 11 | 11 | 11 | 11 | 11 |
| 12 VRE | 12 | 12 | 12 | 12 | 12 |
| 13 AMTRAK/other train | 13 | 13 | 13 | 13 | 13 |
| 14 bicycle | 14 | 14 | 14 | 14 | 14 |
| 15 walk | 15 | 15 | 15 | 15 | 15 |
| 16 passenger ferry (not for cars) | 16 | 16 | 16 | 16 | 16 |
| 17 sick, vacation, etc. (prompt for travel on non-sick, vacation days) | 17 | 17 | 17 | 17 | 17 |
| 18 regular day off (non-CWS) | 18 | 18 | 18 | 18 | 18 |
| 19 don't know | 19 | 19 | 19 | 19 | 19 |

1E Now thinking about a TYPICAL week, how many days during the week do you . . ?
 (IF Q1B = 1, 2, OR 3 [USES CWS] ASK RESPONSE 1, OTHERWISE, SKIP TO RESPONSE 2)

(IF Q1B-1 = 1 (USES TW), ASK RESPONSE 2, OTHERWISE, START LIST WITH RESPONSE 3)
 (READ LIST –

IF PROGRAM NAME IS NOT COMMUTER CONNECTIONS, DO NOT READ RESPONSES 10-12

IF PROGRAM NAME IS NOT TRAFFIX (HAMPTON ROADS), DO NOT READ RESPONSE 16

WHEN ALL DAYS IN Q1 ARE ACCOUNTED FOR BY MODES 1-16 IN Q1E BEFORE ALL WEEKDAYS ARE COUNTED, DISCONTINUE READING MODES. CATI WILL AUTOFILL REMAINING DAYS WITH CODE 18; OTHERWISE CONTINUE)

| Mode/Day typically used per week | Go to Work – no. of days | | | | |
|---|--------------------------|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 |
| 1 have a compressed work schedule day off | 1 | 2 | 3 | 4 | 5 |
| 2 telecommute | 1 | 2 | 3 | 4 | 5 |
| 3 drive alone in your car | 1 | 2 | 3 | 4 | 5 |
| 4 motorcycle | 1 | 2 | 3 | 4 | 5 |
| 5 carpool, including carpool with family | 1 | 2 | 3 | 4 | 5 |
| 6 casual carpool (slugging) | 1 | 2 | 3 | 4 | 5 |
| 7 vanpool | 1 | 2 | 3 | 4 | 5 |
| 8 buspool | 1 | 2 | 3 | 4 | 5 |
| 9 rode a bus | 1 | 2 | 3 | 4 | 5 |
| 10 Metrorail | 1 | 2 | 3 | 4 | 5 |
| 11 MARC (MD Commuter Rail) | 1 | 2 | 3 | 4 | 5 |
| 12 VRE | 1 | 2 | 3 | 4 | 5 |
| 13 AMTRAK/other train | 1 | 2 | 3 | 4 | 5 |
| 14 bicycle | 1 | 2 | 3 | 4 | 5 |
| 15 walk | 1 | 2 | 3 | 4 | 5 |
| 16 passenger ferry (not for cars) | 1 | 2 | 3 | 4 | 5 |
| 17 sick, vacation, etc. (prompt for...) | 1 | 2 | 3 | 4 | 5 |
| 18 regular day off (non-CWS) | 1 | 2 | 3 | 4 | 5 |
| 19 don't know | 1 | 2 | 3 | 4 | 5 |

1F Do you usually use the same type of transportation to go home as you use to go to work?

- 1 yes (CIRCLE "SAME" (RESPONSE 20) BELOW)
- 2 no (ASK:) How do you usually get home? (RECORD ANSWER BELOW)
 - 1 N/A
 - 2 N/A
 - 3 drive alone in your car
 - 4 motorcycle
 - 5 carpool, including carpool with family
 - 6 casual carpool (slugging)
 - 7 vanpool
 - 8 buspool
 - 9 rode a bus
 - 10 Metrorail
 - 11 MARC (MD Commuter Rail)
 - 12 VRE
 - 13 AMTRAK/other train
 - 14 bicycle
 - 15 walk
 - 16 passenger ferry (not for cars)
 - 17 N/A
 - 18 N/A
 - 19 don't know
 - 20 same

1G About how many miles do you usually travel from home to work one way?

_____ miles one way

1H And about how many minutes does it take you to get to work?

_____ minutes

POOL MAKE-UP

ASK Q2 – Q2D OF RESPONDENTS ANSWERING CODE, 5, 6 OR 7 IN Q1D OR Q1E
 [RESPONDENT USES CP, VP, OR SLUGGING]

2 Now I'd like to ask you about your car/van pool (FROM Q1D or Q1E). Including yourself, how many people usually ride in your carpool, vanpool? (If more than 1 answer in Q1D or Q1E, select 1 using this priority: vanpool, carpool, casual carpooling.)

_____ total people in pool

2A Of the other people in your carpool or vanpool, excluding yourself, how many of them are members of your family or members of your household?

_____ people are family/household members

2B How many are children under age 16? _____ children under age 16

2C How many are co-workers? _____ co-workers

2D How often are you the driver of your carpool or vanpool? Do you always drive, sometimes drive, or never drive?

- 1 always drive (SKIP TO Q3)
- 2 sometimes drive (including people who drive alternate days or weeks)
- 3 never drive

(ASK Q2E-Q2F OF RESPONDENTS ANSWERING CODE 5-13 or CODE 16 IN Q1D or Q1E [RESPONDENT USES CP, VP, BUS, RAIL, or FERRY])

IF Q2D = 2, ASK BEFORE Q2E, "On days you are not the driver of the carpool or vanpool, ..."

2E How do you get from home to where you meet your [carpool, vanpool, buspool, passenger ferry or public transit] (FROM Q1D or Q1E)? (IF MORE THAN ONE ANSWER IN Q1D OR Q1E, SELECT IN THIS PRIORITY: BUSPOOL, VANPOOL, CARPOOL, CASUAL CARPOOL, PUBLIC TRANSIT, FERRY.)

- 1 picked up at home by car/vanpool (or leave from my home) (SKIP TO Q3)
- 2 drive alone to driver's home or drive alone to passenger's home
- 3 drive to a central location, like park & ride
- 4 another car/van pool, including dropped off by HH members
- 5 bicycle
- 6 motorcycle
- 7 walk
- 8 driver of carpool/vanpool
- 9 bus/transit
- * other (SPECIFY) _____

2F How many miles is it one way from your home to where you meet your [carpool, vanpool, buspool, passenger ferry or transit]?
_____ miles (no decimals)

CHANGES

[Tests for travel changes applicants might have made. Changes are examined hierarchically (mode changes first, occupancy changes next, then frequency changes)]

3 Next I'd like to ask about changes you might have made in your commute, that is your travel to or from work since the time you requested assistance or information from <PROGRAM NAME>. I'd like to know if you made any of the following changes, even if the change was only temporary.

Did you join or create a new carpool, even if only temporarily?

- 1 Yes (SKIP TO Q3I)
- 2 No (CONTINUE)

3B Did you join or create a new vanpool?

- 1 Yes (SKIP TO Q3I)
- 2 No (CONTINUE)

3D Did you start using bus or train, or bike or walk for your commute, even if only temporarily?

- 1 Yes (SKIP TO Q3I)
- 2 No (CONTINUE)

IF PROGRAM NAME IS NOT TRAFFIX (HAMPTON ROADS), SKIP TO Q3-E

3D-1 Did you start using passenger ferry?

- 1 Yes (SKIP TO Q3I)
- 2 No (CONTINUE)

3E Did you start telecommuting or working a compressed work schedule, even if only temporarily?

- 1 Yes (SKIP TO Q3I)
- 2 No (CONTINUE)

- 3F Did you increase the number of days per week that you carpool, vanpool, use transit, ferry, or bike, walk or telecommute/telework?
- 1 Yes (SKIP TO Q3I)
 - 2 No (CONTINUE)
- 3F1 Did you add another person or replace a person in an existing carpool?
- 1 Yes (SKIP TO Q3I)
 - 2 No (CONTINUE)
- 3F2 Did you add another person or replace a person in an existing vanpool?
- 1 Yes (SKIP TO Q3I)
 - 2 No (CONTINUE)
- 3G Did you make any other type of commute change or try any other type of transportation to travel between home and work, even if only once, since you received assistance from <PROGRAM NAME>?
- 1 Yes (ASK Q3H)
 - 2 No (SKIP TO Q4K)
- 3H What was that change? (DO NOT READ, ALLOW MULTIPLE RESPONSES)
- 1 Tried carpooling
 - 2 Tried vanpooling
 - 3 Tried transit (bus, Metrorail, MARC, VRE, AMTRAK)
 - 4 Tried walking, started walking to work
 - 5 Tried bicycling, started bicycling to work
 - 6 Tried telecommuting/started telecommuting
 - 7 Tried passenger ferry, started using passenger ferry,
 - 8 Changed carpool, vanpool/transit pick-up or meeting location or how you got to the location (ASK Q3I, THEN SKIP TO Q4K)
 - 9 Tried driving alone, started driving alone (ASK Q3I, THEN SKIP TO Q4K)
 - * other (specify) _____ (ASK Q3I, THEN SKIP TO Q4K)
- 3I Was this change temporary or have you continued the change?
- 1 Temporary
 - 2 Continued

CHECK FOR CURRENT USE OF MODES IN CONTINUED CHANGES

IF Q3I = 2 AND (Q3 = 1 OR Q3F1 = 1 OR Q3H = 1) AND Q1D/Q1E NE 5 OR 6, ASK Q3K, INSERTING "CARPOOL" AS (MODE)

IF Q3I = 2 AND (Q3B = 1 OR Q3F2 = 1 OR Q3H = 2) AND Q1D/Q1E NE 7, ASK Q3K, INSERTING "VANPOOL" AS (MODE)

IF Q3I = 2 AND Q3D = 1 AND Q1D/Q1E NE 8, 9, 10, 11, 12, 13, 14, OR 15, ASK Q3K, INSERTING "TRANSIT, BIKE, OR WALK" AS (MODE)

IF Q3I = 2 AND (Q3D-1 = 1 OR Q3H = 7) AND Q1D/Q1E NE 16, ASK Q3K, INSERTING "PASSENGER FERRY" AS (MODE)

IF Q3I = 2 AND Q3E = 1 AND Q1D/Q1E NE 1 OR 2, ASK Q3K, INSERTING "COMPRESSED SCHEDULE OR TELEWORKING" AS (MODE)

IF Q3I = 2 AND Q3H = 3 AND Q1D/Q1E NE 8, 9, 10, 11, 12, OR 13, ASK Q3K, INSERTING "TRANSIT" AS (MODE)

IF Q3I = 2 AND Q3H = 4 AND Q1D/Q1E NE 14, ASK Q3K, INSERTING "BIKE" AS (MODE)

IF Q3I = 2 AND Q3H = 5 AND Q1D/Q1E NE 15, ASK Q3K, INSERTING "WALK" AS (MODE)

IF Q3I = 2 AND Q3H = 3 AND Q1D/Q1E NE 8, 9, 10, 11, 12, OR 13, ASK Q3K, INSERTING "TRANSIT" AS (MODE)

IF Q3I = 2 AND Q3H = 6 AND Q1D/Q1E NE 2, ASK Q3K, INSERTING "TELEWORKING" AS (MODE)

OTHERWISE, SKIP TO INSTRUCTIONS BEFORE Q4

- Q3K You said you made a change to (MODE), but earlier you said you don't typically use (MODE) now. Was this a temporary change?"
- 1 Yes (RECODE Q3I = 1, THEN SKIP TO INSTRUCTIONS BEFORE Q4)
 - 2 No (ASK Q3L)
 - 3 Don't know/don't remember (VOLUNTEERED) (RECODE Q3I = 1, THEN SKIP TO INSTRUCTIONS BEFORE Q4)
- 3L Then do you typically use (MODE) for your commute now, even if only occasionally?
- 1 Yes (ASK Q3M)
 - 2 No (RECODE Q3I = 1, THEN SKIP TO INSTRUCTIONS BEFORE Q4)
 - 3 Don't know/don't remember (VOLUNTEERED) (RECODE Q3I = 1, THEN SKIP TO INSTRUCTIONS BEFORE Q4)
- 3M About how many days per week do you typically use (MODE) to commute?
- 1 1
 - 2 2
 - 3 3
 - 4 4
 - 5 5
 - 6 6
 - 7 7
 - 8 Only use occasionally, use less than one time per week

INSTRUCTIONS BEFORE Q4

Autofill temporary travel grid for temporary changers who did not change mode or frequency

