***National Capital Region Transportation Planning Board***
*Metropolitan Washington Council of Governments*

# Calibration Report for the TPB Travel Forecasting Model, Version 2.3, on the 3,722-Zone Area System

## *Final Report*

*January 20, 2012*

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Transportation planning at the regional level in the Washington area is coordinated by the National Capital Region Transportation Planning Board (TPB), the federally designated Metropolitan Planning Organization (MPO) for the region. The TPB is staffed by the Department of Transportation Planning (DTP) at the Metropolitan Washington Council of Governments (COG). COG is an independent, nonprofit association composed of elected officials from 21 local governments, members of the Maryland and Virginia state legislatures, and members of the U.S. Congress.

| **Credits** | |
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| | |
| Program Administration: | Ronald Milone, Travel Forecasting Program Director |
| | |
| Authors: | Hamid Humeida, Maria Martchouk, Ronald Milone, Mark Moran, Meseret Seifu |
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**Abstract:** This report describes the calibration and validation of a regional travel demand forecasting model, known as the TPB Version 2.3 Travel Model, which has been constructed for use in the Metropolitan Washington Region. The Version 2.3 model became the adopted regional travel model on Nov. 16, 2011. Revisions to the travel model are known as "builds." When the model was adopted, it was at build #36, i.e., Version 2.3.36. The Version 2.3 Travel Model is distinguished from prior TPB travel models in that it has been developed over a new 3,722 transportation analysis zone (TAZ) system, and it has been calibrated and validated with several sources of recently collected travel data, including the COG/TPB 2007/08 Household Travel Survey and several on-board transit surveys. The TPB Travel Forecasting Subcommittee provided oversight for the Version 2.3 Model development effort.

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Metropolitan Washington Council of Governments
777 N. Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239
Tel. (202) 962-3200

# Table of Contents

# List of Figures

# List of Tables

# List of Equations

# Appendices

A. Model adjustment factors
B. Year-2007 mode choice summary (final, i4, iteration)
C. Year-2007 mode choice output vs. targets

# Chapter 1 Introduction

This report documents the calibration of the National Capital Region Transportation Planning Board (TPB) Version 2.3 Travel Model. This report is to be used in conjunction with the TPB Version 2.3 Travel Model user's guide, which is referenced at various points in this report. The Version 2.3 Travel Model became the adopted regional travel model for the for the Metropolitan Washington Region on November 16, 2011, when the TPB approved the Air Quality Conformity Determination of the 2011 Financially Constrained Long-Range Transportation Plan (CLRP), since that analysis was done using the new travel model.

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The Version 2.3 Travel Model is similar to the TPB's previous model, Version 2.2, in that it is a standard, trip-based model, often known as a "four-step model,"typical of those applied by most MPOs in the U.S.. However, the Version 2.3 model is different from Version 2.2 in two key respects. First, Version 2.3 operates on a more detailed zone system consisting of 3,722 Transportation Analysis Zones (TAZs). This represents an almost doubling of internal TAZs that are currently used by the Version 2.2 model. The increase in TAZs will allow for greater sensitivity to land development patterns, particularly for areas of intense land development. Second, the Version 2.3 model has also been calibrated with an array of newly collected travel survey data. The primary data source supporting the Version 2.3 calibration is the COG/TPB 2007/08 Household Travel Survey (The previous regional travel survey supporting the existing Version 2.2 model was conducted in 1994). Version 2.3 also includes several additional technical refinements which are described in greater detail below.

The oversight body of the TPB's Models Development program is the Travel Forecasting Subcommittee (TFS), a subcommittee of the Transportation Planning Board's Technical Committee. The TFS is composed of representatives from state and local transportation agencies, local transportation consultants, and interested citizens. As many TFS members are active users of the regional model, the subcommittee has been engaged in all facets of the Version 2.3 development process on a bi-monthly basis during the past few years.

The remainder of this chapter briefly describes background on the data that was prepared for the Version 2.3 calibration process. It also describes technical features of the model that were not considered in the TPB's previous Version 2.2 model. Chapter 2 describes some of the basic inputs to the travel model. The remainder of this report addresses the specific calibration work undertaken for each step of the model chain (Chapters 3 to 8). Validation summaries are presented in Chapter 9. The report also contains an appendix section which includes detailed calibration summaries.

## 1.1 Development history of the Version 2.3 travel model

The TPB's previously adopted travel model, Version 2.2, was released on March 1, 2008.[1] The Version 2.2 travel model was developed on the 2,191-TAZ area system and most of its sub-models were estimated/calibrated with data from the COG/TPB 1994 Household Travel Survey. At the time Version 2.2 was released, a parallel effort was also underway to combine a nested logit mode choice model and revised truck models into the Version 2.2 framework. This development effort proved to be viable and resulted in a release of what was then called the "draft Version 2.3 travel model" in June of 2008. The draft Version 2.3 model, like Version 2.2, was developed on the 2,191-TAZ area system.

