

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC  
TRANSPORTATION**

**APPLICANT DATABASE  
PLACEMENT SURVEY REPORT**

**Northern Neck Rideshare Program**

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

*Prepared for:*

Virginia Department of Rail and Public Transportation

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## EXECUTIVE SUMMARY

This report presents results of a survey about commuter transportation assistance services offered by Northern Neck Rideshare, a rideshare program supported by the Virginia Department of Rail and Public Transportation (VDRPT). Northern Neck Rideshare provides commute information and assistance services to commuters and other travelers throughout the areas of Westmoreland, Richmond County, Northumberland, and Lancaster in Northern Virginia. 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 nine rideshare programs located in Northern Virginia. VDRPT supports five other programs located in Southern Virginia.

### Northern Virginia

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

### Southern Virginia

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

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).

We note that the Northern Virginia programs are coordinated with and, in some respects, linked to regional commuter services provided by the Metropolitan Washington Council of Governments' Commuter Connections program. Commuter Connections performs ridematching, administers the regional Guaranteed Ride Home program, conducts commute-oriented advertising, and provides other travel information and support services throughout the Washington region.

The nine local programs provide some services directly to commuters, but many of the services are provided by Commuter Connections, with the local program serving as a coordinating and entry point. For this reason, some assisted commuters would be aware only of the name, "Commuter Connections," rather than the local program name. To account for this likelihood, respondents for the Northern Virginia programs were asked about services they received from Commuter Connections, rather than from the local program name. We note that this will make it difficult to separate the local program influences or im-

pacts of the Northern Virginia programs from the impacts of the regional support services offered in these areas.

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 Northern Neck Rideshare and the other Northern Virginia programs were collected at two time periods. A portion of the interviews were 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. Additional interviews were collected for Northern Neck and other Northern Virginia programs in July – August 2006. All data for the five Southern Virginia programs were collected in June – July 2006.

## **OTHER KEY SURVEY RESULTS**

### **Demographics**

- More than half (58%) of the respondents were female.
- The majority of respondents were white (71%) and between 35 and 54 years old (55%). Most (85%) of the respondents had an annual household income of \$60,000 or more and more than one-half (52%) had an income of \$80,000 or more.

### **Commute Travel Patterns**

- About a third (33.3%) of weekly commute trips made by applicants were made by driving alone. Train had the largest share of alternative mode travel; capturing 20.6% of the weekly commute trips made by applicants. Carpool and vanpool were used for 17.8% and 15.6% of weekly trips respectively.
- The average one-way commute distance was 66.2 miles. The average one-way commute time was 92 minutes.

### **Commute Changes**

- Seven survey respondents (19.4%) made a commute pattern change or tried another method of transportation after receiving assistance from Program Name.
- The continued placement rate (percent of applicants who made a continued change to an alternative mode) was 19.4%. The temporary placement rate (percent of applicants who made a change but returned to their original modes) was 0.0%. No 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, thus the "occasional use" placement rate also is 0.0%.
- One of the seven respondents who made a mode change shifted from driving alone. The remaining six respondents shifted from one alternative mode to another.

**Information and Assistance Requested and Received**

- About two-thirds (64%) of respondents said they received a matchlist with names of potential car-pool/vanpool partners.
- Six in ten (61%) of the respondents who received a matchlist tried to contact someone named on the list. Nearly all (86%) of these respondents said they were successful in reaching someone on the list and 67% of those who reached someone said the people they reached were interested in ridesharing.
- Two-thirds (64%) of respondents said their employers offer some commute services at the worksite. The most common service offered by employers was a free or discounted transit pass offered by 47 of employers.
- About 38% of the respondents who made a commute change indicated that information they received had influenced their decision to make a commute change. Matchlists, transit information, and discounted transit passes each were mentioned by 13% of these respondents.

**Program Improvements Desired**

- Approximately one in three respondents (36%) thought Northern Neck Rideshare needed no service improvements and an additional 25% said they didn't know if improvements were needed.
- Of those who mentioned improvements, most suggested improvements focused on improving the quality or quantity of the information provided: More current information (17%), matches fit respondents' travel patterns better (17%), more match names (17%), and matches interested in CP/VP (13%). Additional suggestions included more follow-up assistance (14%), vanpool assistance/resources (11%), and transit improvements (6%).

**Guaranteed Ride Home Program**

- About half (47%) of respondents received GRH information. The majority (82%) of these respondents registered for GRH.
- About 29% of respondents who registered for GRH said they had been primarily driving alone (2 or more days per week) before they registered for GRH. The remaining 71% were using an alternative mode as their primary travel method for commuting.
- One in five (21%) of respondents who registered for GRH said they had used the GRH program.

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## SECTION 1 OVERVIEW

### PURPOSE OF THE REPORT

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Data for Northern Neck Rideshare and the other Northern Virginia programs were collected at two time periods. A portion of the interviews were 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. Additional interviews were collected for Northern Neck and other Northern Virginia programs in July – August 2006. All data for the five Southern Virginia programs were collected in June – July 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 Northern Neck Rideshare results with the combined results for the nine Northern 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 Northern Neck 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 Northern Neck Rideshare and the other 13 programs, the total number of applicants who entered the program during the analysis period. As shown in the table, the applicant population for Northern Neck Rideshare consisted of 74 applicants. Because this total was less than the 270 applicant threshold, the program was included in the census quota group, with a proposed sample of 48.

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, four interviews were conducted for Northern Neck in November 2005, thus the target for the June-August 2006 survey was 44.

Table 1  
Applicant Counts and Proposed Samples

	<b>Total Apps</b>	<b>Proposed Sample</b>	<b>Nov 05 Complete</b>	<b>Target Aug 06</b>
<b><u>No VA Program</u></b>				
Alexandria	276	175	14	161
Arlington	194	126	13	113
Fairfax County	1,967	175	102	73
Loudoun County	960	175	32	143
<b>Northern Neck</b>	<b>74</b>	<b>48</b>	<b>4</b>	<b>44</b>
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
<b>Total No VA</b>	<b>8,977</b>	<b>1,333</b>	<b>441</b>	<b>892</b>
<b><u>So VA Program</u></b>				
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 Ride Solutions	108	70	0	70
<b>Total So VA</b>	<b>2,597</b>	<b>556</b>	<b>0</b>	<b>556</b>

**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 60 of the original 74 Northern Neck applicants. Calls were attempted with all 60 applicants and 32 completed interviews were obtained. On a base of 60 applicants called, this produced a response rate of 53%.

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

	<b>Target Aug 06</b>	<b>Valid Apps</b>	<b>Apps Called</b>	<b>Aug 06 Complete</b>
<b><u>No VA Program</u></b>				
Alexandria	161	217	217	95
Arlington	113	143	143	80
Fairfax County	73	1,918	157	73
Loudoun County	143	903	272	143
<b>Northern Neck</b>	<b>44</b>	<b>60</b>	<b>60</b>	<b>32</b>
Northern Shenandoah Valley	98	142	142	78
PRTC	99	1941	179	101
RADCO	9	2,923	20	11
Rappahannock-Rapidan	152	353	284	152
<b>Total No VA</b>	<b>892</b>	<b>8,601</b>	<b>1,474</b>	<b>765</b>
<b><u>So VA Program</u></b>				
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 Ride Solutions	70	74	74	38
<b>Total So VA</b>	<b>556</b>	<b>2,201</b>	<b>847</b>	<b>408</b>

**Total Samples and Confidence Levels** – Table 1b, on the following page, 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 36 interviews were completed for Northern Neck Rideshare, including the four completed in the November MWCOG 2005 survey. The table also shows the total “valid applicant” base for the program. This base was 60 for Northern Neck. The total sample of 36 on a base of 60 produced a statistical level of confidence of 95% ± 10.4%.

#### **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.

Table 1b  
Interviews Completed and Confidence Levels

	<b>Valid Apps</b>	<b>Aug 06 Complete</b>	<b>Nov 05 Complete</b>	<b>Total Complete</b>	<b>Conf. Level</b>
<b><u>No VA Program</u></b>					
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%
<b>Northern Neck</b>	<b>60</b>	<b>32</b>	<b>4</b>	<b>36</b>	<b>95±10.4%</b>
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%
<b>Total No VA</b>	<b>8,601</b>	<b>765</b>	<b>441</b>	<b>1,206</b>	<b>95±2.6%</b>
<b><u>So VA Program</u></b>					
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 Ride Solutions	74	38	0	38	95±11.3%
<b>Total So VA</b>	<b>2,201</b>	<b>408</b>	<b>0</b>	<b>408</b>	<b>95±4.4%</b>

## 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 Northern Neck 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. Percentages presented in the results tables generally show percentages of respondents who answered each question. But for tables in which the total number of respondents was less than 25, the actual number (frequency) of respondents is shown, in lieu of the percentage. For some questions, comparisons are shown between the results for Northern Neck respondents and all Northern Virginia respondents. Generally, the Northern Virginia combined responses are shown as percentages, weighted to the total population of Northern Virginia applicants, but the tables also show the raw number of Northern Virginia respondents (e.g., n=\_\_) who answered the question. Appendix B presents comparisons for some questions for Northern Neck and the combined results of the nine programs in Northern Virginia.