- IF Q3I = 1 AND Q3F1 = YES AND Q3F = NO [ADDED OR REPLACED PERSON IN EXISTING CP AND DID NOT INCREASE # OF DAYS CP/VP/TRANSIT/BIKE/WALK/FERRY/TW], ASK Q4, AUTOFILL Q4A AND Q4B, ASK Q4C, THEN SKIP TO Q4I.
- IF Q3I = 1 AND Q3F2 = YES AND Q3F = NO [ADDED OR REPLACED PERSON IN EXISTING VP AND DID NOT INCREASE # OF DAYS CP/VP/TRANSIT/BIKE/WALK/FERRY/TW], ASK Q4, AUTOFILL Q4A AND Q4B, ASK Q4C, THEN SKIP TO Q4I.
- OTHERWISE, IF Q3I = 1, CONTINUE WITH Q4

Autofill previous travel grid for continued changers who did not change mode or frequency

- IF Q3I = 2 AND Q3F1 = YES AND Q3F = NO [ADDED OR REPLACED PERSON IN EXISTING CP AND DID NOT INCREASE # OF DAYS CP/VP/TRANSIT/BIKE/WALK/FERRY/TW], AUTOFILL Q4D, Q4D-1, AND Q4E, THEN SKIP TO Q4F.
- IF Q3I = 2 AND Q3F2 = YES AND Q3F = NO [ADDED OR REPLACED PERSON IN EXISTING VP AND DID NOT INCREASE # OF DAYS CP/VP/TRANSIT/BIKE/WALK/FERRY/TW], AUTOFILL Q4D, Q4D-1, AND Q4E, THEN SKIP TO Q4F.
- OTHERWISE, IF Q3I = 2, SKIP TO Q4D

TRAVEL DURING TEMPORARY CHANGE

- 4 How long did this temporary change last?
- 1 Less than one week
 - 2 1-3 weeks
 - 3 1 month
 - 4 2 months
 - 5 3 or more months
- 4A Now I'd like to ask you about your commute during the time of this temporary change. During that time, how many days were you assigned to work in a TYPICAL WEEK?
- _____ days _____ Did not work then (SKIP TO Q5)

- 4A-1 (IF RESPONDENT REPORTS WORKING THREE OR FOUR DAYS PER WEEK IN Q4A, ASK “At that time, did you work a compressed work schedule, for example, four-ten hour days per week or did you work a part-time schedule?”)
- 1 worked compressed work schedule
 - 2 worked part-time

4B During the time of this change, how did you travel to work? How many days during a TYPICAL week did you ...?

IF Q4A-1 = 1, ASK RESPONSE 1 (“have a compressed work schedule day off”), OTHERWISE, SKIP TO RESPONSE 2

READ LIST

IF PROGRAM NAME IS NOT COMMUTER CONNECTIONS, DO NOT READ RESPONSES 10-12

IF PROGRAM NAME IS NOT TRAFFIX (HAMPTON ROADS), DO NOT READ RESPONSE 16

WHEN NUMBER OF DAYS REPORTED IN Q4B = NUMBER OF DAYS REPORTED IN Q4A, DISCONTINUE LISTING MODES. REMAINING DAYS WILL BE RECORDED AS “REGULAR DAY OFF.”

IF RESPONDENT MENTIONS “SICK, VACATION, HOLIDAY” (RESPONSE 17) FOR ANY DAY, CODE RESPONSE 17, THEN ASK “If you had worked that day, how would you likely have traveled to work?” AND CODE ADDITIONAL MODE RESPONSE FOR THAT DAY. IF RESPONDENT SAYS, “I don’t know,” RECORD RESPONSE 19 (“DON’T KNOW”).

| Mode/Day typically used per week | Go to Work – no. of days | | | | |
|---|--------------------------|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 |
| 1 have a compressed work schedule day off | 1 | 2 | 3 | 4 | 5 |
| 2 telecommute | 1 | 2 | 3 | 4 | 5 |
| 3 drive alone in your car | 1 | 2 | 3 | 4 | 5 |
| 4 motorcycle | 1 | 2 | 3 | 4 | 5 |
| 5 carpool, including carpool with family | 1 | 2 | 3 | 4 | 5 |
| 6 casual carpool (slugging) | 1 | 2 | 3 | 4 | 5 |
| 7 vanpool | 1 | 2 | 3 | 4 | 5 |
| 8 buspool | 1 | 2 | 3 | 4 | 5 |
| 9 rode a bus | 1 | 2 | 3 | 4 | 5 |
| 10 Metrorail | 1 | 2 | 3 | 4 | 5 |
| 11 MARC (MD Commuter Rail) | 1 | 2 | 3 | 4 | 5 |
| 12 VRE | 1 | 2 | 3 | 4 | 5 |
| 13 AMTRAK/other train | 1 | 2 | 3 | 4 | 5 |
| 14 bicycle | 1 | 2 | 3 | 4 | 5 |
| 15 walk | 1 | 2 | 3 | 4 | 5 |
| 16 passenger ferry (not for cars) | 1 | 2 | 3 | 4 | 5 |
| 17 sick, vacation, etc. (prompt for...) | 1 | 2 | 3 | 4 | 5 |
| 18 regular day off (non-CWS) | 1 | 2 | 3 | 4 | 5 |
| 19 don't know | 1 | 2 | 3 | 4 | 5 |

CHECK FOR TEMPORARY USE OF MODES IN TEMPORARY CHANGES

- IF Q3 = 1 OR Q3F1 = 1 OR Q3H = 1 AND Q4B NE 5 OR 6, ASK Q4B-1, INSERTING “CARPOOL” AS (MODE)
- IF Q3B = 1 OR Q3F2 = 1 OR Q3H = 2 AND Q4B NE 7, ASK Q4B-1, INSERTING “VANPOOL” AS (MODE)
- IF Q3D = 1 AND Q4B NE 8, 9, 10, 11, 12, 13, 14, OR 15, ASK Q4B-1, INSERTING “TRANSIT, BIKE, OR WALK” AS (MODE)
- IF Q3D-1 = 1 OR Q3H = 7 AND Q4B NE 16, ASK Q3K, INSERTING “PASSENGER FERRY” AS (MODE)
- IF Q3H = 3 AND Q4B NE 8, 9, 10, 11, 12, OR 13, ASK Q4B-1, INSERTING “TRANSIT” AS (MODE)
- IF Q3H = 4 AND Q4B NE 14, ASK Q4B-1, INSERTING “BIKE” AS (MODE)
- IF Q3H = 5 AND Q4B NE 15, ASK Q4B-1, INSERTING “WALK” AS (MODE)
- IF Q3E = 1 AND Q4B NE 1 OR 2, ASK Q4B-1, INSERTING “COMPRESSED SCHEDULE OR TELEWORKING” AS (MODE)
- IF Q3H = 6 AND Q4B NE 2, ASK Q4B-1, INSERTING “TELEWORKING” AS (MODE)

OTHERWISE, SKIP TO INSTRUCTIONS BEFORE Q4C

4B-1 Earlier you said you made a temporary change to (MODE), but you haven't mentioned using (MODE) for your commute during that time. Did you use (MODE) then?"

- 1 Yes (SKIP TO Q4B-2)
- 2 No (SKIP TO Q4K)
- 3 Don't know/don't remember (VOLUNTEERED) (SKIP TO Q4K)

4B-2 About how many days per week did you typically use (MODE) then to commute?

- 1 1
- 2 2
- 3 3
- 4 4
- 5 5
- 6 6
- 7 7
- 8 Only used occasionally, use less than one time per week

(IF Q4B = 5, 6, OR 7, OR IF Q3F1 = 1 or Q3F2 = 1, ASK Q4C)

4C How many people were in your (from Q4B or Q1D or Q1E if Q4B is blank)/pool during that time? _____

ASK Q4C-1 OF RESPONDENTS ANSWERING CODES 5-13 IN Q4B, OTHERWISE, SKIP TO Q4I

4C-1 How did you get from home to where you met your carpool, vanpool, buspool, transit or passenger ferry?

- 1 picked up at home by car/van pool or driver (SKIP TO Q4I)
- 2 drove alone to driver's home
- 3 drove to a central location (like Park & Ride)
- 4 another car/van pool, including dropped off by HH members
- 5 bicycle
- 6 motorcycle
- 7 walk
- 8 pool driver
- * other (SPECIFY)

4C-2 How many miles was it one way from your home to where you met your carpool, vanpool, buspool, transit or passenger ferry?

_____ miles one way

(SKIP TO Q4I)

TRAVEL BEFORE MAKING CONTINUED CHANGE

4D Now I'd like to ask you about your commute BEFORE you made this change. During that time, how many days were you assigned to work in a typical week?

____ days Did not work then (SKIP TO Q5)

4D-1 (IF RESPONDENT REPORTS WORKING THREE OR FOUR DAYS PER WEEK IN Q4D, ASK "At that time, did you work a compressed work schedule, for example, four-ten hour days per week, or did you work a part-time schedule?")

- 1 worked compressed work schedule
- 2 worked part-time

4E Before you made this change, how did you travel to work? How many days during a TYPICAL week did you ...?

IF Q4D-1 = 1, FIRST ASK RESPONSE 1 ("have a compressed work schedule day off")

READ LIST, EXCEPT:

IF PROGRAM NAME IS NOT COMMUTER CONNECTIONS, DO NOT READ RESPONSES 10-12

IF PROGRAM NAME IS NOT TRAFFIX (HAMPTON ROADS), DO NOT READ RESPONSE 16

WHEN NUMBER OF DAYS REPORTED IN Q4E = NUMBER OF DAYS REPORTED IN Q4D, DISCONTINUE LISTING MODES) (REMAINING DAYS WILL BE RECORDED AS "REGULAR DAY OFF."

IF RESPONDENT MENTIONS "SICK, VACATION, HOLIDAY" (RESPONSE 17) FOR ANY DAY, CODE RESPONSE 17, THEN ASK "If you had worked that day, how would you likely have traveled to work?" AND CODE ADDITIONAL MODE RESPONSE FOR THAT DAY. IF RESPONDENT SAYS, "I don't know," RECORD RESPONSE 19 ("DON'T KNOW."

| Mode/Day typically used per week | Go to Work – no. of days | | | | |
|---|--------------------------|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 |
| 1 have a compressed work schedule day off | 1 | 2 | 3 | 4 | 5 |
| 2 telecommute | 1 | 2 | 3 | 4 | 5 |
| 3 drive alone in your car | 1 | 2 | 3 | 4 | 5 |
| 4 motorcycle | 1 | 2 | 3 | 4 | 5 |
| 5 carpool, including carpool with family | 1 | 2 | 3 | 4 | 5 |
| 6 casual carpool (slugging) | 1 | 2 | 3 | 4 | 5 |
| 7 vanpool | 1 | 2 | 3 | 4 | 5 |
| 8 buspool | 1 | 2 | 3 | 4 | 5 |
| 9 rode a bus | 1 | 2 | 3 | 4 | 5 |
| 10 Metrorail | 1 | 2 | 3 | 4 | 5 |
| 11 MARC (MD Commuter Rail) | 1 | 2 | 3 | 4 | 5 |
| 12 VRE | 1 | 2 | 3 | 4 | 5 |
| 13 AMTRAK/other train | 1 | 2 | 3 | 4 | 5 |
| 14 bicycle | 1 | 2 | 3 | 4 | 5 |
| 15 walk | 1 | 2 | 3 | 4 | 5 |
| 16 passenger ferry (not for cars) | 1 | 2 | 3 | 4 | 5 |
| 17 sick, vacation, etc. (prompt for...) | 1 | 2 | 3 | 4 | 5 |
| 18 regular day off (non-CWS) | 1 | 2 | 3 | 4 | 5 |
| 19 don't know | 1 | 2 | 3 | 4 | 5 |

ASK Q4F OF RESPONDENTS ANSWERING CODES 5, 6, OR 7 IN Q4E

4F How many people were in your (from Q4E or 1D or 1E if 4E is blank)/pool at that time? _____

ASK Q4G OF RESPONDENTS ANSWERING CODES 5-13 IN Q4E, OTHERWISE, SKIP TO Q4I

4G How did you get from home to where you met your carpool, vanpool, buspool, transit, or ferry?

- 1 picked up at home by car/van pool or driver (SKIP TO Q4I)
- 2 drove alone to driver's home
- 3 drove to a central location (like Park & Ride)
- 4 another car/van pool, including dropped off by HH members
- 5 bicycle
- 6 motorcycle
- 7 walk
- 8 pool driver
- * other (SPECIFY)

4H How many miles was it one way from your home to where you met your carpool, vanpool, buspool, transit, or ferry?