The draft Version 2.3 model was not brought into production given that two related events were in motion during 2008. First, a new round of travel data collection was underway, including a major regional household travel survey (2007/08 HTS) and a series of transit on-board surveys. Second, a new TAZ system was in development. The new zone system was envisioned to be developed over the same geographic area as the 2,191-TAZ system, but with smaller average zone sizes. TPB staff ultimately decided that the Version 2.3 travel model should not become the approved regional travel model until it incorporated the new zone system and the new data from the 2007/2008 Household Travel Survey.

The last two to three years have been spent compiling and cleaning new survey data, preparing calibration files based on the new 3,722 TAZ system, and estimating/calibrating the models that make up the regional travel model. This report documents the culmination of the Version 2.3 model calibration effort. Changes to the model, such as a change in a script or a batch file, are known as "revsions" or "builds" of the travel model. When the model was adopted in November 2011, the model was at build #36, also known as Version 2.3.36. The most recent Air Quality Conformity (AQC) Determination done by TPB staff[2] was done with Version 2.3.33. The differences between Version 2.3.33 and Version 2.3.36 can be viewed as "cosmetic," since they do not affect the estimates of VMT or transit person trips coming out of the model. The model is now on build 38, which adds some enhancements, but does not affect modeled results. These recent updates to the model are described in Chapter 1 of the user's guide.

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[1] Ronald Milone et al., *TPB Travel Forecasting Model, Version 2.2: Specification, Validation, and User's Guide* (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, March 1, 2008).

[2] *Air Quality Conformity Determination of the 2011 Constrained Long-Range Plan for the Washington Metropolitan Region* (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 16, 2011), http://www.mwcog.org/uploads/committee-documents/Y15WWltX20110602144900.pdf.

## 1.2 Calibration Data

### 1.2.1 2007/2008 COG/TPB Household Travel Survey

The COG/TPB 2007/08 Household Travel Survey (HTS) served as the primary data source for estimation and calibration of the Version 2.3 model. The survey included a sample of 11,400 households drawn from all 22 jurisdictions comprising the Version 2.3 modeled area (See Figure 1). The 2007/08 HTS survey yielded approximately 88,000 un-weighted trip records occurring on weekdays.[3] The previous regional household travel survey, conducted in the spring and fall of 1994, included a 4,800-household sample drawn from a subset of jurisdictions in the modeled region (13 of the 22).

The 2007/08 HTS was not conducted during a specific season of the year, but rather was collected on a continuing basis over a 15-month period, from February 2007 through May 2008. As some of the sampled travel data were collected on federal holidays, staff decided to remove all holiday-related data from the final calibration file to ensure that the data reflected truly normal weekday conditions.[4] The removing of holiday-related data reduced the household sample by about 300 households and necessitated the reweighting of the household and trip files.

TPB staff spent several months during the fall of 2010 checking the geo-coding, logic, and internal consistency of the household travel data, and summarizing the data by purposes, modes, political geography, and by time of day. Some of the key trip information is presented in Table 1.

### 1.2.2 Land activity

The provision of zonal land activity posed a significant challenge as no such data was readily available for the new TAZ system during the early stages of the calibration effort (spring of 2010). At that point in time, the adopted land activity projections (Round 7.2a Cooperative Forecasts) were developed for the 2,191 TAZ-system only. Consequently, TPB staff assembled American Community Survey (ACS) and proprietary employment inventory data to develop what was referred to as the 2007 "Pseudo Round 8.0" land use for the 3,722-TAZ system. The 2007 land activity totals are shown on Table 2.

[3] National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, *2007/2008 TPB Household Travel Survey: Technical Documentation*, Draft report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, August 27, 2010).

[4] Ronald Milone et al., *FY-2010 Development Program for TPB Travel Forecasting Models: DRAFT* (Washington, D.C.: National Capital Region Transportation Planning Board, June 30, 2010), sec. 2.4.4.