### CHARACTERISTICS AND DEMOGRAPHICS OF THE SAMPLE

#### Demographics

The survey asked respondents four demographic classification questions: sex, age, income, and ethnic group. More than half (58%) of the respondents were female (69%) and 48% were male. The remaining demographic categories are summarized in Tables 2 through 4.

**Age** – As shown in Table 2, more than half of the respondents (55%) were between 35 and 54 years old. Nearly nine in ten (86%) were between 35 and 64 years old.

**Table 2**  
**Distribution by Age**

(n=35)

Age Group	Percentage	Age Group	Percentage
Under 25	0%	45 – 54	26%
25 – 34	11%	55 – 64	31%
35 – 44	29%	Over 64	3%

**Income** – As detailed in Table 3, 85% of respondents had an annual household income of \$60,000 or more and more than one-half (52%) had an income of \$80,000 or more.

**Table 3**  
**Distribution by Annual Household Income**

(n=33)

Income	Percentage	Income	Percentage
Less than \$30,000	3%	\$80,000 – 99,999	18%
\$30,000 – 39,999	6%	\$100,000 – 119,999	13%
\$40,000 – 59,999	6%	\$120,000 – 139,999	6%
\$60,000 – 79,999	33%	\$140,000 or more	15%

**Ethnic Background** – Next, as illustrated in Table 4, Caucasians represented the largest ethnic group category of survey respondents (71%). African-Americans were the next largest group at 27%. Respondents of Asian/Pacific Islander ethnic background comprised three percent of the total.

**Table 4**  
**Distribution by Ethnic Background**

(n=36)

Ethnic Group	Percentage	Ethnic Group	Percentage
Hispanic	0%	Asian/Pacific Islander	3%
White	71%	Other/Mixed	0%
African-American	27%		

### **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, more than eight in ten respondents (82%) worked for employers with more than 100 employees. Nearly half (47%) worked for employers with at least 1,000 employees.

**Table 5**  
**Distribution by Employer Size**

(n=36)

Number of Employees	Percentage	Number of Employees	Percentage
1-25	6%	101-250	12%
26-50	9%	251-999	23%
51-100	3%	1,000+	47%

**Employer Type** – The highest proportion of respondents indicated that they worked for a federal agency (45%). Another third (31%) said they worked for a private sector employer. State and local government agencies employed 14% and non-profit organizations employed 6% of respondents.

**Table 6**  
**Distribution by Employer Type**

(n=36)

Employer Type	Percentage
Private sector	31%
Federal agency	49%
State/local agency	14%
Non-profit	6%
Self-employed	0%

### **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.

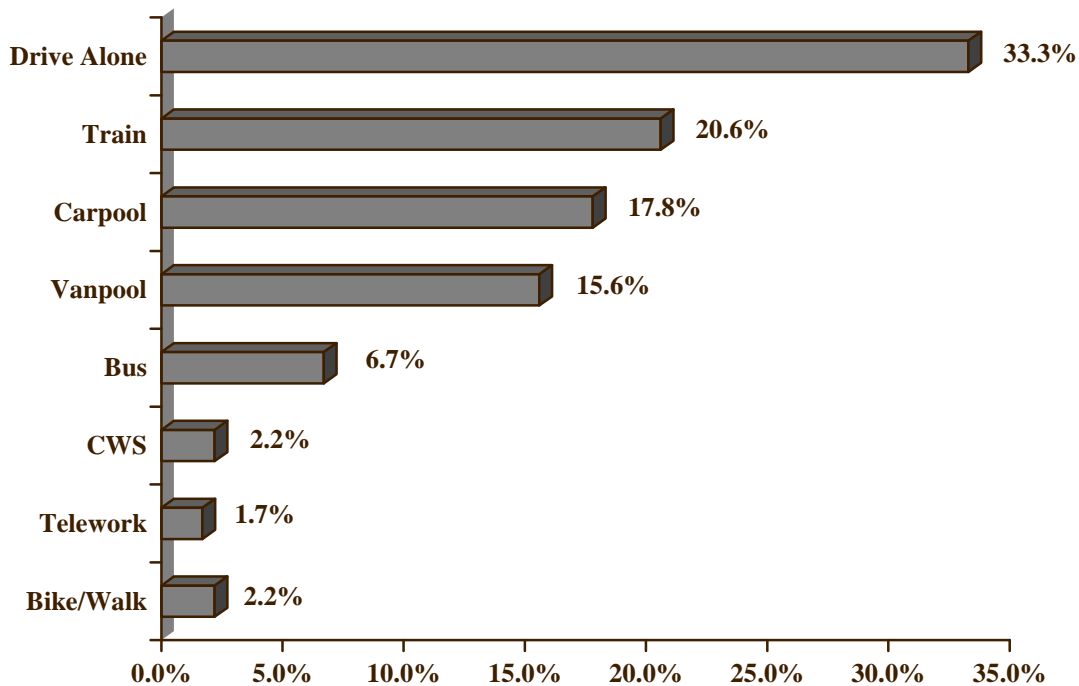
### **Current Commute Mode – Percentage of Weekly Trips by Mode**

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= 36)



Respondents drove alone for about one-third (33.3%) of work day commute trips. Train was the second most popular mode, accounting for about one in five weekly trips (20.6%). Carpool and vanpool together accounted for a third of all trips, at 17.8% and 15.6% of weekly work trips, respectively. Bus was used for 6.7% of weekly trips and bike/walk was the choice for 2.2%. Compressed work schedule days off (2.2%) and teleworking (1.7%) made up small percentages of weekly work days.



**Commute Distance**

Commuters in the survey had a wide range of commute distances, ranging from one mile to 120 miles. The average one-way distance was 66.2 miles. Table 7 presents the distribution of respondents in various distance categories. As shown, a large majority (78%) of respondents traveled 40 or more miles to work one way and more than four in ten (42%) traveled 80 or more miles.

**Table 7**  
**Commute Distance (miles)**  
(n=36)

<b>Number of Miles</b>	<b>Percentage</b>	<b>Cumulative Percentage</b>
Fewer than 10 miles	8%	8%
10 to 19.9 miles	6%	14%
20 to 29.9 miles	0%	14%
30 to 39.9 miles	8%	22%
40 to 59.9 miles	14%	36%
60 to 79.9 miles	22%	58%
80 or more miles	42%	100%
Average distance	66.2 miles	

**Commute Travel Time**

One-way commute travel time of respondents ranged from 10 minutes to more than three hours, with an average of 90 minutes. As shown in Table 8 on the following page, more than half (53%) of the respondents said they traveled 80 or more minutes one-way and 19% said they traveled two or more hours. Only 13% said they travel 45 or less to get to work.

**Table 8**  
**Commute Length (minutes)**  
(n=36)

<b>Number of Minutes</b>	<b>Percentage</b>	<b>Cumulative Percentage</b>
20 minutes or less	8%	8%
21 to 30 minutes	0%	8%
31 to 45 minutes	5%	13%
46 to 60 minutes	20%	33%
61 to 80 minutes	14%	47%
80 to 120 minutes	34%	81%
More than 120 minutes	19%	100%
Average time	90 minutes	

### **Alternative Work Schedules**

About a third (31%) of respondents reported that they worked a non-standard schedule. About 14% said they work “flexible work hours” schedules that allow employees to change their arrival and departure times from a worksite standard. About 17% of respondents reported working a compressed work schedule (CWS), in which they work a full work week (35-40 hours) in fewer than five days per week. The most common CWS arrangement (11%) was a 9/80 schedule, in which employees work nine days for a total of 80 hours over two weeks. A smaller percentage (6%) of respondents said they worked a 4/40 arrangement, that is, worked four ten-hour days in one week.

## **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**

Thirteen of the 36 survey respondents said they rideshare (carpool or vanpool) at least one day per week. Overall pool occupancy for these respondents was 5.2 occupants, including the driver. Carpool occupancy was about 2.3 occupants, including the driver.

### **Access to Carpools, Vanpools, Buspools, and Transit**

Twenty-four respondents reported using carpool, vanpool, or transit one or more days per week. Table 9 shows how they traveled to where they meet their rideshare partners or where they start their transit trip.