_____ miles one way

4I What were the reasons that you made that change? (DO NOT READ, CHECK ALL THAT APPLY)

- 1 changed job/work hours
- 2 save money
- 3 parking costs were too high
- 4 save time
- 5 Metrochek or other transit discount (ADD NAMES)
- 6 financial incentives
- 7 a new option became available (SPECIFY)
- 8 advertising (SPECIFY)
- 9 special program at work (SPECIFY)
- 10 moved to a different residence
- 11 reduce congestion/pollution
- 12 pressure or encouragement from employer
- 13 safety
- 14 circumstantial (e.g., no vehicle available)
- 15 tired of driving
- 16 others doing it (friends, coworkers, other people, etc.)
- 17 <PROGRAM NAME> assistance
- 18 avoid construction area
- 19 use HOV lane
- 20 carpool/vanpool didn't work out
- * other (SPECIFY)

(ASK Q4J OF RESPONDENTS ANSWERING CODE 1 in Q3I)

4J. What were the reasons you did not continue (CHECK ALL THAT APPLY)?

- 1 too inconvenient
- 2 cost too much
- 3 took too much time
- 4 safety concerns
- 5 job changes - job, work site, or schedule
- 6 need vehicle during or after work
- 7 vehicle became unavailable/unreliable
- 8 moved home location
- 9 didn't like pool partners
- 10 new/changes in employer program
- 11 bus or rail schedule or route change or schedule
- 12 circumstantial (e.g., car became available)
- * other (Specify)

INFLUENCE AND AWARENESS

5A Now I'd like to ask you about commuter assistance services or benefits you might have received. What information or assistance did you receive from <PROGRAM NAME>? Did you receive...

READ RESPONSES 1 - 9; IF <PROGRAM NAME> NE COMMUTER CONNECTIONS, ALSO READ RESPONSE 10.

CHECK ALL THAT APPLY. THEN ASK, "Did you receive any other information or assistance from <PROGRAM NAME>?" IF "NO," CODE RESPONSE 11. IF YES, RECORD ANY ADDITIONAL RESPONSES AS "other."

- 1 a matchlist or a list of people you could contact to form a carpool or vanpool
- 2 transit schedule or route information (ASK Q7)
- 3 Park & Ride information (ASK Q7D)
- 4 vanpooling assistance
- 5 Guaranteed Ride Home or GRH information
- 6 GRH registration
- 7 GRH trip
- 8 Telecommuting information
- 9 HOV lane information
- 10 School Pool information
- 11 none
- * other (SPECIFY)

5B Does your employer offer commuter information, assistance, or transportation benefits? If yes, what information, assistance, or benefit? (DO NOT READ, CHECK ALL THAT APPLY)

- 1 car/vanpool info/match
- 2 transit info
- 3 discount/free transit pass/Metrochek / Smart Trip Card
- 4 other cash incentive
- 5 employer GRH
- 6 compressed work week/telecommute
- 7 carpool/vanpool preferential parking
- 8 parking fees
- 9 carpool/vanpool discount parking fee
- 10 Smart Tag / E-Z Pass subsidy
- 11 HOV lane info
- 12 shuttle bus
- 13 Federal Tax Benefit/ "Commuter Choice" program
- 14 Commuter Bucks
- 15 referred to <PROGRAM NAME>
- 16 no, employer doesn't offer
 - * other (SPECIFY)

IF Q5A NE 1, SKIP TO Q6

5F You said you received a matchlist with names of people you could contact to form a carpool or vanpool. Did you try to call any of the people named on the matchlist?

- 1 yes
- 2 no (SKIP TO Q5J)

5G Were you able to reach any of the people named?

- 1 Yes (SKIP TO Q5I)
- 2 No (CONTINUE)
- 3 Don't remember/don't know (SKIP TO Q6)

5H What difficulties did you encounter in reaching the people on the list? (CHECK ALL THAT APPLY)

- 1 Phone number was not correct or had been disconnected
- 2 Commuter could be reached at that number only for emergencies (common number for many employees)
- 3 Commuter was no longer at that job
- 4 Commuter had moved to a different residential area
- 5 Left message and didn't receive a call back
- 6 email address was not correct
- * other (Specify) _____

SKIP TO Q6

5I Were the people you reached interested in forming a carpool or vanpool, if your travel destination and schedule were compatible?

- 1 Yes
- 2 No (SKIP TO Q6)
- 3 No, schedule or destination were not compatible (SKIP TO Q6)
- 4 Don't remember/don't know (SKIP TO Q6)

SKIP TO Q6

5J Why did you decide not to contact any of the people?

- 1 Haven't gotten around to it
- 2 Decided I didn't want to carpool/vanpool
- 3 Moved to a new residence
- 4 Changed jobs
- 5 Work hours were not compatible with mine
- 6 Work or home locations were not compatible with mine
- 7 Already found rideshare arrangement (carpool, vanpool, transit, bike, walk)
- * other (Specify) _____

IF Q3 AND Q3B AND Q3F1 AND Q3F2 AND Q3D AND 3D-1 AND Q3E AND Q3F AND Q3G = NO, SKIP TO Q6B
 IF Q3G = YES AND Q3H NE 1, 2, 3, 4, 5, 6, OR 7, SKIP TO Q6B

6 Did any of the information, assistance, or benefits you received influence or assist you to change the way you get to or from work or to try another type of transportation, even if the change was only temporary?

- 1 yes (CONTINUE) 2 no (SKIP TO Q6B)

If yes, what information or assistance influenced or assisted you? (READ ALL SERVICES MENTIONED BY RESPONDENT IN Q5A AND Q5B; DON'T READ "OTHERS," CHECK ALL THAT APPLY)

- 1 service 1 _____
- 2 service 2 _____
- 3 service 3 _____
- 4 service 4 _____
- 5 service 5 _____
- 6 service 6 _____
- 7 service 7 _____
- 8 service 8 _____
- 9 services did not influence or assist (SKIP TO Q6B)

- 1 Program name (PN) – matchlist
- 2 PN – transit info
- 3 PN – P&R info
- 4 PN – vanpool assistance
- 5 PN – GRH information
- 6 PN – GRH registration
- 7 PN – GRH trip
- 8 PN – telecommuting information
- 9 PN – HOV lane specs
- 10 PN – School pool
- 11 E – car/vanpool info/match
- 12 E – transit info
- 13 E – discount/free transit pass/Metrochek / Smart Trip Card/other pass name
- 14 E – other cash incentive
- 15 E – employer GRH
- 16 E – compressed work week/telecommute
- 17 E – carpool/vanpool preferential parking
- 18 E – parking fees
- 19 E – carpool/vanpool discount parking fee
- 20 E – Smart Tag / E-Z Pass subsidy
- 21 E – HOV lane info
- 22 E – shuttle bus
- 23 E – Federal Tax Benefit / Commuter Choice Program
- 24 E – Commuter Bucks
- 25 E – referred to <PROGRAM NAME>
- 26 services did not influence
- 27 no change made

(IF ONLY ONE SERVICE MENTIONED IN Q6, RECORD IT IN Q6A & SKIP TO Q6B)

6A Of the services you have mentioned, no matter what the source, which was the most important in influencing your decision to make a commute change?
(SPECIFY) _____

6B In what ways could <PROGRAM NAME> improve its services? (CHECK ALL THAT APPLY)

- 1 quicker response
- 2 more helpful staff (ASK Q6D)
- 3 more follow-up assistance
- 4 more match names (ASK Q6E)
- 5 matches fit travel better (ASK Q6F)
- 6 matches are more interested in carpool/vanpool
- 7 better transit information
- 8 more advertising
- 9 more current information
- 10 use Internet
- 11 transit improvements
- 12 VP resources & assistance
- 13 GRH suggestion
- 14 separate driver & rider lists
- 15 no improvement needed
- * other (SPECIFY)

6C How long from the time you contacted <PROGRAM NAME> did you receive the assistance you requested?

- 1 Less than one week
- 2 1-2 weeks
- 3 3 or more weeks

GUARANTEED RIDE HOME

IF Q5A = 5, 6, OR 7, ASK Q8, OTHERWISE SKIP TO Q9

8. You said that you received information from <PROGRAM NAME> on the Guaranteed Ride Home program. At the time you requested information about GRH, what type of transportation were you using regularly (2 or more days per week) for your commute?

- 1 drive alone
- 2 carpool
- 3 vanpool
- 4 bus or rail transit, or buspool
- 5 bike/walk
- 6 passenger ferry
- * other (SPECIFY)

- 8A Are you now registered for the GRH program?

- 1 yes (CONTINUE TO Q8C)
- 2 no (SKIP TO Q9)
- 3 tried to register, but did not meet eligibility requirements (SKIP to Q9)

IF Q3 AND Q3B AND Q3F-1 AND Q3F-2 AND Q3D AND 3D-1 AND Q3E AND Q3F AND Q3G = NO, AND RESPONSE TO Q8 = 2, 3, 4, 5, OR 6, ASK Q8C AND Q8D, THEN SKIP TO Q8H

- 8C How important was the availability of the GRH program to your decision to continue carpooling, vanpooling, using transit, ferry, biking, or walking (FROM Q8)? Was it ... (READ CHOICES)

- 1 very important
- 2 somewhat important
- 3 not at all important

- 8D If the GRH service were not available, how likely would you have been to continue carpooling, vanpooling, using transit, ferry, biking, or walking (FROM Q8)? Would you have been ... (READ CHOICES)

- 1 very likely
- 2 somewhat likely
- 3 not at all likely
- 4 don't know

IF Q3 AND Q3B AND Q3F-1 AND Q3F-2 AND Q3D AND 3D-1 AND Q3E AND Q3F AND Q3G = NO, SKIP TO Q8H

- 8E You said that you had made a change in the way you get to work or had tried another type of transportation. How important was the availability of the GRH program, relative to other information, assistance, or benefits you received, in influencing this decision?

- 1 most important, somewhat more important, or very important
- 2 same importance
- 3 more important than some and less important than others
- 4 less important, not very important, or not at all important
- 5 GRH was only assistance received

- 8G If the GRH service were not available, how likely would you have been to make this change in your commute? Would you have been ... (READ CHOICES)

- 1 very likely
- 2 somewhat likely
- 3 not at all likely
- 4 don't know

- 8H Have you used the GRH service since you signed up?
 1 yes 2 no (SKIP TO Q9)

TELEWORK/TELECOMMUTE

IF Q5A NE 8, SKIP TO Q10

- 9 You said you received information or assistance from <PROGRAM NAME> on telecommuting. What type of assistance do you recall receiving?

- 1 general telecommute info
- 2 info on telework centers
- 3 info on telework seminars
- 4 referral to GSA (federal coordinator)
- 5 Telework!Virginia(va)
- 6 Telework Exchange
- * other (SPECIFY)

- 9A How have you used the telecommute information you received?

- 1 used information to talk to employer about telecommuting
- 2 called federal employee telecommute coordinator (GSA)
- 3 started telecommuting (SKIP TO Q9J)
- 4 registered for telecommute seminar
- 5 did not receive information
- 6 have not used information
- * other (SPECIFY) _____

- 9B Were you telecommuting at the time you requested telecommute information?

- 1 yes 2 no (SKIP TO Q9I)

- 9C How many days per week, on average, were you telecommuting then?

- 1 occasionally for special projects
- 2 less than one time per month/only in emergencies (e.g., sick child, snowstorm)
- 3 1-3 times a month
- 4 one day a week
- 5 two days a week
- 6 3 days a week
- 7 4 days a week
- 8 5 days a week
- * other (SPECIFY)
- 19 DK/Ref.

- 9D Did you telecommute from your home or from another location?

- 1 home (SKIP TO Q9H)
- 2 telework center (ENTER NUMBER FROM LIST) _____
- 3 both home and telework center (ENTER NUMBER FROM LIST) _____
- 4 other location (ENTER NUMBER FROM LIST) _____

Maryland

- 1 Bowie State University Telecommuting Center
- 2 Frederick Telework Center
- 3 Hagerstown Telework Center
- 4 Laurel Lakes Telework Center
- 5 Prince Frederick Telework Center (Calvert County)
- 6 Waldorf Telework Center (Charles County)

Virginia

- 7 George Mason University Fairfax Telework and Training Center
- 8 George Mason University Herndon Telework Center
- 9 George Mason University Manassas Telework Center
- 10 Fredericksburg Regional Telework Center North (Stafford County)
- 11 Fredericksburg Regional Telework Center (Fredericksburg/Spotsylvania County)
- 12 Woodbridge Telework Center
- 13 NetTech Center of Winchester

Washington, D.C.