**Table 9**  
**Access Mode to Alternative Mode Meeting Place**  
(n=24)

<b>Access Mode to Alternative Mode</b>	<b>Frequency</b>
Drive to central location	83%
Drive to driver's home	0%
Walk/bicycle	0%
Picked up at home	13%
Bus/transit	4%
Another carpool/vanpool	0%
Always drive CP/VP	0%

About one in eight (13%) said they were picked up at home and four percent said they use a bus/transit to get to the meeting point. However, a large majority (83%) drove to a central meeting location where they left their cars for the day. This is significant to the 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 are considerably less, at 19.9 miles, than the average one-way travel distance to work (66.2 miles), the trips still 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 Northern Neck 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 Northern Neck 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=36)

<b>Type of Commute Change</b>	<b>Frequency/ Percentage</b>
Started using transit/bike/walk or tried transit/bike/walk	1 (2.8%)
Joined or created a new carpool or tried carpooling	2 (5.6%)
Joined or created a new vanpool or tried vanpooling	2 (5.6%)
Started teleworking/compressed work schedule	1 (2.8%)
Added another person to existing carpool or vanpool	1 (2.8%)
<b>Total respondents with change</b>	<b>7 (19.4%)</b>

Seven respondents (19.4%) said they had made a change to an alternative mode after receiving information or assistance from Northern Neck Rideshare. Two joined or created a new carpool or tried carpooling and two joined or created a new vanpool or tried vanpooling. One respondent started using or tried using transit, bicycle or walk and one started teleworking or using a compressed work schedule. Finally, one respondent was previously using a carpool or vanpool, but added another rider to the pool.

Some respondents who made a mode change shifted from drive alone, but other shifted from one alternative mode to another. One of the seven respondents who made a change shifted from driving alone to an alternative mode. The remaining six respondents were previously using an alternative mode, but made a change within these alternatives, for example, from carpool to vanpool, from bus to train, or from vanpool to train.

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=7)

<b>Type of Change</b>	<b>Frequency / Percentage</b>
Continued – regular use	7 (19.4%)
Temporary – regular use	0 (0.0%)
<b>Total – Regular use changes</b>	<b>19.4%</b>
Occasional use	0 (0.0%)
<b>TOTAL – All Changes</b>	<b>19.4%</b>

All of the respondents who said they made a change said they had continued the change and were still using the new alternative mode at least one day per week. None of the respondents who made a change said the change was temporary, that is, they had already stopped using the new alternative mode by the time of the survey.

This delineation between temporary and continued is not relevant for this particular case, but would be important if any respondents had made temporary changes. This is because 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, the survey also looked for respondents who made continued changes but were using the new alternative mode, but only “occasionally,” that is, less than one time per week, on average. No respondents reported this type of change.

### **Placement Rates**

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

#### Placement Rates – Northern Neck Rideshare and All Northern Virginia Programs

	Northern Neck Rideshare (n=36)	All No VA (n=1,206)
• Continued placement rate =	19.4%	26.9%
• Temporary placement rate =	0.0%	15.4%
• Occasional use placement rate =	0.0%	2.8%
• Total =	19.4%	45.1%

The placement rates can be used to estimate the total number of Northern Neck 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, Northern Neck Rideshare received applications from 74 commuters. Based on the survey results, it would be expected that approximately 14 of these commuters (19.4% x 74 applicants) had started using a new alternative mode or increased their use of alternative modes:

- 14 continued shifts (.19.4% x 74)
- 58 temporary shifts (0.0% x 74)
- 9 occasional use shifts (0.0% x 74)

### **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 Northern Neck are shown below.

- Continued VTR = 0.01 daily trips reduced per placement
- Temporary VTR = 0.00 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 if temporary changes had been noted, it would have been required to discount them to account for their duration as a portion of a year. This discount would be factored into the calculation of trips reduced. These calculations would produce an estimate of 1 daily trip reduced:

Continued trips reduced = 14 commuters x 0.01 trips reduced = 1 daily trips reduced  
 Temporary trips reduced = 0 commuters x 0.00 trips reduced x 0% = 0 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**

<b>Reasons</b>	<b>Northern Neck (n=7)</b>	<b>All NOVA (n=502)</b>
<b>Commute related reasons</b>		
- Save money	2	25%
- Save time	0	21%
- Reduce congestion/pollution	0	5%
- Tired of driving	0	7%
- Carpool broke up/didn't work	0	10%
<b>Personal related reasons</b>		
- No vehicle available	3	15%
- Changed job/work hours	0	18%
- Moved to new residence	1	4%
- Others doing it (e.g., friends)	1	5%

\* Multiple responses permitted.

Two of the respondents said they made the change for commute-related reasons, specifically to save money. Five respondents mentioned an outside factor, such as no vehicle being available (3 respondents), moved to new residence (1 respondents), or the reason that others were doing it (e.g., friends, family, co-workers) (1 respondent).

The table also shows responses for respondents for all nine Northern Virginia program. As shown, saving money or time, no vehicle available, and changing jobs were mentioned as common reasons for their commute changes.

### **SERVICES RECEIVED AND INFLUENCE OF SERVICES ON COMMUTE CHANGES**

The survey identified the types of services, information, and assistance that respondents received from Northern Neck / Commuter Connections, and services and programs offered by respondents' employers. The survey also asked respondents about the influence of the services on commute changes and solicited feedback from respondents on how Northern Neck / Commuter Connections could improve its services.

**Information Received from Northern Neck / Commuter Connections**

In the survey, respondents were asked what information and assistance they remembered receiving from Northern Neck / Commuter Connections. Table 13 shows the percentages of respondents who said they received each of several types of information.

**Table 13**  
**Information Respondents Remember Receiving From**  
**Northern Neck / Commuter Connections**

<b>Information Received</b>	<b>Northern Neck (n=36)</b>	<b>All NOVA (n=1,206)</b>
Matchlist	64%	62%
GRH info/registration	47%	69%
Transit route/schedule	6%	26%
Park & Ride information	3%	21%
Vanpool assistance	0%	17%
Telecommute/telework	0%	8%
HOV information	0%	8%

\* Multiple responses permitted

Matchlists and GRH information/registration were the most prevalent types of assistance, received by 64% and 47% of respondents respectively. Smaller percentages of respondents said they remembered receiving transit route/schedule information (6%) or park & ride lot information (3%).

**Use of Matchlist Information**

**Match Names** – About two-thirds (64%) of respondents said they received one or more names of potential rideshare partners on a matchlist prepared by Northern Neck / Commuter Connections or by another organization. These respondents were asked about their use of matchlist information. Their responses are shown in Table 14 on the following page.

**Trying to Make Contact** – Six in ten (61%) of the respondents who received a matchlist said they tried to call one or more of the people named. The remaining 39% of respondents did not try to make contact. The primary reasons for not trying to reach people on the list was that people named on the matchlist were not considered compatible partners; they either had “work hours not compatible with mine” (3 respondents) or work or home location not compatible with mine” (1 respondent). Two had “already found a rideshare arrangement” and one respondent “hadn’t gotten around to it.”



**Table 14**  
**Actions Taken by Respondents who Received Matchnames**

<b>Action Taken</b>		<b>Yes</b>	<b>No</b>
Received matchlist	n = 36	64%	36%
Called names	n = 23	61%	39%
Able to reach people named on matchlist	n = 14	86%	14%
People called were interested in ridesharing	n = 12	67%	8%*

\* An additional 25% of respondents said people were not interested because “schedules/destinations weren’t compatible”

**Success in Reaching Someone Named on the Matchlist** – A large majority (86%) of the 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.

**Interest in Ridesharing** – Two-thirds (67%) of the respondents who were able to reach someone said that person was interested in ridesharing. Eight percent who reached a person on the matchlist said the people were not interested in ridesharing. The remaining 25% 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 out 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. Two-thirds (64%) of respondents said their employers do offer some services, while the remaining 36% said their employers do not. Table 15 shows the most common employer service.

As shown, 47% of respondents said their employers offered a discounted transit pass. Small percentages of employers offered other cash incentives (3%), Federal tax benefit (3%), carpool/vanpool information (3%), and preferential parking (3%)

**Table 15**  
**Commuter Assistance Services Offered by Employers**  
(n=36)

<b>Service Offered</b>	<b>Percentage*</b>	<b>Service Offered</b>	<b>Percentage *</b>
Transit pass discount	47%	Parking discount for CP/VP	%
Other cash incentive	3%	Compressed schedule/telework	3%
CP/VP info/matchlist	3%	Preferential parking for CP/VP	3%
Federal tax benefit	3%		

\* Multiple responses permitted

### **Influence of Assistance or Information**

Respondents who had made a commute change were asked if the information or assistance they had received had influenced their decision to make the change. Three of the eight respondents who made a change indicated that assistance or information received from Northern Neck, an employer, or another organization had influenced their decision. Two indicated a match list had been influential and one noted a discounted transit pass has influenced the change.

### **Program Improvements Desired**

Survey respondents also were asked how Northern Neck Rideshare / Commuter Connection could improve its services to commuters. Approximately one in three respondents (36%) said no improvements were needed and an additional 25% said they didn't know if improvements were needed. The remaining 39% of respondents mentioned one or more improvements they would like to see. Table 16 highlights responses for this question.

**Table 16**  
**Northern Neck Improvements Desired**  
(n=136)

<b>Improvement</b>	<b>Percentage*</b>	<b>Improvement</b>	<b>Percentage *</b>
More current information	17%	Matches interested in CP/VP	13%
Matches fit travel better	17%	Vanpool resources/assistance	11%
More match names	17%	Transit improvements	6%
More follow-up assistance	14%	Other **	6%

\* Multiple responses permitted

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

Most of the desired improvements focused on the quantity or quality of information: more current information (17%), matches fit travel better (closer fit to the respondent's travel constraints) (17%), more match names (17%), and matches interested in carpooling/vanpooling (13%). 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 on a matchlist. But even these "highest priority" items were noted by a small percentage of respondents.