- 14 Farragut Square (Preferred Office Club, Executive Office Club)

West Virginia

- 15 Jefferson County TeleCenter (BIZTECH – The Telecenter at the Business and Technology Community Center of Jefferson County)
- * other (SPECIFY)

9E How many days per week, on average did you telecommute from the telework center, this location (FROM Q9D)?

_____ days per week

9F How many miles was it one way from your home to the telework center, this location (FROM Q9D)?

_____ miles (no decimals)

9G How did you get from home to the telework center, this location (FROM Q9D)?

- 1 drive alone
- 2 carpool
- 3 vanpool
- 4 transit
- 5 bike/walk
- 6 ferry
- * other (SPECIFY) _____

9H Have you changed your telecommute schedule or location since receiving information from <PROGRAM NAME>?

- 1 yes (SKIP TO Q9K)
- 2 no (SKIP TO Q9P)

IF Q9B = 2 AND Q1B-1 = 1, CODE Q9I = 1 AND DO NOT READ Q9I

9I Have you started telecommuting since you received telecommute information from <PROGRAM NAME>?

- 1 yes
- 2 no (SKIP TO Q9S)

IF Q9B = 2 AND Q1B-1 = 1, SAY, "You said you are telecommuting now." THEN ASK Q9J

9J How important was the telecommute assistance you received to your decision to start telecommuting? Was it ... (READ CHOICES)

- 1 very important
- 2 somewhat important
- 3 not very important or not at all important

IF Q9B = 2 AND Q1B-1 = 1, CODE Q9K = Q1B-2, DO NOT READ Q9K

9K How many days per week, on average, do you now telecommute?

- 1 occasionally for special projects
- 2 Less than one time per month/only in emergencies (e.g., sick child, snowstorm)
- 3 1-3 times a month
- 4 one day a week
- 5 two days a week
- 6 3 days a week
- 7 4 days a week
- 8 5 days a week
- * other (SPECIFY)
- 19 DK/Ref.

9L Do you telecommute from your home or from another location?

- 1 home (SKIP TO Q9P)
- 2 telework center (ENTER NUMBER FROM LIST) _____
- 3 both home and telework center (ENTER NUMBER FROM LIST) _____
- 4 other location (ENTER NUMBER FROM LIST) _____

Maryland

- 1 Bowie State University Telecommuting Center
- 2 Frederick Telework Center
- 3 Hagerstown Telework Center
- 4 Laurel Lakes Telework Center
- 5 Prince Frederick Telework Center (Calvert County)
- 6 Waldorf Telework Center (Charles County)

Virginia

- 7 George Mason University Fairfax Telework and Training Center
- 8 George Mason University Herndon Telework Center
- 9 George Mason University Manassas Telework Center
- 10 Fredericksburg Regional Telework Center North (Stafford County)
- 11 Fredericksburg Regional Telework Center (Fredericksburg/Spotsylvania County)
- 12 Woodbridge Telework Center
- 13 NetTech Center of Winchester

Washington, D.C.

- 14 Farragut Square (Preferred Office Club, Executive Office Club)

West Virginia

- 15 Jefferson County TeleCenter (BIZTECH – The Telecenter at the Business and Technology Community Center of Jefferson County)
- * other (SPECIFY)

9M How many days per week, on average do you telecommute from the telework center, this location (FROM Q9L)?

_____ days per week

9N How many miles is it one way from your home to the telework center, this location (FROM Q9L)?

_____ miles (no decimals)

9O How do you get from home to the telework center, this location (FROM Q9L)?

- 1 drive alone
- 2 carpool
- 3 vanpool
- 4 transit
- 5 bike/walk
- 6 ferry
- * other (SPECIFY) _____

9P On the days you do not telecommute, what type of transportation do you typically use to get from home to work?

- 1 drive alone
- 2 carpool
- 3 vanpool
- 4 transit
- 5 bike/walk
- 6 ferry
- * other (SPECIFY) _____

9Q Did you use this same type (these same types) of transportation to commute before you started telecommuting?

- 1 yes (SKIP TO Q10)
- 2 no

9R How did you typically get from home to work before you started telecommuting?

- 1 drive alone
- 2 carpool
- 3 vanpool
- 4 transit
- 5 bike/walk
- 6 ferry
- * other (SPECIFY) _____

IF Q9B=2 AND Q9I=2, ASK Q9S, OTHERWISE SKIP TO Q10

9S Are you still interested in telecommuting?

- 1 yes
- 2 no

DEMOGRAPHICS

10 Now I have a few last questions for classification purposes. First, about how many employees work at your worksite? Is it . . . (READ CHOICES)

- 1 1-25
- 2 26-50
- 3 51-100
- 4 101-250
- 5 251-999
- 6 1,000+
- 9 DK/Refused

10A What is your occupation?

- Specify _____
- 9 DK/Refused

10B What type of employer do you work for? Is your employer a federal agency, a state or local government agency, a non-profit organization or association, a private employer, or are you self-employed?

- 1 federal agency
- 2 state, or local government agency
- 3 non-profit organization or association
- 4 private sector employer
- 5 self-employed
- * other (SPECIFY) _____
- 9 DK/Ref.

10C Which of the following groups includes your age? (READ CHOICES)

- 1 under 18
- 2 18 - 24
- 3 25 - 34
- 4 35 - 44
- 5 45 - 54
- 6 55 - 64
- 7 65+
- 9 DK/Ref.

10D Which of the following best describes your ethnic background. Is it . . . (READ CHOICES)

- 1 Hispanic
- 2 White
- 3 African-American
- 4 Asian/Pacific Islander
- 5 American Indian
- 6 mixed
- * other (SPECIFY) _____
- 9 DK/Ref.

10E Finally, please stop me when I reach the category that best represents your household's total annual income. Is it . . . (READ CHOICES)

- 1 less than \$20,000
- 2 \$20,00 - \$29,999
- 3 \$30,000 - \$39,999
- 4 \$40,000 - \$59,999
- 5 \$60,000 - \$79,999
- 6 \$80,000 - \$99,999
- 7 \$100,000 - \$119,999
- 8 \$120,000 - \$139,999
- 9 \$140,000 or more
- 19 DK/Ref.

Thank you very much for your time and cooperation!

(RECORD SEX:)

- 1 male 2 female

Appendix B

Comparison of Survey Results for Southern Virginia and Middle Peninsula Rideshare

Current Travel Information

Table B-1

Current Mode Split – Weekly Trips

All Modes (including compressed work schedule and telework days)

| | <u>So VA</u> | <u>Mid Pen</u> |
|----------------------------|--------------|----------------|
| (n=___) | 408 | 21 |
| CWS | 1.2% | 1.0% |
| Telework | 1.6% | 0.0% |
| DA/Motorcycle | 51.8% | 71.4% |
| CP | 15.7% | 22.8% |
| VP | 6.8% | 4.8% |
| Bus | 21.3% | 0.0% |
| Train/Subway/commuter rail | 0.9% | 0.0% |
| Bicycle/walk | 0.7% | 0.0% |

Table B-2

Work Non-standard/Flexible Work Schedules

| | <u>So VA</u> | <u>Mid Pen</u> |
|--------------------------|--------------|----------------|
| (n=___) | 408 | 21 |
| No | 80% | 90% |
| Yes | 20% | 10% |
| Compressed work schedule | 6% | 5% |
| Flextime | 14% | 5% |

Table B-3

Average Length of Commute (Distance and Time)

| | <u>So VA</u> | <u>Mid Pen</u> |
|----------|--------------|----------------|
| Distance | 30.5 miles | 58.5 miles |
| (n=___) | n=389 | n=21 |
| Time | 43 minutes | 74 minutes |
| (n=___) | n=407 | n=21 |

Table B-4

Access Mode and Distance to Rideshare or Transit Meeting Points

| | <u>So VA</u> | <u>Mid Pen</u> |
|----------------------------|---------------------|-----------------------|
| (n=___) | 161 | 10 |
| Picked-up at home | 22% | 0% |
| Drive to driver's home | 4% | 20% |
| Drive to central location | 56% | 60% |
| Another pool/drop off | <1% | 20% |
| Walk | 17% | 0% |
| Drive CP/VP | 0% | 0% |
| Bus/transit | <1% | 0% |
| Ave access distance | 6.2 miles | 15.2 miles |

Travel Changes

Table B-5
Made Travel Change Since Receiving Information/Assistance

| | <u>So VA</u> | <u>Mid Pen</u> |
|---------------------------|---------------------|-----------------------|
| (n=) | 408 | 21 |
| Started transit/bike/walk | 9.2% | 0.0% |
| Started CP/tried CP | 14.1% | 33.3% |
| Started VP/tried VP | 3.4% | 0.0% |
| Started telework/CWS | 3.4% | 4.8% |
| Added person to CP/VP | 1.4% | 0.0% |
| TOTAL | 31.5% | 38.1% |

Table B-6**Continued and Temporary Placement Rates and VTR Factors**

| | <u>So VA</u> | <u>Mid Pen</u> |
|--------------------------------------|--------------|----------------|
| (n=___) | 408 | 21 |
| Continued placement rate | 16.8% | 14.3% |
| Temporary placement rate | 12.8% | 19.0% |
| Occasional use placement rate | 1.9% | 4.8% |
| Continued VTR (daily trips reduced) | 0.90 | 0.52 |
| Temporary VTR (daily trips reduced) | 0.69 | 0.83 |
| Average duration of temporary change | 7.2 weeks | 12.3 weeks |

Information Received**Table B-7****Types of Information Received from Program Name**

| | <u>So VA</u> | <u>Mid Pen</u> |
|--------------------|--------------|----------------|
| (n=___) | 408 | 21 |
| Matchlist | 35% | 71% |
| GRH info | 38% | 19% |
| GRH registration | 9% | 5% |
| Transit info | 15% | 0% |
| P&R info | 10% | 19% |
| Vanpool assistance | 7% | 5% |
| GRH trip | 3% | 0% |
| Newsletter | 3% | 0% |
| Incentive | 2% | 0% |
| Telecommute | 1% | 0% |

* Multiple responses permitted

Table B-8
Types of Information Received from Employer *

| | <u>So VA</u> | <u>Mid Pen</u> |
|--------------------------------|--------------|----------------|
| (n=___) | 408 | 21 |
| Discount/free transit pass | 18% | 10% |
| Other cash incentive | 3% | 0% |
| CP/VP information / matchlist | 3% | 5% |
| Smart Tag, EZ Pass subsidy | 0% | 5% |
| Transit information / schedule | 2% | 5% |
| Federal tax benefit | 5% | 0% |
| Preferential parking | 1% | 0% |
| Compressed work schedule | <1% | 5% |
| None | 63% | 76% |

* Multiple responses permitted

Table B-9
Did Information Respondent Received Influence Decision to Make Travel Change?

| | <u>So VA</u> | <u>Mid Pen</u> |
|-------------------------------|--------------|----------------|
| (n=___) | 152 | 8 |
| Yes, influenced decision | 41% | 38% |
| No, didn't influence decision | 59% | 63% |

Table B-10
Program Improvements Desired *

| | <u>So VA</u> | <u>Mid Pen</u> |
|-------------------------------|--------------|----------------|
| (n=___) | 408 | 21 |
| None needed | 30% | 27% |
| More current info | 10% | 14% |
| Better fit in matches | 16% | 24% |
| More match name | 14% | 29% |
| More advertising | 4% | 9% |
| More follow-up assistance | 13% | 14% |
| Transit improvements | 14% | 5% |
| Use internet/website | 5% | 5% |
| Matches more interested in RS | 11% | 19% |
| GRH suggestions | 2% | 0% |
| Quicker response | 4% | 0% |
| Vanpool resources/assistance | 4% | 5% |
| Better transit info | 2% | 5% |

- Multiple responses permitted

Guaranteed Ride Home (GRH)

Table B-11
Mode Used When Requesting GRH Information

| | <u>So VA</u> | <u>Mid Pen</u> |
|-----------|--------------|----------------|
| (n=___) | 163 | 4 |
| DA | 63% | 50% |
| CP | 12% | 25% |
| VP | 6% | 25% |
| Bus/train | 27% | 0% |
| Bike/walk | 3% | 0% |

* Multiple responses permitted

Table B-12
Register for GRH?

| | <u>So VA</u> | <u>Mid Pen</u> |
|-----------------------------|---------------------|-----------------------|
| (n=___) | 163 | 4 |
| Yes, registered for GRH | 55% | 50% |
| No, didn't register for GRH | 41% | 50% |