A few respondents felt improvements in Northern Neck's operations were needed. The primary improvements included: more follow-up assistance (14%), vanpool resources/assistance (11%), or transit improvements (6%).

**Response Time** – Two-thirds (67%) of the respondents said they received the information they requested within one week of the request, 24% waited between one and two weeks, and nine percent 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. Approximately half (47%) of respondents said they received information/registration for GRH. These respondents were asked additional questions about their interest in and use of GRH information and services.

### **Registration for GRH**

More than eight in ten (82%) of the 17 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. Five said they were primarily driving alone to work. The remaining respondents were regularly using an alternative: bus/rail transit (5 respondents), vanpool (5 respondents), or carpool (2 respondents).

### **Use of GRH**

Three of the 14 respondents who had registered for GRH said they 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 Northern Virginia and Northern Neck Rideshare

Appendix C – Survey Frequency Tabulations – Northern Neck 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 _____                                    | 5 service 5 _____ |
| 2 service 2 _____                                    | 6 service 6 _____ |
| 3 service 3 _____                                    | 7 service 7 _____ |
| 4 service 4 _____                                    | 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 Survey Results for Northern Virginia and Northern Neck Rideshare

#### Current Travel Information

**Table B-1**  
**Current Mode Split – Weekly Trips**  
**All Modes (including compressed work schedule and telework days)**

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	1,206	36
CWS	2.6%	2.2%
Telework	2.6%	1.7%
DA/Motorcycle	20.9%	33.3%
CP	23.0%	17.8%
VP	16.8%	15.6%
Bus	11.1%	6.7%
Train/Subway/commuter rail	22.4%	20.6%
Bicycle/walk	0.5%	2.2%

**Table B-2**  
**Work Non-standard/Flexible Work Schedules**

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	1,206	36
No	67%	31%
Yes	33%	69%
Compressed work schedule	18%	17%
Flextime	15%	14%

**Table B-3**  
**Average Length of Commute (Distance and Time)**

	<u>No VA</u>	<u>Northern Neck</u>
Distance	37.7 miles	66.2 miles
(n=___)	n=1,159	n=36
Time	66 minutes	90 minutes
(n=___)	n=1,201	n=36

**Table B-4**  
**Access Mode and Distance to Rideshare or Transit Meeting Points**

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	868	24
Picked-up at home	7%	13%
Drive to driver's home	7%	0%
Drive to central location	72%	83%
Another pool/drop off	2%	0%
Walk	9%	0%
Drive CP/VP	1%	0%
Bus/transit	2%	4%
<b>Ave access distance</b>	6.0 miles	19.9 miles

### Travel Changes

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

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	1,206	36
Started transit/bike/walk	15.7%	2.8%
Started CP/tried CP	13.7%	5.6%
Started VP/tried VP	8.5%	5.6%
Started telework/CWS	3.7%	2.8%
Added person to CP/VP	3.5%	2.8%
<b>TOTAL</b>	<b>45.1%</b>	<b>19.6%</b>

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

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	1,206	36
Continued placement rate	26.9%	19.6%
Temporary placement rate	15.4%	0.0%
Occasional use placement rate	2.8%	0.0%
Continued VTR (daily trips reduced)	0.34	0.01
Temporary VTR (daily trips reduced)	0.56	0.00
Average duration of temporary change	7.0 weeks	N/A

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

	<b><u>No VA</u></b>	<b><u>Northern Neck</u></b>
(n=___)	1,206	36
Matchlist	62%	64%
GRH info	66%	42%
GRH registration	32%	11%
Transit info	26%	6%
P&R info	21%	3%
Vanpool assistance	17%	0%
GRH trip	8%	3%
HOV lane	8%	0%
Telecommute	8%	0%

\* Multiple responses permitted

**Table B-8****Types of Information Received from Employer \***

	<b><u>No VA</u></b>	<b><u>Northern Neck</u></b>
(n=___)	1,206	36
Discount/free transit pass	58%	47%
Other cash incentive	6%	3%
CP/VP information / matchlist	4%	3%
Smart Tag, EZ Pass subsidy	2%	0%
Transit information / schedule	2%	0%
Federal tax benefit	5%	3%
Preferential parking	1%	3%
Compressed work schedule	2%	3%
None	26%	36%

\* Multiple responses permitted

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

	<b><u>No VA</u></b>	<b><u>Northern Neck</u></b>
(n=___)		8
Yes, influenced decision	38%	38%
No, didn't influence decision	62%	62%

**Table B-10**  
**Program Improvements Desired \***

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	1,206	36
None needed	45%	36%
More current info	11%	17%
Better fit in matches	8%	17%
More match name	7%	17%
More advertising	3%	0%
More follow-up assistance	6%	14%
Transit improvements	6%	6%
Use internet/website	5%	0%
Matches more interested in RS	5%	13%
GRH suggestions	4%	0%
Quicker response	2%	0%
Vanpool resources/assistance	3%	11%
Better transit info	1%	0%

- Multiple responses permitted

### Guaranteed Ride Home (GRH)

**Table B-11**  
**Mode Used When Requesting GRH Information**

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	828	17
DA	17%	29%
CP	21%	12%
VP	16%	29%
Bus/train	49%	29%
Bike/walk	<1%	0%

- \* Multiple responses permitted

**Table B-12**  
**Register for GRH?**

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	828	17
Yes, registered for GRH	79%	82%
No, didn't register for GRH	21%	18%

**Table B-13**  
**Respondent Used GRH Trip?**

	<u>No VA</u>	<u>Northern Neck</u>
(n=___)	648	14
Yes, used GRH trip	24%	2%
No, didn't use GRH trip	76%	79%

## **Appendix C**

### **Frequency Tabulation of Survey Results for Northern Neck Rideshare**

**Hold variable for Status of interview.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Complete	36	100.0	100.0	100.0

**VA Sub-Areas**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	CC-Northern Neck	36	100.0	100.0	100.0

**Statistics**

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

N	Valid	36
	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	36	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	11	30.6	31.4	31.4
	No	24	66.7	68.6	100.0
	Total	35	97.2	100.0	
Missing	DK	1	2.8		
Total		36	100.0		

**Q1b. What type of schedule do you use?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4/40 (4 10-hour days per week, 40 hours)	2	5.6	18.2	18.2
	9/80 (9 days every 2 weeks, 80 hours)	4	11.1	36.4	54.5
	flex-hour (core hours with flexible start & stop)	5	13.9	45.5	100.0
	Total	11	30.6	100.0	
Missing	System	25	69.4		
Total		36	100.0		

**Q1b1. Are you a telecommuter?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	9	25.0	25.0	25.0
	No	27	75.0	75.0	100.0
	Total	36	100.0	100.0	

**Q1b2. How often do you usually telecommute?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	occasionally for special projects	3	8.3	33.3	33.3
	Less than one time per month/only in emergencies	1	2.8	11.1	44.4
	1-3 times a month	2	5.6	22.2	66.7
	one day a week	3	8.3	33.3	100.0
	Total	9	25.0	100.0	
Missing	System	27	75.0		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	28	77.8	77.8	77.8
	No	8	22.2	22.2	100.0
	Total	36	100.0	100.0	

**Q1d. Hold for number of sick days last week**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	27	75.0	96.4	96.4
	1	1	2.8	3.6	100.0
	Total	28	77.8	100.0	
Missing	System	8	22.2		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	telecommute	1	2.8	3.6	3.6
	drive alone	12	33.3	42.9	46.4
	carpool	4	11.1	14.3	60.7
	vanpool	2	5.6	7.1	67.9
	buspool	1	2.8	3.6	71.4
	rode a bus	1	2.8	3.6	75.0
	Metrorail	2	5.6	7.1	82.1
	MARC	1	2.8	3.6	85.7
	VRE	4	11.1	14.3	100.0
	Total	28	77.8	100.0	
Missing	System	8	22.2		
Total		36	100.0		



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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	drive alone	11	30.6	39.3	39.3
	carpool	5	13.9	17.9	57.1
	vanpool	3	8.3	10.7	67.9
	buspool	1	2.8	3.6	71.4
	rode a bus	1	2.8	3.6	75.0
	Metrorail	2	5.6	7.1	82.1
	MARC	1	2.8	3.6	85.7
	VRE	4	11.1	14.3	100.0
	Total	28	77.8	100.0	
Missing	System	8	22.2		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	drive alone	11	30.6	39.3	39.3
	carpool	5	13.9	17.9	57.1
	vanpool	3	8.3	10.7	67.9
	buspool	1	2.8	3.6	71.4
	rode a bus	1	2.8	3.6	75.0
	Metrorail	2	5.6	7.1	82.1
	MARC	1	2.8	3.6	85.7
	VRE	4	11.1	14.3	100.0
	Total	28	77.8	100.0	
Missing	System	8	22.2		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	telecommute	1	2.8	3.6	3.6
	drive alone	12	33.3	42.9	46.4
	carpool	4	11.1	14.3	60.7
	vanpool	3	8.3	10.7	71.4
	buspool	1	2.8	3.6	75.0
	rode a bus	1	2.8	3.6	78.6
	Metrorail	2	5.6	7.1	85.7
	MARC	1	2.8	3.6	89.3
	VRE	3	8.3	10.7	100.0
	Total	28	77.8	100.0	
Missing	System	8	22.2		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	have a CWS day off	2	5.6	7.1	7.1
	drive alone	12	33.3	42.9	50.0
	carpool	4	11.1	14.3	64.3
	vanpool	3	8.3	10.7	75.0
	buspool	1	2.8	3.6	78.6
	rode a bus	1	2.8	3.6	82.1
	Metrorail	2	5.6	7.1	89.3
	MARC	1	2.8	3.6	92.9
	VRE	2	5.6	7.1	100.0
	Total	28	77.8	100.0	
Missing	System	8	22.2		
	Total	36	100.0		

**Statistics**

	N		Mean	Median
	Valid	Missing		
Q1e. How many days during the week do you - have a CWS day off	2	34	1.00	1.00
Q1e. How many days during the week do you - telecommute	1	35	1.00	1.00
Q1e. How many days during the week do you - drive alone	1	35	2.00	2.00
Q1e. How many days during the week do you - motorcycle	0	36		
Q1e. How many days during the week do you - carpool	2	34	5.00	5.00
Q1e. How many days during the week do you - casual CP (slug)	0	36		
Q1e. How many days during the week do you - vanpool	3	33	4.67	5.00
Q1e. How many days during the week do you - buspool	0	36		
Q1e. How many days during the week do you - ride a bus	1	35	2.00	2.00
Q1e. How many days during the week do you - Metrorail	0	36		
Q1e. How many days during the week do you - MARC	1	35	5.00	5.00
Q1e. How many days during the week do you - VRE	0	36		
Q1e. How many days during the week do you - AMTRAK/other train	0	36		
Q1e. How many days during the week do you - bicycle	0	36		
Q1e. How many days during the week do you - walk	1	35	4.00	4.00
Q1e. How many days during the week do you - passenger ferry	0	36		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	2	5.6	100.0	100.0
	0	6	16.7		
Missing	System	28	77.8		
	Total	34	94.4		
	Total	36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	1	2.8	100.0	100.0
Missing	0	7	19.4		
	System	28	77.8		
	Total	35	97.2		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2	1	2.8	100.0	100.0
Missing	0	7	19.4		
	System	28	77.8		
	Total	35	97.2		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5	2	5.6	100.0	100.0
Missing	0	6	16.7		
	System	28	77.8		
	Total	34	94.4		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	33.3	33.3
	5	2	5.6	66.7	100.0
	Total	3	8.3	100.0	
Missing	0	5	13.9		
	System	28	77.8		
	Total	33	91.7		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2	1	2.8	100.0	100.0
Missing	0	7	19.4		
	System	28	77.8		
	Total	35	97.2		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5	1	2.8	100.0	100.0
Missing	0	7	19.4		
	System	28	77.8		
	Total	35	97.2		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	100.0	100.0
Missing	0	7	19.4		
	System	28	77.8		
	Total	35	97.2		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

**Statistics**

	N		Mean	Median
	Valid	Missing		
Q1d/Q1e. Number of days CWS	4	32	1.00	1.00
Q1d/Q1e. Number of days Telecommute	3	33	1.00	1.00
Q1d/Q1e. Number of days Drive Alone	15	21	4.00	5.00
Q1d/Q1e. Number of days Motorcycle	0	36		
Q1d/Q1e. Number of days Carpool	7	29	4.57	5.00
Q1d/Q1e. Number of days Casual Carpool	0	36		
Q1d/Q1e. Number of days Vanpool	6	30	4.67	5.00
Q1d/Q1e. Number of days Buspool	1	35	5.00	5.00
Q1d/Q1e. Number of days Rode a Bus	2	34	3.50	3.50
Q1d/Q1e. Number of days Metrorail	2	34	5.00	5.00
Q1d/Q1e. Number of days MARC	2	34	5.00	5.00
Q1d/Q1e. Number of days VRE	4	32	4.25	4.50
Q1d/Q1e. Number of days AMTRAK/Other train	0	36		
Q1d/Q1e. Number of days Bicycle	0	36		
Q1d/Q1e. Number of days Walk	1	35	4.00	4.00
Q1d/Q1e. Number of days Ferry	0	36		

**Q1d/Q1e. Number of days CWS**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	4	11.1	100.0	100.0
Missing	0	32	88.9		
Total		36	100.0		

**Q1d/Q1e. Number of days Telecommute**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	3	8.3	100.0	100.0
Missing	0	33	91.7		
Total		36	100.0		

**Q1d/Q1e. Number of days Drive Alone**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	1	2.8	6.7	6.7
	2	3	8.3	20.0	26.7
	4	2	5.6	13.3	40.0
	5	9	25.0	60.0	100.0
	Total	15	41.7	100.0	
Missing	0	21	58.3		
Total		36	100.0		

**Q1d/Q1e. Number of days Motorcycle**

		Frequency	Percent
Missing	0	36	100.0

**Q1d/Q1e. Number of days Carpool**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	3	1	2.8	14.3	14.3
	4	1	2.8	14.3	28.6
	5	5	13.9	71.4	100.0
	Total	7	19.4	100.0	
Missing	0	29	80.6		
Total		36	100.0		

**Q1d/Q1e. Number of days Casual Carpool**

		Frequency	Percent
Missing	0	36	100.0

**Q1d/Q1e. Number of days Vanpool**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	2	5.6	33.3	33.3
	5	4	11.1	66.7	100.0
	Total	6	16.7	100.0	
Missing	0	30	83.3		
Total		36	100.0		

**Q1d/Q1e. Number of days Buspool**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5	1	2.8	100.0	100.0
Missing	0	35	97.2		
Total		36	100.0		

**Q1d/Q1e. Number of days Rode a Bus**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2	1	2.8	50.0	50.0
	5	1	2.8	50.0	100.0
	Total	2	5.6	100.0	
Missing	0	34	94.4		
Total		36	100.0		

**Q1d/Q1e. Number of days Metrorail**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5	2	5.6	100.0	100.0
Missing	0	34	94.4		
Total		36	100.0		

**Q1d/Q1e. Number of days MARC**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5	2	5.6	100.0	100.0
Missing	0	34	94.4		
Total		36	100.0		

**Q1d/Q1e. Number of days VRE**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	3	1	2.8	25.0	25.0
	4	1	2.8	25.0	50.0
	5	2	5.6	50.0	100.0
	Total	4	11.1	100.0	
Missing	0	32	88.9		
Total		36	100.0		

**Q1d/Q1e. Number of days AMTRAK/Other train**

		Frequency	Percent
Missing	0	36	100.0

**Q1d/Q1e. Number of days Bicycle**

		Frequency	Percent
Missing	0	36	100.0

**Q1d/Q1e. Number of days Walk**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	100.0	100.0
Missing	0	35	97.2		
Total		36	100.0		

**Q1d/Q1e. Number of days Ferry**

		Frequency	Percent
Missing	0	36	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	35	97.2	97.2	97.2
	No	1	2.8	2.8	100.0
	Total	36	100.0	100.0	

**Q1fa. How do you usually get home?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	drive alone	1	2.8	2.8	2.8
	same	35	97.2	97.2	100.0
	Total	36	100.0	100.0	



**Q1g. Travel Distance (Grouped)**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0.0 - 9.9 Miles	3	8.3	8.3	8.3
	10.0 - 19.9 Miles	2	5.6	5.6	13.9
	30.0 - 39.9 Miles	3	8.3	8.3	22.2
	40.0+ Miles	28	77.8	77.8	100.0
	Total	36	100.0	100.0	

**Statistics**

	N		Mean	Median
	Valid	Missing		
Q1g. Travel Distance to Work	36	0	66.1681	72.5000
Q1h. About how many minutes does it take you to get to work?	36	0	92.36	87.50