Table B-13
Respondent Used GRH Trip?

| | <u>So VA</u> | <u>Mid Pen</u> |
|-------------------------|---------------------|-----------------------|
| (n=___) | 91 | 2 |
| Yes, used GRH trip | 30% | 0% |
| No, didn't use GRH trip | 70% | 100% |

Appendix C

Frequency Tabulation of Survey Results for Middle Peninsula Rideshare

Hold variable for Status of interview.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|----------|-----------|---------|---------------|--------------------|
| Valid | Complete | 21 | 100.0 | 100.0 | 100.0 |

VA Sub-Areas

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|----------------------------|-----------|---------|---------------|--------------------|
| Valid | Middle Peninsula Rideshare | 21 | 100.0 | 100.0 | 100.0 |

Statistics

Q1. In a typical week, how many weekdays (Monday-Friday) are you assigned to work?

| | | |
|--------|---------|------|
| N | Valid | 21 |
| | Missing | 0 |
| Mean | | 5.00 |
| Median | | 5.00 |

Q1. In a typical week, how many weekdays (Monday-Friday) are you assigned to work?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|---|-----------|---------|---------------|--------------------|
| Valid | 5 | 21 | 100.0 | 100.0 | 100.0 |

Q1a. In a typical week, do you use non-standard or flexible hours?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-------|-----------|---------|---------------|--------------------|
| Valid | Yes | 2 | 9.5 | 9.5 | 9.5 |
| | No | 19 | 90.5 | 90.5 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Q1b. What type of schedule do you use?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 9/80 (9 days every 2 weeks, 80 hours) | 1 | 4.8 | 50.0 | 50.0 |
| | flex-hour (core hours with flexible start & stop) | 1 | 4.8 | 50.0 | 100.0 |
| | Total | 2 | 9.5 | 100.0 | |
| Missing | System | 19 | 90.5 | | |
| Total | | 21 | 100.0 | | |

Q1b1. Are you a telecommuter?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|----|-----------|---------|---------------|--------------------|
| Valid | No | 21 | 100.0 | 100.0 | 100.0 |

Q1b2. How often do you usually telecommute?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q1c. Would you consider last week to be a typical commuting week?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-------|-----------|---------|---------------|--------------------|
| Valid | Yes | 19 | 90.5 | 90.5 | 90.5 |
| | No | 2 | 9.5 | 9.5 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Q1d. Hold for number of sick days last week

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 0 | 19 | 90.5 | 100.0 | 100.0 |
| Missing | System | 2 | 9.5 | | |
| Total | | 21 | 100.0 | | |

Q1d. How did you get to work last week - Monday?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------------|-----------|---------|---------------|--------------------|
| Valid | drive alone | 14 | 66.7 | 73.7 | 73.7 |
| | carpool | 4 | 19.0 | 21.1 | 94.7 |
| | vanpool | 1 | 4.8 | 5.3 | 100.0 |
| | Total | 19 | 90.5 | 100.0 | |
| Missing | System | 2 | 9.5 | | |
| Total | | 21 | 100.0 | | |

Q1d. How did you get to work last week - Tuesday?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------------|-----------|---------|---------------|--------------------|
| Valid | drive alone | 14 | 66.7 | 73.7 | 73.7 |
| | carpool | 4 | 19.0 | 21.1 | 94.7 |
| | vanpool | 1 | 4.8 | 5.3 | 100.0 |
| | Total | 19 | 90.5 | 100.0 | |
| Missing | System | 2 | 9.5 | | |
| Total | | 21 | 100.0 | | |

Q1d. How did you get to work last week - Wednesday?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------------|-----------|---------|---------------|--------------------|
| Valid | drive alone | 14 | 66.7 | 73.7 | 73.7 |
| | carpool | 4 | 19.0 | 21.1 | 94.7 |
| | vanpool | 1 | 4.8 | 5.3 | 100.0 |
| | Total | 19 | 90.5 | 100.0 | |
| Missing | System | 2 | 9.5 | | |
| Total | | 21 | 100.0 | | |

Q1d. How did you get to work last week - Thursday?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------------|-----------|---------|---------------|--------------------|
| Valid | drive alone | 14 | 66.7 | 73.7 | 73.7 |
| | carpool | 4 | 19.0 | 21.1 | 94.7 |
| | vanpool | 1 | 4.8 | 5.3 | 100.0 |
| | Total | 19 | 90.5 | 100.0 | |
| Missing | System | 2 | 9.5 | | |
| Total | | 21 | 100.0 | | |

Q1d. How did you get to work last week - Friday?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------------------|-----------|---------|---------------|--------------------|
| Valid | have a CWS day off | 1 | 4.8 | 5.3 | 5.3 |
| | drive alone | 14 | 66.7 | 73.7 | 78.9 |
| | carpool | 3 | 14.3 | 15.8 | 94.7 |
| | vanpool | 1 | 4.8 | 5.3 | 100.0 |
| | Total | 19 | 90.5 | 100.0 | |
| Missing | System | 2 | 9.5 | | |
| Total | | 21 | 100.0 | | |

Statistics

| | N | | Mean | Median |
|--|-------|---------|------|--------|
| | Valid | Missing | | |
| Q1e. How many days during the week do you - have a CWS day off | 0 | 21 | | |
| Q1e. How many days during the week do you - telecommute | 0 | 21 | | |
| Q1e. How many days during the week do you - drive alone | 1 | 20 | 5.00 | 5.00 |
| Q1e. How many days during the week do you - motorcycle | 0 | 21 | | |
| Q1e. How many days during the week do you - carpool | 1 | 20 | 5.00 | 5.00 |
| Q1e. How many days during the week do you - casual CP (slug) | 0 | 21 | | |
| Q1e. How many days during the week do you - vanpool | 0 | 21 | | |
| Q1e. How many days during the week do you - buspool | 0 | 21 | | |
| Q1e. How many days during the week do you - ride a bus | 0 | 21 | | |
| Q1e. How many days during the week do you - Metrorail | 0 | 21 | | |
| Q1e. How many days during the week do you - MARC | 0 | 21 | | |
| Q1e. How many days during the week do you - VRE | 0 | 21 | | |
| Q1e. How many days during the week do you - AMTRAK/other train | 0 | 21 | | |
| Q1e. How many days during the week do you - bicycle | 0 | 21 | | |
| Q1e. How many days during the week do you - walk | 0 | 21 | | |
| Q1e. How many days during the week do you - passenger ferry | 0 | 21 | | |

Q1e. How many days during the week do you - have a CWS day off

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - telecommute

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - drive alone

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 1 | 4.8 | 100.0 | 100.0 |
| Missing | 0 | 1 | 4.8 | | |
| | System | 19 | 90.5 | | |
| | Total | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q1e. How many days during the week do you - motorcycle

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - carpool

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 1 | 4.8 | 100.0 | 100.0 |
| Missing | 0 | 1 | 4.8 | | |
| | System | 19 | 90.5 | | |
| | Total | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q1e. How many days during the week do you - casual carpooling (slugging)

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - vanpool

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - buspool

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - ride a bus

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - Metrorail

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - MARC

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - VRE

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - AMTRAK/other train

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - bicycle

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - walk

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Q1e. How many days during the week do you - passenger ferry

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 2 | 9.5 |
| | System | 19 | 90.5 |
| | Total | 21 | 100.0 |

Statistics

| | N | | Mean | Median |
|--|-------|---------|------|--------|
| | Valid | Missing | | |
| Q1d/Q1e. Number of days CWS | 1 | 20 | 1.00 | 1.00 |
| Q1d/Q1e. Number of days Telecommute | 0 | 21 | | |
| Q1d/Q1e. Number of days Drive Alone | 16 | 5 | 4.69 | 5.00 |
| Q1d/Q1e. Number of days Motorcycle | 0 | 21 | | |
| Q1d/Q1e. Number of days Carpool | 5 | 16 | 4.80 | 5.00 |
| Q1d/Q1e. Number of days Casual Carpool | 0 | 21 | | |
| Q1d/Q1e. Number of days Vanpool | 1 | 20 | 5.00 | 5.00 |
| Q1d/Q1e. Number of days Buspool | 0 | 21 | | |
| Q1d/Q1e. Number of days Rode a Bus | 0 | 21 | | |
| Q1d/Q1e. Number of days Metrorail | 0 | 21 | | |
| Q1d/Q1e. Number of days MARC | 0 | 21 | | |
| Q1d/Q1e. Number of days VRE | 0 | 21 | | |
| Q1d/Q1e. Number of days AMTRAK/Other train | 0 | 21 | | |
| Q1d/Q1e. Number of days Bicycle | 0 | 21 | | |
| Q1d/Q1e. Number of days Walk | 0 | 21 | | |
| Q1d/Q1e. Number of days Ferry | 0 | 21 | | |

Q1d/Q1e. Number of days CWS

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 1 | 1 | 4.8 | 100.0 | 100.0 |
| Missing | 0 | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q1d/Q1e. Number of days Telecommute

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Drive Alone

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------|-----------|---------|---------------|--------------------|
| Valid | 1 | 1 | 4.8 | 6.3 | 6.3 |
| | 4 | 1 | 4.8 | 6.3 | 12.5 |
| | 5 | 14 | 66.7 | 87.5 | 100.0 |
| | Total | 16 | 76.2 | 100.0 | |
| Missing | 0 | 5 | 23.8 | | |
| Total | | 21 | 100.0 | | |

Q1d/Q1e. Number of days Motorcycle

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Carpool

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------|-----------|---------|---------------|--------------------|
| Valid | 4 | 1 | 4.8 | 20.0 | 20.0 |
| | 5 | 4 | 19.0 | 80.0 | 100.0 |
| | Total | 5 | 23.8 | 100.0 | |
| Missing | 0 | 16 | 76.2 | | |
| Total | | 21 | 100.0 | | |

Q1d/Q1e. Number of days Casual Carpool

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Vanpool

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 5 | 1 | 4.8 | 100.0 | 100.0 |
| Missing | 0 | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q1d/Q1e. Number of days Buspool

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Rode a Bus

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Metrorail

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days MARC

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days VRE

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days AMTRAK/Other train

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Bicycle

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Walk

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1d/Q1e. Number of days Ferry

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Q1f. Do you usually use the same type of transportation to go home as you use to go to work?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-----|-----------|---------|---------------|--------------------|
| Valid | Yes | 21 | 100.0 | 100.0 | 100.0 |

Q1fa. How do you usually get home?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|------|-----------|---------|---------------|--------------------|
| Valid | same | 21 | 100.0 | 100.0 | 100.0 |

Q1g. Travel Distance (Grouped)

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-------------------|-----------|---------|---------------|--------------------|
| Valid | 30.0 - 39.9 Miles | 2 | 9.5 | 9.5 | 9.5 |
| | 40.0+ Miles | 19 | 90.5 | 90.5 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Statistics

| | N | | Mean | Median |
|--|-------|---------|---------|---------|
| | Valid | Missing | | |
| Q1g. Travel Distance to Work | 21 | 0 | 58.8095 | 52.0000 |
| Q1h. About how many minutes does it take you to get to work? | 21 | 0 | 73.62 | 65.00 |

Q1g. Travel Distance to Work

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|--------|-----------|---------|---------------|--------------------|
| Valid | 33.00 | 1 | 4.8 | 4.8 | 4.8 |
| | 35.00 | 1 | 4.8 | 4.8 | 9.5 |
| | 42.50 | 1 | 4.8 | 4.8 | 14.3 |
| | 45.00 | 1 | 4.8 | 4.8 | 19.0 |
| | 47.00 | 1 | 4.8 | 4.8 | 23.8 |
| | 48.00 | 1 | 4.8 | 4.8 | 28.6 |
| | 50.00 | 4 | 19.0 | 19.0 | 47.6 |
| | 52.00 | 1 | 4.8 | 4.8 | 52.4 |
| | 56.00 | 2 | 9.5 | 9.5 | 61.9 |
| | 60.00 | 1 | 4.8 | 4.8 | 66.7 |
| | 62.50 | 1 | 4.8 | 4.8 | 71.4 |
| | 68.00 | 1 | 4.8 | 4.8 | 76.2 |
| | 70.00 | 1 | 4.8 | 4.8 | 81.0 |
| | 75.00 | 1 | 4.8 | 4.8 | 85.7 |
| | 85.00 | 1 | 4.8 | 4.8 | 90.5 |
| | 90.00 | 1 | 4.8 | 4.8 | 95.2 |
| | 110.00 | 1 | 4.8 | 4.8 | 100.0 |
| Total | 21 | 100.0 | 100.0 | | |

Q1h. About how many minutes does it take you to get to work?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-------|-----------|---------|---------------|--------------------|
| Valid | 50 | 1 | 4.8 | 4.8 | 4.8 |
| | 55 | 1 | 4.8 | 4.8 | 9.5 |
| | 60 | 7 | 33.3 | 33.3 | 42.9 |
| | 61 | 1 | 4.8 | 4.8 | 47.6 |
| | 65 | 1 | 4.8 | 4.8 | 52.4 |
| | 70 | 3 | 14.3 | 14.3 | 66.7 |
| | 80 | 1 | 4.8 | 4.8 | 71.4 |
| | 90 | 4 | 19.0 | 19.0 | 90.5 |
| | 95 | 1 | 4.8 | 4.8 | 95.2 |
| | 150 | 1 | 4.8 | 4.8 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Report

| Hold for single pool mode mentioned on Q1d/Q1e | | Q2. Including yourself, how many people usually ride in CP/VP ? | Q2a. How many family or HH members | Q2c. How many of CP/VP are co-workers? |
|--|--------|---|------------------------------------|--|
| Vanpool | Mean | 11.00 | 1.00 | |
| | Median | 11.00 | 1.00 | |
| | N | 1 | 1 | |
| Carpool | Mean | 2.80 | 1.00 | 1.50 |
| | Median | 3.00 | 1.00 | 1.50 |
| | N | 5 | 1 | 4 |
| Total | Mean | 4.17 | 1.00 | 1.50 |
| | Median | 3.00 | 1.00 | 1.50 |
| | N | 6 | 2 | 4 |

Statistics

| | N | | Mean | Median |
|--|-------|---------|------|--------|
| | Valid | Missing | | |
| Q2. Including yourself, how many people usually ride in your CP/VP ? | 6 | 15 | 4.17 | 3.00 |
| Q2a. How many of CP/VP are family or members of HH? | 2 | 19 | 1.00 | 1.00 |
| Q2b. How many of CP/VP are children under age 16? | 0 | 21 | | |
| Q2c. How many of CP/VP are co-workers? | 4 | 17 | 1.50 | 1.50 |

Q2. Including yourself, how many people usually ride in your CP/VP ?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 2 | 2 | 9.5 | 33.3 | 33.3 |
| | 3 | 2 | 9.5 | 33.3 | 66.7 |
| | 4 | 1 | 4.8 | 16.7 | 83.3 |
| | 11 | 1 | 4.8 | 16.7 | 100.0 |
| | Total | 6 | 28.6 | 100.0 | |
| Missing | System | 15 | 71.4 | | |
| Total | | 21 | 100.0 | | |

Q2a. How many of CP/VP are family or members of HH?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 1 | 2 | 9.5 | 100.0 | 100.0 |
| Missing | 0 | 4 | 19.0 | | |
| | System | 15 | 71.4 | | |
| | Total | 19 | 90.5 | | |
| Total | | 21 | 100.0 | | |

Q2b. How many of CP/VP are children under age 16?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 6 | 28.6 |
| | System | 15 | 71.4 |
| | Total | 21 | 100.0 |

Q2c. How many of CP/VP are co-workers?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 1 | 2 | 9.5 | 50.0 | 50.0 |
| | 2 | 2 | 9.5 | 50.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | 0 | 2 | 9.5 | | |
| | System | 15 | 71.4 | | |
| | Total | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Q2d. How often are you the driver of your CP/VP?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------|-----------|---------|---------------|--------------------|
| Valid | always drive | 1 | 4.8 | 16.7 | 16.7 |
| | sometimes drive | 5 | 23.8 | 83.3 | 100.0 |
| | Total | 6 | 28.6 | 100.0 | |
| Missing | System | 15 | 71.4 | | |
| Total | | 21 | 100.0 | | |

Q2e. How do you get from home to where you meet your CP/VP/TR?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--|-----------|---------|---------------|--------------------|
| Valid | drive alone to driver's home | 1 | 4.8 | 20.0 | 20.0 |
| | drive to a central location, like Park & Ride | 3 | 14.3 | 60.0 | 80.0 |
| | another CP/VP, including dropped off by HH members | 1 | 4.8 | 20.0 | 100.0 |
| | Total | 5 | 23.8 | 100.0 | |
| Missing | System | 16 | 76.2 | | |
| Total | | 21 | 100.0 | | |

Q2e. Used DA to Access Alternate Mode?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | Yes | 4 | 19.0 | 80.0 | 80.0 |
| | No | 1 | 4.8 | 20.0 | 100.0 |
| | Total | 5 | 23.8 | 100.0 | |
| Missing | System | 16 | 76.2 | | |
| Total | | 21 | 100.0 | | |

Statistics**Q2f. How many miles is it one way from your home to where you meet your... ?**

| | | |
|--------|---------|---------|
| N | Valid | 5 |
| | Missing | 16 |
| Mean | | 15.2000 |
| Median | | 12.0000 |

Q2f. How many miles is it one way from your home to where you meet your... ?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 9.00 | 1 | 4.8 | 20.0 | 20.0 |
| | 10.00 | 1 | 4.8 | 20.0 | 40.0 |
| | 12.00 | 1 | 4.8 | 20.0 | 60.0 |
| | 20.00 | 1 | 4.8 | 20.0 | 80.0 |
| | 25.00 | 1 | 4.8 | 20.0 | 100.0 |
| | Total | 5 | 23.8 | 100.0 | |
| Missing | System | 16 | 76.2 | | |
| Total | | 21 | 100.0 | | |

Q3. Did you join or create a new carpool, even if only temporarily?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-------|-----------|---------|---------------|--------------------|
| Valid | Yes | 7 | 33.3 | 33.3 | 33.3 |
| | No | 14 | 66.7 | 66.7 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Q3b. Did you join or create a new vanpool?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 14 | 66.7 | 100.0 | 100.0 |
| Missing | System | 7 | 33.3 | | |
| Total | | 21 | 100.0 | | |

Q3d. Did you start using transit, bike or walk for your commute?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 14 | 66.7 | 100.0 | 100.0 |
| Missing | System | 7 | 33.3 | | |
| Total | | 21 | 100.0 | | |

Q3d1. Did you start using passenger ferry?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q3e. Did you start telecommuting or working a compressed work schedule?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | Yes | 1 | 4.8 | 7.1 | 7.1 |
| | No | 13 | 61.9 | 92.9 | 100.0 |
| | Total | 14 | 66.7 | 100.0 | |
| Missing | System | 7 | 33.3 | | |
| Total | | 21 | 100.0 | | |

Q3f. Did you increase the number of days per week that you carpool, vanpool, use transit, bike, walk, or telecommute?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 13 | 61.9 | 100.0 | 100.0 |
| Missing | System | 8 | 38.1 | | |
| Total | | 21 | 100.0 | | |

Q3f1. Did you add another person to an existing carpool?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 13 | 61.9 | 100.0 | 100.0 |
| Missing | System | 8 | 38.1 | | |
| Total | | 21 | 100.0 | | |

Q3f2. Did you add another person to an existing vanpool?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 13 | 61.9 | 100.0 | 100.0 |
| Missing | System | 8 | 38.1 | | |
| Total | | 21 | 100.0 | | |

Q3g. Did you make any other type of commute change?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 13 | 61.9 | 100.0 | 100.0 |
| Missing | System | 8 | 38.1 | | |
| Total | | 21 | 100.0 | | |

Q3h. What was that commute change?

| | | Cases | Col % |
|------------------------------------|---|-------|-------|
| Q3h. What was that commute change? | . | | |
| Total | | | |

Q3h. Only change was drive alone?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q3i. Was this change temporary or have you continued the change?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-----------|-----------|---------|---------------|--------------------|
| Valid | temporary | 4 | 19.0 | 19.0 | 19.0 |
| | continued | 4 | 19.0 | 19.0 | 38.1 |
| | No Change | 13 | 61.9 | 61.9 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Check Mode for Continued Change

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------------------|-----------|---------|---------------|--------------------|
| Valid | compressed schedule or teleworking | 1 | 4.8 | 100.0 | 100.0 |
| Missing | System | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q3k. Was this a temporary change?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 1 | 4.8 | 100.0 | 100.0 |
| Missing | System | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q3l. Do you typically use <MODE> for your commute now, even if only occasionally?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | Yes | 1 | 4.8 | 100.0 | 100.0 |
| Missing | System | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q3m. How many days per week do you typically use <MODE> to commute?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--|-----------|---------|---------------|--------------------|
| Valid | Only use occasionally, use less than one time per week | 1 | 4.8 | 100.0 | 100.0 |
| Missing | System | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q4b. Do we need to autofill Q4b from Q1d/Q1e?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 4 | 19.0 | 100.0 | 100.0 |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Q4. How long did this temporary change last?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------|-----------|---------|---------------|--------------------|
| Valid | 1 month | 1 | 4.8 | 25.0 | 25.0 |
| | 3 or more months | 3 | 14.3 | 75.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Statistics

Q4a. During this temporary change, how many days were you assigned to work in a typical week?

| | | |
|--------|---------|------|
| N | Valid | 4 |
| | Missing | 17 |
| Mean | | 5.00 |
| Median | | 5.00 |

Q4a. During this temporary change, how many days were you assigned to work in a typical week?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 4 | 19.0 | 100.0 | 100.0 |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Q4a1. Did you work a CWS or did you work a part-time schedule?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q4b. Hold for number of days indicated sick time

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 0 | 4 | 19.0 | 100.0 | 100.0 |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Statistics

| | N | | Mean | Median |
|--|-------|---------|------|--------|
| | Valid | Missing | | |
| Q4b. How many days during a typical week, did you - have a CWS day off | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Telecommute | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Drive Alone | 3 | 18 | 1.67 | 1.00 |
| Q4b. How many days during a typical week, did you - Motorcycle | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Carpool | 4 | 17 | 3.75 | 4.00 |
| Q4b. How many days during a typical week, did you - Casual CP (slug) | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Vanpool | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Buspool | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Rode a Bus | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Metrorail | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - MARC | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - VRE | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - AMTRAK/other train | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Bicycle | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Walk | 0 | 21 | | |
| Q4b. How many days during a typical week, did you - Passenger Ferry | 0 | 21 | | |

Q4b. How many days during a typical week, did you - have a CWS day off

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Telecommute

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Drive Alone

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 1 | 2 | 9.5 | 66.7 | 66.7 |
| | 3 | 1 | 4.8 | 33.3 | 100.0 |
| | Total | 3 | 14.3 | 100.0 | |
| Missing | 0 | 1 | 4.8 | | |
| | System | 17 | 81.0 | | |
| | Total | 18 | 85.7 | | |
| Total | | 21 | 100.0 | | |

Q4b. How many days during a typical week, did you - Motorcycle

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Carpool

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 2 | 1 | 4.8 | 25.0 | 25.0 |
| | 4 | 2 | 9.5 | 50.0 | 75.0 |
| | 5 | 1 | 4.8 | 25.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Q4b. How many days during a typical week, did you - Casual Carpooling (slugging)

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Vanpool

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Buspool

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Rode a Bus

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Metrorail

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - MARC

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - VRE

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - AMTRAK/other train

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Bicycle

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Walk

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b. How many days during a typical week, did you - Passenger Ferry

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4b1. Did you use <MODE for Continued Change> then?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q4b2. How many days per week did you typically use <MODE> to commute?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Report - Q4c. How many people were in your old CP/VP?

| Hold for single pool mode mentioned on Q4b/Q4e | Mean | Median | N |
|--|------|--------|---|
| Carpool | 2.25 | 2.00 | 4 |
| Total | 2.25 | 2.00 | 4 |

Statistics - Q4c. How many people were in your old CP/VP?

| | | |
|--------|---------|------|
| N | Valid | 4 |
| | Missing | 17 |
| Mean | | 2.25 |
| Median | | 2.00 |

Q4c. How many people were in your old CP/VP?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 2 | 3 | 14.3 | 75.0 | 75.0 |
| | 3 | 1 | 4.8 | 25.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Q4c1. How did you get from home to where you met your old CP/VP?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------------------------------------|-----------|---------|---------------|--------------------|
| Valid | picked up at home by CP/VP or driver | 1 | 4.8 | 25.0 | 25.0 |
| | drove alone to driver's home | 1 | 4.8 | 25.0 | 50.0 |
| | drove to a central location | 2 | 9.5 | 50.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Statistics

Q4c2. How many miles was it one way from your home to where you met your old CP/VP?

| | | |
|--------|---------|---------|
| N | Valid | 3 |
| | Missing | 18 |
| Mean | | 10.0000 |
| Median | | 5.0000 |