**Q1g. Travel Distance to Work**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	.25	1	2.8	2.8	2.8
	5.00	1	2.8	2.8	5.6
	6.00	1	2.8	2.8	8.3
	12.00	1	2.8	2.8	11.1
	15.00	1	2.8	2.8	13.9
	30.00	1	2.8	2.8	16.7
	33.00	1	2.8	2.8	19.4
	37.00	1	2.8	2.8	22.2
	40.00	2	5.6	5.6	27.8
	50.00	2	5.6	5.6	33.3
	55.00	1	2.8	2.8	36.1
	60.00	2	5.6	5.6	41.7
	62.00	1	2.8	2.8	44.4
	70.00	2	5.6	5.6	50.0
	75.00	3	8.3	8.3	58.3
	80.00	1	2.8	2.8	61.1
	82.00	1	2.8	2.8	63.9
	85.00	1	2.8	2.8	66.7
	90.00	1	2.8	2.8	69.4
	94.20	1	2.8	2.8	72.2
95.00	2	5.6	5.6	77.8	
99.60	1	2.8	2.8	80.6	
100.00	4	11.1	11.1	91.7	
101.00	1	2.8	2.8	94.4	
120.00	2	5.6	5.6	100.0	
Total	36	100.0	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5	1	2.8	2.8	2.8
	20	2	5.6	5.6	8.3
	40	1	2.8	2.8	11.1
	45	1	2.8	2.8	13.9
	50	1	2.8	2.8	16.7
	55	1	2.8	2.8	19.4
	60	5	13.9	13.9	33.3
	70	1	2.8	2.8	36.1
	75	2	5.6	5.6	41.7
	80	2	5.6	5.6	47.2
	85	1	2.8	2.8	50.0
	90	2	5.6	5.6	55.6
	110	2	5.6	5.6	61.1
	120	7	19.4	19.4	80.6
	135	3	8.3	8.3	88.9
	150	2	5.6	5.6	94.4
	180	1	2.8	2.8	97.2
200	1	2.8	2.8	100.0	
Total		36	100.0	100.0	

**Report**

Hold for single pool mode mentioned on Q1d/Q1e		Q2. Including yourself, how many people usually ride in your CP/VP ?	Q2a. How many of CP/VP are family or members of HH?	Q2c. How many of CP/VP are co-workers?
Vanpool	Mean	8.50		
	Median	8.00		
	N	6		
Carpool	Mean	2.29	1.00	1.33
	Median	2.00	1.00	1.00
	N	7	3	3
Total	Mean	5.15	1.00	1.33
	Median	3.00	1.00	1.00
	N	13	3	3

**Statistics**

	N		Mean	Median
	Valid	Missing		
Q2. Including yourself, how many people usually ride in your CP/VP ?	13	23	5.15	3.00
Q2a. How many of CP/VP are family or members of HH?	3	33	1.00	1.00
Q2b. How many of CP/VP are children under age 16?	0	36		
Q2c. How many of CP/VP are co-workers?	3	33	1.33	1.00

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2	5	13.9	38.5	38.5
	3	2	5.6	15.4	53.8
	5	1	2.8	7.7	61.5
	6	1	2.8	7.7	69.2
	8	2	5.6	15.4	84.6
	12	2	5.6	15.4	100.0
	Total	13	36.1	100.0	
Missing	System	23	63.9		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	3	8.3	100.0	100.0
Missing	0	10	27.8		
	System	23	63.9		
	Total	33	91.7		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	13	36.1
	System	23	63.9
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	2	5.6	66.7	66.7
	2	1	2.8	33.3	100.0
	Total	3	8.3	100.0	
Missing	0	10	27.8		
	System	23	63.9		
	Total	33	91.7		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	sometimes drive	6	16.7	46.2	46.2
	never drive	7	19.4	53.8	100.0
	Total	13	36.1	100.0	
Missing	System	23	63.9		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	picked up at home by car/van pool or driver	3	8.3	12.5	12.5
	drive to a central location, like Park & Ride	20	55.6	83.3	95.8
	bus/transit	1	2.8	4.2	100.0
	Total	24	66.7	100.0	
Missing	System	12	33.3		
Total		36	100.0		

**Q2e. Used DA to Access Alternate Mode?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	20	55.6	83.3	83.3
	No	4	11.1	16.7	100.0
	Total	24	66.7	100.0	
Missing	System	12	33.3		
Total		36	100.0		

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

N	Valid	20
	Missing	16
Mean		19.8875
Median		10.0000

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	.25	1	2.8	5.0	5.0
	.50	1	2.8	5.0	10.0
	.75	2	5.6	10.0	20.0
	1.00	1	2.8	5.0	25.0
	4.00	2	5.6	10.0	35.0
	6.00	1	2.8	5.0	40.0
	8.00	1	2.8	5.0	45.0
	10.00	3	8.3	15.0	60.0
	20.00	2	5.6	10.0	70.0
	30.00	1	2.8	5.0	75.0
	37.50	1	2.8	5.0	80.0
	40.00	1	2.8	5.0	85.0
	50.00	1	2.8	5.0	90.0
	60.00	1	2.8	5.0	95.0
	85.00	1	2.8	5.0	100.0
	Total		20	55.6	100.0
Missing	DK	1	2.8		
	System	15	41.7		
	Total	16	44.4		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	2	5.6	5.6	5.6
	No	34	94.4	94.4	100.0
	Total	36	100.0	100.0	

**Q3b. Did you join or create a new vanpool?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	2	5.6	5.9	5.9
	No	32	88.9	94.1	100.0
	Total	34	94.4	100.0	
Missing	System	2	5.6		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	1	2.8	3.1	3.1
	No	31	86.1	96.9	100.0
	Total	32	88.9	100.0	
Missing	System	4	11.1		
Total		36	100.0		

**Q3d1. Did you start using passenger ferry?**

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	2	5.6	6.5	6.5
	No	29	80.6	93.5	100.0
	Total	31	86.1	100.0	
Missing	System	5	13.9		
Total		36	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	30	83.3	100.0	100.0
Missing	System	6	16.7		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	1	2.8	3.3	3.3
	No	29	80.6	96.7	100.0
	Total	30	83.3	100.0	
Missing	System	6	16.7		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	29	80.6	100.0	100.0
Missing	System	7	19.4		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	2	5.6	6.9	6.9
	No	27	75.0	93.1	100.0
	Total	29	80.6	100.0	
Missing	System	7	19.4		
Total		36	100.0		

**Q3h. What was that commute change?**

		Cases	Col %
Q3h. What was that commute change?	changed CP/VP/TRANS pickup/meeting loc, or how you got there	1	50.0%
	Tried driving alone, started driving alone	1	50.0%
Total		2	100.0%

**Q3h. Only change was drive alone?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	DA Only	1	2.8	50.0	50.0
	Other Only	1	2.8	50.0	100.0
	Total	2	5.6	100.0	
Missing	System	34	94.4		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	continued	7	19.4	19.4	19.4
	No Change	28	77.8	77.8	97.2
	4	1	2.8	2.8	100.0
	Total	36	100.0	100.0	

**Check Mode for Continued Change**

		Frequency	Percent
Missing	System	36	100.0

**Q3k. Was this a temporary change?**

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

**Q4. How long did this temporary change last?**

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

**Q4b. Hold for number of days indicated sick time**

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0



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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

**Do we need to autofill Q4e from Q1d/Q1e?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	1	2.8	14.3	14.3
	No	6	16.7	85.7	100.0
	Total	7	19.4	100.0	
Missing	System	29	80.6		
Total		36	100.0		

**Statistics**

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

N	Valid	7
	Missing	29
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	7	19.4	100.0	100.0
Missing	System	29	80.6		
Total		36	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	36	100.0

**Q4e. Hold for number of sick days last week.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	6	16.7	100.0	100.0
Missing	System	30	83.3		
Total		36	100.0		

**Statistics**

	N		Mean	Median
	Valid	Missing		
Q4e. Before you made this change, how many days did you - have a CWS day	1	35	1.00	1.00
Q4e. Before you made this change, how many days did you - Telecommute	0	36		
Q4e. Before you made this change, how many days did you - Drive Alone	2	34	3.00	3.00
Q4e. Before you made this change, how many days did you - Motorcycle	0	36		
Q4e. Before you made this change, how many days did you - Carpool	2	34	4.50	4.50
Q4e. Before you made this change, how many days did you - Casual CP (slug)	0	36		
Q4e. Before you made this change, how many days did you - Vanpool	2	34	5.00	5.00
Q4e. Before you made this change, how many days did you - Buspool	0	36		
Q4e. Before you made this change, how many days did you - Rode a Bus	0	36		
Q4e. Before you made this change, how many days did you - Metrorail	2	34	4.50	4.50
Q4e. Before you made this change, how many days did you - MARC	0	36		
Q4e. Before you made this change, how many days did you - VRE	0	36		
Q4e. Before you made this change, how many days did you - AMTRAK/other	0	36		
Q4e. Before you made this change, how many days did you - bicycle	0	36		
Q4e. Before you made this change, how many days did you - Walk	0	36		
Q4e. Before you made this change, how many days did you - Passenger Ferry	0	36		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	1	2.8	100.0	100.0
Missing	0	6	16.7		
	System	29	80.6		
	Total	35	97.2		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	1	2.8	50.0	50.0
	5	1	2.8	50.0	100.0
	Total	2	5.6	100.0	
Missing	0	5	13.9		
	System	29	80.6		
	Total	34	94.4		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	50.0	50.0
	5	1	2.8	50.0	100.0
	Total	2	5.6	100.0	
Missing	0	5	13.9		
	System	29	80.6		
	Total	34	94.4		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5	2	5.6	100.0	100.0
Missing	0	5	13.9		
	System	29	80.6		
	Total	34	94.4		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	50.0	50.0
	5	1	2.8	50.0	100.0
	Total	2	5.6	100.0	
Missing	0	5	13.9		
	System	29	80.6		
	Total	34	94.4		
Total		36	100.0		