Q4c2. How many miles was it one way from your home to where you met your old CP/VP?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5.00 | 2 | 9.5 | 66.7 | 66.7 |
| | 20.00 | 1 | 4.8 | 33.3 | 100.0 |
| | Total | 3 | 14.3 | 100.0 | |
| Missing | System | 18 | 85.7 | | |
| Total | | 21 | 100.0 | | |

Do we need to autofill Q4e from Q1d/Q1e?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 4 | 19.0 | 100.0 | 100.0 |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Statistics

Q4d. Before you made this change how many days were you assigned to work in a typical week?

| | | |
|--------|---------|------|
| N | Valid | 4 |
| | Missing | 17 |
| Mean | | 5.00 |
| Median | | 5.00 |

Q4d. Before you made this change how many days were you assigned to work in a typical week?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 4 | 19.0 | 100.0 | 100.0 |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Q4d1. At that time, did you work a compressed work schedule or did you work a part-time schedule?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q4e. Hold for number of sick days last week.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 0 | 4 | 19.0 | 100.0 | 100.0 |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Statistics

| | N | | Mean | Median |
|--|-------|---------|------|--------|
| | Valid | Missing | | |
| Q4e. Before you made this change, how many days did you - have a CWS day off | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Telecommute | 1 | 20 | 5.00 | 5.00 |
| Q4e. Before you made this change, how many days did you - Drive Alone | 3 | 18 | 5.00 | 5.00 |
| Q4e. Before you made this change, how many days did you - Motorcycle | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Carpool | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Casual CP (slug) | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Vanpool | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Buspool | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Rode a Bus | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Metrorail | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - MARC | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - VRE | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - AMTRAK/other train | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - bicycle | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Walk | 0 | 21 | | |
| Q4e. Before you made this change, how many days did you - Passenger Ferry | 0 | 21 | | |

Q4e. Before you made this change, how many days did you - have a CWS day off

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Telecommute

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 1 | 4.8 | 100.0 | 100.0 |
| Missing | 0 | 3 | 14.3 | | |
| | System | 17 | 81.0 | | |
| | Total | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q4e. Before you made this change, how many days did you - Drive Alone

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 3 | 14.3 | 100.0 | 100.0 |
| Missing | 0 | 1 | 4.8 | | |
| | System | 17 | 81.0 | | |
| | Total | 18 | 85.7 | | |
| Total | | 21 | 100.0 | | |

Q4e. Before you made this change, how many days did you - Motorcycle

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Carpool

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Casual Carpooling (slugging)

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Vanpool

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Buspool

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Rode a Bus

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Metrorail

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - MARC

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - VRE

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - AMTRAK/other train

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - bicycle

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Walk

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4e. Before you made this change, how many days did you - Passenger Ferry

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Q4f. How many people were in your old... ?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q4g. How did you get from home to where you met your ... ?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q4h. How many miles was it one way from your home to where you met your ... ?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q4i. Any Chg - What were the reasons that you made that change?

| | | Cases | Col % |
|---|--|-------|--------|
| Q4i. What were the reasons that you made that change? | changed job/work hours | 2 | 25.0% |
| | save money | 6 | 75.0% |
| | save time | 1 | 12.5% |
| | reduce congestion/pollution | 2 | 25.0% |
| | others doing it (friends, coworkers, other people, etc.) | 1 | 12.5% |
| Total | | 8 | 150.0% |

Q4j. Temp Chg - What were the reasons you did not continue?

| | | Cases | Col % |
|--|---|-------|--------|
| Q4j. What were the reasons you did not continue? | job changes - job, work site, or schedule | 4 | 100.0% |
| Total | | 4 | 100.0% |

Q5a. Info or assistance rec'd from Middle Peninsula

| | | Cases | Col % |
|---|---|-------|--------|
| Q5a. Info or assistance rec'd from Middle Peninsula | PRG - matchlist | 15 | 71.4% |
| | PRG - Park & Ride information | 4 | 19.0% |
| | PRG - vanpool assistance | 1 | 4.8% |
| | PRG - GRH information | 4 | 19.0% |
| | PRG - GRH registration | 1 | 4.8% |
| | PRG - Letter/Email stating No Matches Found | 2 | 9.5% |
| | PRG - None | 1 | 4.8% |
| Total | | 21 | 133.3% |

Q5b. Info or assistance rec'd from Employer

| | | Cases | Col % |
|---|--|-------|--------|
| Q5b. Info or assistance rec'd from Employer | E - car/vanpool info/match | 1 | 4.8% |
| | E - transit info | 1 | 4.8% |
| | E - discount/free transit pass/Metrochek/Smart Trip Card | 2 | 9.5% |
| | E - compressed work week/telecommute | 1 | 4.8% |
| | E - Smart Tag, E-Z Pass subsidy | 1 | 4.8% |
| | E - no, employer doesn't offer | 16 | 76.2% |
| Total | | 21 | 104.8% |

Q5a/Q5b. Info or assistance rec'd from PRG or Employer

| | | Cases | Col % |
|---|--|-------|--------|
| Q5a/Q5b. Info or assistance rec'd from PRG or Employer | PRG - matchlist | 15 | 75.0% |
| | PRG - Park & Ride information | 4 | 20.0% |
| | PRG - vanpool assistance | 1 | 5.0% |
| | PRG - GRH information | 4 | 20.0% |
| | PRG - GRH registration | 1 | 5.0% |
| | PRG - Letter/Email stating No Matches Found | 2 | 10.0% |
| | E - car/vanpool info/match | 1 | 5.0% |
| | E - transit info | 1 | 5.0% |
| | E - discount/free transit pass/Metrochek/Smart Trip Card | 2 | 10.0% |
| | E - compressed work week/telecommute | 1 | 5.0% |
| | E - Smart Tag, E-Z Pass subsidy | 1 | 5.0% |
| Total | | 20 | 165.0% |

Q5f. You said you received a matchlist with names of people you could contact to format a carpool or vanpool. Did you try to call any of the people named on the matchlist?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | Yes | 12 | 57.1 | 80.0 | 80.0 |
| | No | 3 | 14.3 | 20.0 | 100.0 |
| | Total | 15 | 71.4 | 100.0 | |
| Missing | System | 6 | 28.6 | | |
| Total | | 21 | 100.0 | | |

Q5g. Were you able to reach any of the people named?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | Yes | 10 | 47.6 | 83.3 | 83.3 |
| | No | 2 | 9.5 | 16.7 | 100.0 |
| | Total | 12 | 57.1 | 100.0 | |
| Missing | System | 9 | 42.9 | | |
| Total | | 21 | 100.0 | | |

Q5h. What difficulties did you encounter in reaching the people on the list?

| | | Cases | Col % |
|--|--|-------|--------|
| Q5h. What difficulties did you encounter in reaching the people on the list? | Left message ad didn't receive a call back | 2 | 100.0% |
| Total | | 2 | 100.0% |

Q5i. Were the people you reached interested in forming a CP or VP, if your travel destination and schedule were compatible?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | Yes | 3 | 14.3 | 33.3 | 33.3 |
| | No | 1 | 4.8 | 11.1 | 44.4 |
| | Schedule or destination were not compatible | 5 | 23.8 | 55.6 | 100.0 |
| | Total | 9 | 42.9 | 100.0 | |
| Missing | DK | 1 | 4.8 | | |
| | System | 11 | 52.4 | | |
| | Total | 12 | 57.1 | | |
| Total | | 21 | 100.0 | | |

Q5j. Why did you not try to contact any of the people?

| | | Cases | Col % |
|--|--|-------|--------|
| Q5j. Why did you not try to contact any of the people? | DK | 1 | 33.3% |
| | Haven't gotten around to it | 1 | 33.3% |
| | Work or home locations were not compatible with mine | 1 | 33.3% |
| | Total | 3 | 100.0% |

Q6. Did any of the information, assistance, or benefits you received influence your recent decision to change the way you get to or from work or to try another type of transportation, even if only temporarily?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | Yes | 3 | 14.3 | 37.5 | 37.5 |
| | No | 5 | 23.8 | 62.5 | 100.0 |
| | Total | 8 | 38.1 | 100.0 | |
| Missing | System | 13 | 61.9 | | |
| Total | | 21 | 100.0 | | |

Q6. What information or assistance influenced you?

| | | Cases | Col % |
|--|----------------------------|-------|--------|
| Q6. What information or assistance influenced you? | PRG - matchlist | 3 | 37.5% |
| | services did not influence | 5 | 62.5% |
| | Total | 8 | 100.0% |

Q6a. Of the services you mentioned, which was the most important in influencing your decision to make a commute change?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------|-----------|---------|---------------|--------------------|
| Valid | PRG - matchlist | 3 | 14.3 | 100.0 | 100.0 |
| Missing | System | 18 | 85.7 | | |
| Total | | 21 | 100.0 | | |

Q6b. In what ways could <PRG> improve its services?

| | | Cases | Col % |
|---|--|--------|-------|
| Q6b. In what ways could <PRG> improve its services? | DK | 3 | 14.3% |
| | more helpful staff | 1 | 4.8% |
| | more follow-up assistance | 3 | 14.3% |
| | more match names | 6 | 28.6% |
| | matches fit travel better | 5 | 23.8% |
| | matches are more interested in carpool/vanpool | 4 | 19.0% |
| | better transit info | 1 | 4.8% |
| | more advertising | 2 | 9.5% |
| | more current information | 3 | 14.3% |
| | use Internet | 1 | 4.8% |
| | transit improvements | 1 | 4.8% |
| | VP resources and assistance | 1 | 4.8% |
| | sep. driver/rider lists | 1 | 4.8% |
| no improvement needed | 6 | 28.6% | |
| Total | 21 | 181.0% | |

Q6c. How long from the time you contacted <PROGRAM NAME> did you receive the assistance you requested?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------------------|-----------|---------|---------------|--------------------|
| Valid | Less than one week | 14 | 66.7 | 70.0 | 70.0 |
| | 1-2 weeks | 2 | 9.5 | 10.0 | 80.0 |
| | 3 or more weeks | 4 | 19.0 | 20.0 | 100.0 |
| | Total | 20 | 95.2 | 100.0 | |
| Missing | DK | 1 | 4.8 | | |
| Total | | 21 | 100.0 | | |

Q8. At the time you requested information about GRH, what type of transportation were you using regularly (2 or more days per week) for your commute?

| | | Cases | Col % |
|---|-------------|--------|-------|
| Q8. At the time you requested information about GRH, what type of transportation were you using regularly (2 or more days per week) for your commute? | drive alone | 2 | 50.0% |
| | carpool | 1 | 25.0% |
| | vanpool | 1 | 25.0% |
| Total | 4 | 100.0% | |

Q8a. Are you now registered for the GRH program?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | Yes | 2 | 9.5 | 50.0 | 50.0 |
| | No | 2 | 9.5 | 50.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Q8c. How important was the availability of the GRH program to your decision to continue ...?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | not al all important | 1 | 4.8 | 100.0 | 100.0 |
| Missing | System | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q8d. If the GRH service were not available, how likely would you have been to continue ... ?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------------|-----------|---------|---------------|--------------------|
| Valid | very likely | 1 | 4.8 | 100.0 | 100.0 |
| Missing | System | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Q8e. How important was the availability of the GRH program, relative to other information, assistance, or benefits your received, in influencing this decision?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q8g. If the GRH service were not available, how likely would you have been to make this change in your commute?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q8h. Have you used the GRH service since you signed up?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | No | 2 | 9.5 | 100.0 | 100.0 |
| Missing | System | 19 | 90.5 | | |
| Total | | 21 | 100.0 | | |

Q9. What type of telecommuting info rec'd from <PRG>?

| | | Cases | Col % |
|---|---|-------|-------|
| Q9. What type of telecommuting info rec'd from <PRG>? | . | | |
| Total | | | |

Q9a. How have you used the telecommute information you received?

| | | Cases | Col % |
|--|---|-------|-------|
| Q9a. How have you used the telecommute information you received? | . | | |
| Total | | | |

Q9b. Were you telecommuting at the time you requested telecommute information?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9c. How many days per week, on average, were you telecommuting then?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9d. Did you telecommute from your home or from another location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9dLoc. What was that location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9e. How many days per week, on average, did you telecommute from this location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9f. How many miles was it one-way from your home to this location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9g. How did you get from home to this location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9h. Have you changed your telecommute schedule or location since receiving information from <PROGRAM NAME>?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9i. Have you started telecommuting since you received telecommute information from <PROGRAM NAME>?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9j. How important was the telecommute assistance you received to your decision to start telecommuting?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9k. How many days per week, on average, do you now telecommute?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9l. Do you telecommute from your home or from another location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9l. What was that location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9m. How many days per week, on average, do you telecommute from this location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9n. How many miles is it one way from your home to this location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9o. How do you get from home to this location?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9p. On the days you do not telecommute, what type of transportation do you typically use to get from home to work?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9q. Did you use the same type(s) of transportation to commute before you started telecommuting?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9r. How did you typically get from home to work before you started telecommuting?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q9s. Are you still interested in telecommuting?

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | System | 21 | 100.0 |

Q10. About how many employees work at your worksite?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-------------------------|-----------|---------|---------------|--------------------|
| Valid | 1-25 employees | 3 | 14.3 | 14.3 | 14.3 |
| | 26-50 employees | 5 | 23.8 | 23.8 | 38.1 |
| | 51-100 employees | 2 | 9.5 | 9.5 | 47.6 |
| | 101-250 employees | 1 | 4.8 | 4.8 | 52.4 |
| | 251-999 employees | 5 | 23.8 | 23.8 | 76.2 |
| | 1,000 or more employees | 5 | 23.8 | 23.8 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Q10a. What is your occupation?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|--|-----------|---------|---------------|--------------------|
| Valid | Executive, administrative and managerial occupations | 2 | 9.5 | 9.5 | 9.5 |
| | Professional specialty occupations | 9 | 42.9 | 42.9 | 52.4 |
| | Technicians and related support occupations | 2 | 9.5 | 9.5 | 61.9 |
| | Administrative support occupations, including clerical | 3 | 14.3 | 14.3 | 76.2 |
| | Service occupation, except protective and household | 2 | 9.5 | 9.5 | 85.7 |
| | Precision production, craft, and repair occupations | 1 | 4.8 | 4.8 | 90.5 |
| | Handlers, equipment cleaners, helpers, and laborers | 2 | 9.5 | 9.5 | 100.0 |
| Total | 21 | 100.0 | 100.0 | | |

Q10b. What type of employer do you work for?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--|-----------|---------|---------------|--------------------|
| Valid | federal agency | 3 | 14.3 | 15.0 | 15.0 |
| | state, or local government agency | 9 | 42.9 | 45.0 | 60.0 |
| | non-profit organization or association | 3 | 14.3 | 15.0 | 75.0 |
| | private sector employer | 5 | 23.8 | 25.0 | 100.0 |
| | Total | 20 | 95.2 | 100.0 | |
| Missing | Refused | 1 | 4.8 | | |
| Total | 21 | 100.0 | | | |

Q10c. Which of the following groups includes your age?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------|-----------|---------|---------------|--------------------|
| Valid | 35 - 44 | 6 | 28.6 | 31.6 | 31.6 |
| | 45 - 54 | 6 | 28.6 | 31.6 | 63.2 |
| | 55 - 64 | 7 | 33.3 | 36.8 | 100.0 |
| | Total | 19 | 90.5 | 100.0 | |
| Missing | Refused | 2 | 9.5 | | |
| Total | 21 | 100.0 | | | |

Q10d. Which of the following best describes your ethnic background.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------|-----------|---------|---------------|--------------------|
| Valid | White | 18 | 85.7 | 90.0 | 90.0 |
| | African-American | 2 | 9.5 | 10.0 | 100.0 |
| | Total | 20 | 95.2 | 100.0 | |
| Missing | Refused | 1 | 4.8 | | |
| Total | 21 | 100.0 | | | |

Q10e. Household's total annual income.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------------|-----------|---------|---------------|--------------------|
| Valid | \$20,000 - \$29,999 | 2 | 9.5 | 11.1 | 11.1 |
| | \$30,000 - \$39,999 | 3 | 14.3 | 16.7 | 27.8 |
| | \$40,000 - \$59,999 | 4 | 19.0 | 22.2 | 50.0 |
| | \$60,000 - \$79,999 | 3 | 14.3 | 16.7 | 66.7 |
| | \$80,000 - \$99,999 | 5 | 23.8 | 27.8 | 94.4 |
| | \$140,000 or more | 1 | 4.8 | 5.6 | 100.0 |
| | Total | 18 | 85.7 | 100.0 | |
| Missing | Refused | 3 | 14.3 | | |
| Total | | 21 | 100.0 | | |

Respondent's gender

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|--------|-----------|---------|---------------|--------------------|
| Valid | Male | 11 | 52.4 | 52.4 | 52.4 |
| | Female | 10 | 47.6 | 47.6 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Placement Variables

Statistics

| | | Days currently Driving Alone | Days currently CP/VP | Days currently Using Transit | Days currently Using B/W | Days currently TC or CWS |
|--------|---------|------------------------------|----------------------|------------------------------|--------------------------|--------------------------|
| N | Valid | 16 | 6 | 0 | 0 | 1 |
| | Missing | 5 | 15 | 21 | 21 | 20 |
| Mean | | 4.69 | 4.83 | | | 1.00 |
| Median | | 5.00 | 5.00 | | | 1.00 |

Number of days currently Driving Alone

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------|-----------|---------|---------------|--------------------|
| Valid | 1 | 1 | 4.8 | 6.3 | 6.3 |
| | 4 | 1 | 4.8 | 6.3 | 12.5 |
| | 5 | 14 | 66.7 | 87.5 | 100.0 |
| | Total | 16 | 76.2 | 100.0 | |
| Missing | 0 | 5 | 23.8 | | |
| Total | | 21 | 100.0 | | |

Number of days currently Carpooling or Vanpooling

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------|-----------|---------|---------------|--------------------|
| Valid | 4 | 1 | 4.8 | 16.7 | 16.7 |
| | 5 | 5 | 23.8 | 83.3 | 100.0 |
| | Total | 6 | 28.6 | 100.0 | |
| Missing | 0 | 15 | 71.4 | | |
| Total | | 21 | 100.0 | | |

Number of days currently Using Transit

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Number of days currently Using Bike or Walk

| | | Frequency | Percent |
|---------|---|-----------|---------|
| Missing | 0 | 21 | 100.0 |

Number of days currently Telecommuting or Working CWS

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 1 | 1 | 4.8 | 100.0 | 100.0 |
| Missing | 0 | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Statistics

| | | Days previously Driving Alone | Days previously CP/VP | Days previously Using Transit | Days previously Using B/W | Days previously TC or CWS |
|--------|---------|-------------------------------|-----------------------|-------------------------------|---------------------------|---------------------------|
| N | Valid | 3 | 0 | 0 | 0 | 1 |
| | Missing | 18 | 21 | 21 | 21 | 20 |
| Mean | | 5.00 | | | | 5.00 |
| Median | | 5.00 | | | | 5.00 |

Number of days previously Drove Alone

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 3 | 14.3 | 100.0 | 100.0 |
| Missing | 0 | 1 | 4.8 | | |
| | System | 17 | 81.0 | | |
| | Total | 18 | 85.7 | | |
| Total | | 21 | 100.0 | | |

Number of days previously Carpooled or Vanpooled

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Number of days previously Used Transit

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Number of days previously Used Bike or Walk

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Number of days previously Telecommuted or Worked CWS

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 5 | 1 | 4.8 | 100.0 | 100.0 |
| Missing | 0 | 3 | 14.3 | | |
| | System | 17 | 81.0 | | |
| | Total | 20 | 95.2 | | |
| Total | | 21 | 100.0 | | |

Statistics

| | | Days temporarily Driving Alone | Days temporarily CP/VP | Days temporarily Using Transit | Days temporarily Using B/W | Days temporarily TC or CWS |
|--------|---------|--------------------------------|------------------------|--------------------------------|----------------------------|----------------------------|
| N | Valid | 3 | 4 | 0 | 0 | 0 |
| | Missing | 18 | 17 | 21 | 21 | 21 |
| Mean | | 1.67 | 3.75 | | | |
| Median | | 1.00 | 4.00 | | | |

Number of days temporarily Drove Alone

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 1 | 2 | 9.5 | 66.7 | 66.7 |
| | 3 | 1 | 4.8 | 33.3 | 100.0 |
| | Total | 3 | 14.3 | 100.0 | |
| Missing | 0 | 1 | 4.8 | | |
| | System | 17 | 81.0 | | |
| | Total | 18 | 85.7 | | |
| Total | | 21 | 100.0 | | |

Number of days temporarily Carpooled or Vanpooled

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 2 | 1 | 4.8 | 25.0 | 25.0 |
| | 4 | 2 | 9.5 | 50.0 | 75.0 |
| | 5 | 1 | 4.8 | 25.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Number of days temporarily Used Transit

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Number of days temporarily Used Bike or Walk

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Number of days temporarily Telecommuted or Worked CWS

| | | Frequency | Percent |
|---------|--------|-----------|---------|
| Missing | 0 | 4 | 19.0 |
| | System | 17 | 81.0 |
| | Total | 21 | 100.0 |

Statistics

| | | Current Primary Mode Group | Previous Primary Mode Group | Temporary Primary Mode Group | Placement Status |
|---|---------|----------------------------|-----------------------------|------------------------------|------------------|
| N | Valid | 21 | 4 | 4 | 21 |
| | Missing | 0 | 17 | 17 | 0 |

Current Primary Mode Group

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|--------------------|-----------|---------|---------------|--------------------|
| Valid | Drive Alone | 15 | 71.4 | 71.4 | 71.4 |
| | Carpool or Vanpool | 6 | 28.6 | 28.6 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Previous Primary Mode Group

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------------------------|-----------|---------|---------------|--------------------|
| Valid | Drive Alone | 3 | 14.3 | 75.0 | 75.0 |
| | Telecommute or Work CWS | 1 | 4.8 | 25.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Temporary Primary Mode Group

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------------------|-----------|---------|---------------|--------------------|
| Valid | Drive Alone | 1 | 4.8 | 25.0 | 25.0 |
| | Carpool or Vanpool | 3 | 14.3 | 75.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Placement Status

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|---------------------|-----------|---------|---------------|--------------------|
| Valid | Temporary Placement | 4 | 19.0 | 19.0 | 19.0 |
| | Continued Placement | 4 | 19.0 | 19.0 | 38.1 |
| | No Placement | 13 | 61.9 | 61.9 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Statistics

| | | Current Weekly Vehicle Trips | Previous Weekly Vehicle Trips | Temporary Weekly Vehicle Trips | ivtr |
|--------|---------|------------------------------|-------------------------------|--------------------------------|----------|
| N | Valid | 21 | 4 | 4 | 8 |
| | Missing | 0 | 17 | 17 | 13 |
| Mean | | 8.06710 | 7.50000 | 5.83333 | -3.06250 |
| Median | | 10.00000 | 10.00000 | 6.00000 | -4.00000 |

Current Weekly Vehicle Trips

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|--------|-----------|---------|---------------|--------------------|
| Valid | .909 | 1 | 4.8 | 4.8 | 4.8 |
| | 2.500 | 1 | 4.8 | 4.8 | 9.5 |
| | 3.333 | 1 | 4.8 | 4.8 | 14.3 |
| | 4.667 | 1 | 4.8 | 4.8 | 19.0 |
| | 5.000 | 2 | 9.5 | 9.5 | 28.6 |
| | 8.000 | 1 | 4.8 | 4.8 | 33.3 |
| | 10.000 | 14 | 66.7 | 66.7 | 100.0 |
| | Total | 21 | 100.0 | 100.0 | |

Previous Weekly Vehicle Trips

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | .000 | 1 | 4.8 | 25.0 | 25.0 |
| | 10.000 | 3 | 14.3 | 75.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

Temporary Weekly Vehicle Trips

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | 3.333 | 1 | 4.8 | 25.0 | 25.0 |
| | 6.000 | 2 | 9.5 | 50.0 | 75.0 |
| | 8.000 | 1 | 4.8 | 25.0 | 100.0 |
| | Total | 4 | 19.0 | 100.0 | |
| Missing | System | 17 | 81.0 | | |
| Total | | 21 | 100.0 | | |

ivtr

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|--------------------|
| Valid | -7.500 | 1 | 4.8 | 12.5 | 12.5 |
| | -6.667 | 1 | 4.8 | 12.5 | 25.0 |
| | -5.000 | 1 | 4.8 | 12.5 | 37.5 |
| | -4.000 | 2 | 9.5 | 25.0 | 62.5 |
| | -2.000 | 1 | 4.8 | 12.5 | 75.0 |
| | .000 | 1 | 4.8 | 12.5 | 87.5 |
| | 4.667 | 1 | 4.8 | 12.5 | 100.0 |
| | Total | 8 | 38.1 | 100.0 | |
| Missing | System | 13 | 61.9 | | |
| Total | | 21 | 100.0 | | |