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

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

		Frequency	Percent
Missing	0	7	19.4
	System	29	80.6
	Total	36	100.0

**Report**

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

Hold for single pool mode mentioned on Q4b/Q4e	Mean	Median	N	Std. Deviation	Variance
Vanpool	11.00	11.00	2	1.414	2.000
Carpool	2.00	2.00	2	.000	.000
Total	6.50	6.00	4	5.260	27.667

**Statistics**

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

N	Valid	4
	Missing	32
Mean		6.50
Median		6.00

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2	2	5.6	50.0	50.0
	10	1	2.8	25.0	75.0
	12	1	2.8	25.0	100.0
	Total	4	11.1	100.0	
Missing	System	32	88.9		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	picked up at home by car/van pool or driver	1	2.8	16.7	16.7
	drove alone to drivers home	1	2.8	16.7	33.3
	drove to a central location (like Park & Ride)	4	11.1	66.7	100.0
	Total	6	16.7	100.0	
Missing	System	30	83.3		
Total		36	100.0		

**Statistics**

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

N	Valid	5
	Missing	31
Mean		5.8000
Median		6.0000

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2.00	1	2.8	20.0	20.0
	4.00	1	2.8	20.0	40.0
	6.00	1	2.8	20.0	60.0
	7.00	1	2.8	20.0	80.0
	10.00	1	2.8	20.0	100.0
	Total	5	13.9	100.0	
Missing	System	31	86.1		
Total		36	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?	DK	1	14.3%
	save money	2	28.6%
	moved to a different residence	1	14.3%
	circumstantial (e.g., no vehicle available)	3	42.9%
	others doing it (friends, coworkers, other people, etc.)	1	14.3%
	Total	7	114.3%

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

		Cases	Col %
Q4j. What were the reasons you did not continue?	.		
Total			

**Q5a. Info or assistance rec'd from Commuter Connections**

		Cases	Col %
Q5a. Info or assistance rec'd from Commuter Connections	DK	1	2.8%
	PRG - matchlist	23	63.9%
	PRG - transit schedule or route info	2	5.6%
	PRG - Park & Ride information	1	2.8%
	PRG - GRH information	15	41.7%
	PRG - GRH registration	4	11.1%
	PRG - GRH trip	1	2.8%
	PRG - Letter/Email stating No Matches Found	2	5.6%
	PRG - None	2	5.6%
Total		36	141.7%

**Q5b. Info or assistance rec'd from Employer**

		Cases	Col %
Q5b. Info or assistance rec'd from Employer	DK	2	5.6%
	E - car/vanpool info/match	1	2.8%
	E - discount/free transit pass/Metrochek/Smart Trip Card	17	47.2%
	E - other cash incentive	1	2.8%
	E - compressed work week/telecommute	1	2.8%
	E - carpool/vanpool preferential parking	1	2.8%
	E - carpool/vanpool discount parking fee	1	2.8%
	E - Federal Tax Benefit/'Commuter Choice program'	1	2.8%
	E - referred to <PROGRAM NAME>	1	2.8%
	E - no, employer doesn't offer	13	36.1%
Total		36	108.3%

**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	23	65.7%
	PRG - transit schedule or route info	2	5.7%
	PRG - Park & Ride information	1	2.9%
	PRG - GRH information	15	42.9%
	PRG - GRH registration	4	11.4%
	PRG - GRH trip	1	2.9%
	PRG - Letter/Email stating No Matches Found	2	5.7%
	E - car/vanpool info/match	1	2.9%
	E - discount/free transit pass/Metrochek/Smart Trip Card	17	48.6%
	E - other cash incentive	1	2.9%
	E - compressed work week/telecommute	1	2.9%
	E - carpool/vanpool preferential parking	1	2.9%
	E - carpool/vanpool discount parking fee	1	2.9%
	E - Federal Tax Benefit/'Commuter Choice program'	1	2.9%
	E - referred to <PROGRAM NAME>	1	2.9%
Total		35	205.7%

**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	14	38.9	60.9	60.9
	No	9	25.0	39.1	100.0
	Total	23	63.9	100.0	
Missing	System	13	36.1		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	12	33.3	85.7	85.7
	No	2	5.6	14.3	100.0
	Total	14	38.9	100.0	
Missing	System	22	61.1		
Total		36	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?	Other	2	100.0%
Total		2	100.0%



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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	8	22.2	66.7	66.7
	No	1	2.8	8.3	75.0
	Schedule or destination were not compatible	3	8.3	25.0	100.0
	Total	12	33.3	100.0	
Missing	System	24	66.7		
	Total	36	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?	Other	2	22.2%
	Haven't gotten around to it	1	11.1%
	Work hours were not compatible with mine	3	33.3%
	Work or home locations were not compatible with mine	1	11.1%
	Already found rideshare arrangement	2	22.2%
Total		9	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	8.3	37.5	37.5
	No	5	13.9	62.5	100.0
	Total	8	22.2	100.0	
Missing	System	28	77.8		
	Total	36	100.0		

**Q6. What information or assistance influenced you?**

		Cases	Col %
Q6. What information or assistance influenced you?	PRG - matchlist	1	12.5%
	E - car/vanpool info/match	1	12.5%
	E - discount/free transit pass/Metrochek	1	12.5%
	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	1	2.8	33.3	33.3
	E - car/vanpool info/match	1	2.8	33.3	66.7
	E - discount/free transit pass/Metrochek	1	2.8	33.3	100.0
	Total	3	8.3	100.0	
Missing	System	33	91.7		
	Total	36	100.0		

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

		Cases	Col %
Q6b. In what ways could <PRG> improve its services?	DK	9	25.0%
	Other	2	5.6%
	more follow-up assistance	5	13.9%
	more match names	6	16.7%
	matches fit travel better	6	16.7%
	matches are more interested in carpool/vanpool	5	13.9%
	more current information	6	16.7%
	transit improvements	2	5.6%
	VP resources and assistance	4	11.1%
	no improvement needed	13	36.1%
Total	36	161.1%	

**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	22	61.1	66.7	66.7
	1-2 weeks	8	22.2	24.2	90.9
	3 or more weeks	3	8.3	9.1	100.0
	Total	33	91.7	100.0	
Missing	DK	3	8.3		
Total		36	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	5	29.4%
	carpool	2	11.8%
	vanpool	5	29.4%
	bus/rail, transit/buspool	5	29.4%
Total	17	100.0%	

**Q8a. Are you now registered for the GRH program?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	14	38.9	82.4	82.4
	No	3	8.3	17.6	100.0
	Total	17	47.2	100.0	
Missing	System	19	52.8		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	very important	4	11.1	50.0	50.0
	somewhat important	3	8.3	37.5	87.5
	not at all important	1	2.8	12.5	100.0
	Total	8	22.2	100.0	
Missing	System	28	77.8		
Total		36	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	5	13.9	62.5	62.5
	somewhat likely	2	5.6	25.0	87.5
	not at all likely	1	2.8	12.5	100.0
	Total	8	22.2	100.0	
Missing	System	28	77.8		
Total		36	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	Valid Percent	Cumulative Percent
Valid	most important, somewhat more important, or very important	1	2.8	20.0	20.0
	same importance	1	2.8	20.0	40.0
	less important, not very important, or not at all important	2	5.6	40.0	80.0
	GRH was only assistance received	1	2.8	20.0	100.0
	Total	5	13.9	100.0	
Missing	System	31	86.1		
Total		36	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	Valid Percent	Cumulative Percent
Valid	very likely	4	11.1	80.0	80.0
	somewhat likely	1	2.8	20.0	100.0
	Total	5	13.9	100.0	
Missing	System	31	86.1		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	3	8.3	21.4	21.4
	No	11	30.6	78.6	100.0
	Total	14	38.9	100.0	
Missing	System	22	61.1		
Total		36	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	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

**Q9dLoc. What was that location?**

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

**Q9lLoc. What was that location?**

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	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	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

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

		Frequency	Percent
Missing	System	36	100.0

**Q9s. Are you still interested in telecommuting?**

		Frequency	Percent
Missing	System	36	100.0

**Q10. About how many employees work at your worksite?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1-25 employees	2	5.6	5.9	5.9
	26-50 employees	3	8.3	8.8	14.7
	51-100 employees	1	2.8	2.9	17.6
	101-250 employees	4	11.1	11.8	29.4
	251-999 employees	8	22.2	23.5	52.9
	1,000 or more employees	16	44.4	47.1	100.0
	Total	34	94.4	100.0	
Missing	Refused	1	2.8		
	DK	1	2.8		
	Total	2	5.6		
Total		36	100.0		

**Q10a. What is your occupation?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Refused	1	2.8	2.8	2.8
	Executive, administrative and managerial occupations	5	13.9	13.9	16.7
	Professional specialty occupations	17	47.2	47.2	63.9
	Administrative support occupations, including clerical	4	11.1	11.1	75.0
	Service occupation, except protective and household	7	19.4	19.4	94.4
	Transportation and material moving equipment occupations	1	2.8	2.8	97.2
	Handlers, equipment cleaners, helpers, and laborers	1	2.8	2.8	100.0
	Total	36	100.0	100.0	

**Q10b. What type of employer do you work for?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	federal agency	17	47.2	48.6	48.6
	state, or local government agency	5	13.9	14.3	62.9
	non-profit organization or association	2	5.6	5.7	68.6
	private sector employer	11	30.6	31.4	100.0
	Total	35	97.2	100.0	
Missing	Refused	1	2.8		
Total		36	100.0		

**Q10c. Which of the following groups includes your age?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	25 - 34	4	11.1	11.4	11.4
	35 - 44	10	27.8	28.6	40.0
	45 - 54	9	25.0	25.7	65.7
	55 - 64	11	30.6	31.4	97.1
	65+	1	2.8	2.9	100.0
	Total	35	97.2	100.0	
Missing	Refused	1	2.8		
Total		36	100.0		

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

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	White	24	66.7	70.6	70.6
	African-American	9	25.0	26.5	97.1
	Asian/Pacific Islander	1	2.8	2.9	100.0
	Total	34	94.4	100.0	
Missing	Refused	2	5.6		
Total		36	100.0		

**Q10e. Household's total annual income.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	less than \$20,000	1	2.8	3.0	3.0
	\$30,000 - \$39,999	2	5.6	6.1	9.1
	\$40,000 - \$59,999	2	5.6	6.1	15.2
	\$60,000 - \$79,999	11	30.6	33.3	48.5
	\$80,000 - \$99,999	6	16.7	18.2	66.7
	\$100,000 - 119,999	4	11.1	12.1	78.8
	\$120,000 - 139,999	2	5.6	6.1	84.8
	\$140,000 or more	5	13.9	15.2	100.0
	Total	33	91.7	100.0	
Missing	Refused	3	8.3		
Total		36	100.0		

**Respondent's gender**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	15	41.7	41.7	41.7
	Female	21	58.3	58.3	100.0
	Total	36	100.0	100.0	

**Placement Variables****Statistics**

		Days currently Driving Alone	Days currently CP/VP	Days currently Using Transit	Days currently Bike/Walk	Days currently TC or CWS
N	Valid	15	13	11	1	7
	Missing	21	23	25	35	29
	Mean	4.00	4.62	4.45	4.00	1.00
	Median	5.00	5.00	5.00	4.00	1.00

**Number of days currently Driving Alone**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	1	2.8	6.7	6.7
	2	3	8.3	20.0	26.7
	4	2	5.6	13.3	40.0
	5	9	25.0	60.0	100.0
	Total	15	41.7	100.0	
Missing	0	21	58.3		
	Total	36	100.0		

**Number of days currently Carpooling or Vanpooling**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	3	1	2.8	7.7	7.7
	4	3	8.3	23.1	30.8
	5	9	25.0	69.2	100.0
	Total	13	36.1	100.0	
Missing	0	23	63.9		
	Total	36	100.0		



**Number of days currently Using Transit**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2	1	2.8	9.1	9.1
	3	1	2.8	9.1	18.2
	4	1	2.8	9.1	27.3
	5	8	22.2	72.7	100.0
	Total	11	30.6	100.0	
Missing	0	25	69.4		
Total		36	100.0		

**Number of days currently Using Bike or Walk**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	100.0	100.0
Missing	0	35	97.2		
Total		36	100.0		

**Number of days currently Telecommuting or Working CWS**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	7	19.4	100.0	100.0
Missing	0	29	80.6		
Total		36	100.0		

**Statistics**

		Days previously Driving Alone	Days previously CP/VP	Days previously Using Transit	Days previously Bike/Walk	Days previously TC or CWS
N	Valid	2	4	2	0	1
	Missing	34	32	34	36	35
Mean		3.00	4.75	4.50		1.00
Median		3.00	5.00	4.50		1.00

**Number of days previously Drove Alone**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	1	2.8	50.0	50.0
	5	1	2.8	50.0	100.0
	Total	2	5.6	100.0	
Missing	0	6	16.7		
	System	28	77.8		
	Total	34	94.4		
Total		36	100.0		

**Number of days previously Carpooled or Vanpooled**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	25.0	25.0
	5	3	8.3	75.0	100.0
	Total	4	11.1	100.0	
Missing	0	4	11.1		
	System	28	77.8		
	Total	32	88.9		
Total		36	100.0		

**Number of days previously Used Transit**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4	1	2.8	50.0	50.0
	5	1	2.8	50.0	100.0
	Total	2	5.6	100.0	
Missing	0	6	16.7		
	System	28	77.8		
	Total	34	94.4		
Total		36	100.0		

**Number of days previously Used Bike or Walk**

		Frequency	Percent
Missing	0	8	22.2
	System	28	77.8
	Total	36	100.0

**Number of days previously Telecommuted or Worked CWS**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	1	2.8	100.0	100.0
Missing	0	7	19.4		
	System	28	77.8		
	Total	35	97.2		
Total		36	100.0		

**Number of days temporarily Drove Alone**

		Frequency	Percent
Missing	System	36	100.0

**Number of days temporarily Carpooled or Vanpooled**

		Frequency	Percent
Missing	System	36	100.0

**Number of days temporarily Used Transit**

		Frequency	Percent
Missing	System	36	100.0

**Number of days temporarily Used Bike or Walk**

		Frequency	Percent
Missing	System	36	100.0

**Number of days temporarily Telecommuted or Worked CWS**

		Frequency	Percent
Missing	System	36	100.0

**Current Primary Mode Group**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drive Alone	11	30.6	30.6	30.6
	Carpool or Vanpool	13	36.1	36.1	66.7
	Use Transit	10	27.8	27.8	94.4
	Bike or Walk	1	2.8	2.8	97.2
	NO PRIMARY MODE	1	2.8	2.8	100.0
	Total	36	100.0	100.0	

**Previous Primary Mode Group**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drive Alone	1	2.8	12.5	12.5
	Carpool or Vanpool	4	11.1	50.0	62.5
	Use Transit	2	5.6	25.0	87.5
	NO PRIMARY MODE	1	2.8	12.5	100.0
	Total	8	22.2	100.0	
Missing	System	28	77.8		
Total		36	100.0		

**Temporary Primary Mode Group**

		Frequency	Percent
Missing	System	36	100.0

**Placement Status**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Continued Placement	7	19.4	19.4	19.4
	No Placement	29	80.6	80.6	100.0
	Total	36	100.0	100.0	

**Statistics**

		<b>Current Weekly Vehicle Trips</b>	<b>Previous Weekly Vehicle Trips</b>	<b>Temporary Weekly Vehicle Trips</b>	<b>ivtr</b>
N	Valid	36	7	0	7
	Missing	0	29	36	29
Mean		4.33148	3.26190		.04762
Median		3.66667	1.00000		-.16667

**Current Weekly Vehicle Trips**

		<b>Frequency</b>	<b>Percent</b>	<b>Valid Percent</b>	<b>Cumulative Percent</b>
Valid	.000	10	27.8	27.8	27.8
	.667	1	2.8	2.8	30.6
	.833	1	2.8	2.8	33.3
	1.250	2	5.6	5.6	38.9
	1.600	1	2.8	2.8	41.7
	1.667	1	2.8	2.8	44.4
	3.333	2	5.6	5.6	50.0
	4.000	2	5.6	5.6	55.6
	5.000	3	8.3	8.3	63.9
	6.000	1	2.8	2.8	66.7
	7.000	1	2.8	2.8	69.4
	8.000	2	5.6	5.6	75.0
	10.000	9	25.0	25.0	100.0
Total	36	100.0	100.0		

**Previous Weekly Vehicle Trips**

		<b>Frequency</b>	<b>Percent</b>	<b>Valid Percent</b>	<b>Cumulative Percent</b>
Valid	.000	2	5.6	28.6	28.6
	.833	1	2.8	14.3	42.9
	1.000	1	2.8	14.3	57.1
	5.000	1	2.8	14.3	71.4
	6.000	1	2.8	14.3	85.7
	10.000	1	2.8	14.3	100.0
	Total	7	19.4	100.0	
Missing	System	29	80.6		
Total		36	100.0		

**Temporary Weekly Vehicle Trips**

		<b>Frequency</b>	<b>Percent</b>
Missing	System	36	100.0

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		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-5.167	1	2.8	14.3	14.3
	-3.000	1	2.8	14.3	28.6
	-1.667	1	2.8	14.3	42.9
	-.167	1	2.8	14.3	57.1
	.000	1	2.8	14.3	71.4
	3.333	1	2.8	14.3	85.7
	7.000	1	2.8	14.3	100.0
	Total	7	19.4	100.0	
Missing	System	29	80.6		
Total		36	100.0		