**Table 1 2007/2008 HTS Trip Summary by Purpose and Mode**

| | HBW | HBS | HBO | NHW | NHO | Total |
|---|---|---|---|---|---|---|
| Auto Driver | 2,786,976 | 1,934,278 | 3,808,912 | 1,326,060 | 1,904,312 | 11,760,538 |
| Auto Passenger | 162,607 | 877,567 | 2,396,515 | 145,469 | 947,355 | 4,529,513 |
| Subtotal Auto Person | 2,949,583 | 2,811,845 | 6,205,427 | 1,471,529 | 2,851,667 | 16,290,051 |
| Average Auto Occupancy | 1.06 | 1.45 | 1.63 | 1.11 | 1.50 | 1.39 |
| | | | | | | |
| Transit | 571,886 | 70,250 | 215,477 | 139,584 | 65,365 | 1,062,562 |
| Motorized Person Subtotal | 3,521,469 | 2,882,095 | 6,420,904 | 1,611,113 | 2,917,032 | 17,352,613 |
| Transit Percentage | 16.24% | 2.44% | 3.36% | 8.66% | 2.24% | 6.12% |
| | | | | | | |
| Walk | 84,275 | 180,660 | 576,456 | 396,435 | 293,130 | 1,530,956 |
| Bike | 32,514 | 8,798 | 36,399 | 7,379 | 6,608 | 91,698 |
| Non-Motorized Person Subtotal | 116,789 | 189,458 | 612,855 | 403,814 | 299,738 | 1,622,654 |
| | | | | | | |
| Other Subtotal | 28,277 | 9,249 | 732,000 | 33,517 | 84,240 | 887,283 |
| | | | | | | |
| Total Person Subtotal | 3,666,535 | 3,080,802 | 7,765,759 | 2,048,444 | 3,301,010 | 19,862,550 |

Note: The above trips are internal (I-I) with repect to the study area

**Table 2 2007 "Pseudo Round 8.0" Land Activity Totals**

| | |
|---|---|
| Households | 2,339,832 |
| HH Population | 5,860,693 |
| Group Quarters | 119,669 |
| Total Population | 5,980,362 |
| Total Employment | 3,801,935 |
| Industrial Employment | 547,612 |
| Retail Employment | 665,172 |
| Office Employment | 179,6018 |
| Other Employment | 793,133 |
| Land Area (sq. mi) | 6,795.684 |

### 1.2.3 Other data

Staff compiled several sources of recent data beyond the 2007/08 HTS to support the Version 2.3 calibration and validation. These included 2007 Highway Performance Monitoring System (HPMS) traffic counts, the 2007 Air Passenger Survey, 2007 ACS data, and numerous transit on-board surveys for 2007 and 2008. The transit on-board surveys are discussed in more detail in Chapter 6.

## 1.3 Features of the Version 2.3 travel model

The following sections provide greater detail on the new TAZ system and on technical refinements to Version 2.3.

### 1.3.1 Modeled area and the 3,722-TAZ system

The Version 2.3 modeled area is the same as that of the existing Version 2.2 model (see Figure 1). The modeled area is composed of 22 jurisdictions and extends over the District of Columbia and portions of three states: Maryland, Virginia, and West Virginia. The modeled area was expanded to its current size in the 1990s, in order to extend well beyond the TPB member area (as can be seen in Figure 1), [5] as well as, beyond the non-attainment area that is used in air quality planning work.[6] In the 1990s, there was one non-attainment area, but now there are three non-attainment areas, depending on the pollutant (See for example Posey, 2011).[7]

The modeled area is divided into a new 3,722-TAZ system, composed of 3,675 internal zones and 47 external stations. The new TAZ system contains about 85% more internal zones than the existing 2,191-TAZ system (The 2,191-TAZ system has 1,972 internal zones; the 3,722-TAZ system has 3,675 internal zones). The new TAZ system was developed to improve the connection between transportation planning and local development plans. The delineation of the new zone system was conducted primarily by land use planners and was heavily influenced by the regional activity centers/activity clusters concept adopted by the TPB and COG Board.[8] The modeling benefits of the more detailed zone system are substantial. It allows for a more detailed depiction of zonal access to the highway and transit systems and it also enables improved opportunities for modeling non-motorized travel.

One unfortunate aspect of the 3,722 TAZ system is that it does not neatly nest into the existing 2,191-TAZ system, and so, translating zonal attributes between systems is not easily done. However, spatial relationships between the two TAZ systems, complicated as they are, are well defined and can be made available.

The 3,722 TAZ system numbering has been developed on a jurisdictional basis as indicated in Table 3. The table indicates that the internal TAZs are numbered from 1 to 3675. It also indicates that thirteen TAZs in this range are unused and so 3662 internal TAZs are active. External stations are sequenced from 3676 to 3722. There are 1278 reserve TAZs (3723-5000) available for future use. .

[5] In many cases, there is a one-jurisdiction buffer between the modeled area cordon and the TPB member jurisdiction cordon. The urbanized portion of Charles County, Maryland is part of the TPB membership, but not the entire county.

[6] Ronald Milone, *FY-94 Development Program for MWCOG Travel Forecasting Models, Volume A: Current Applications*, Draft report (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, June 30, 1994), 9-10.

[7] Jane A. Posey to National Capital Region Planning Board, "Air Quality Conformity Assessment for the 2011 Update of the Constrained Long Range Plan (CLRP)," Memorandum, November 16, 2011, 6.

[8] Metropolitan Washington Council of Governments, *Metropolitan Washington Regional Activity Centers and Clusters* (Washington, D.C.: Metropolitan Washington Council of Governments (COG), April 2007).

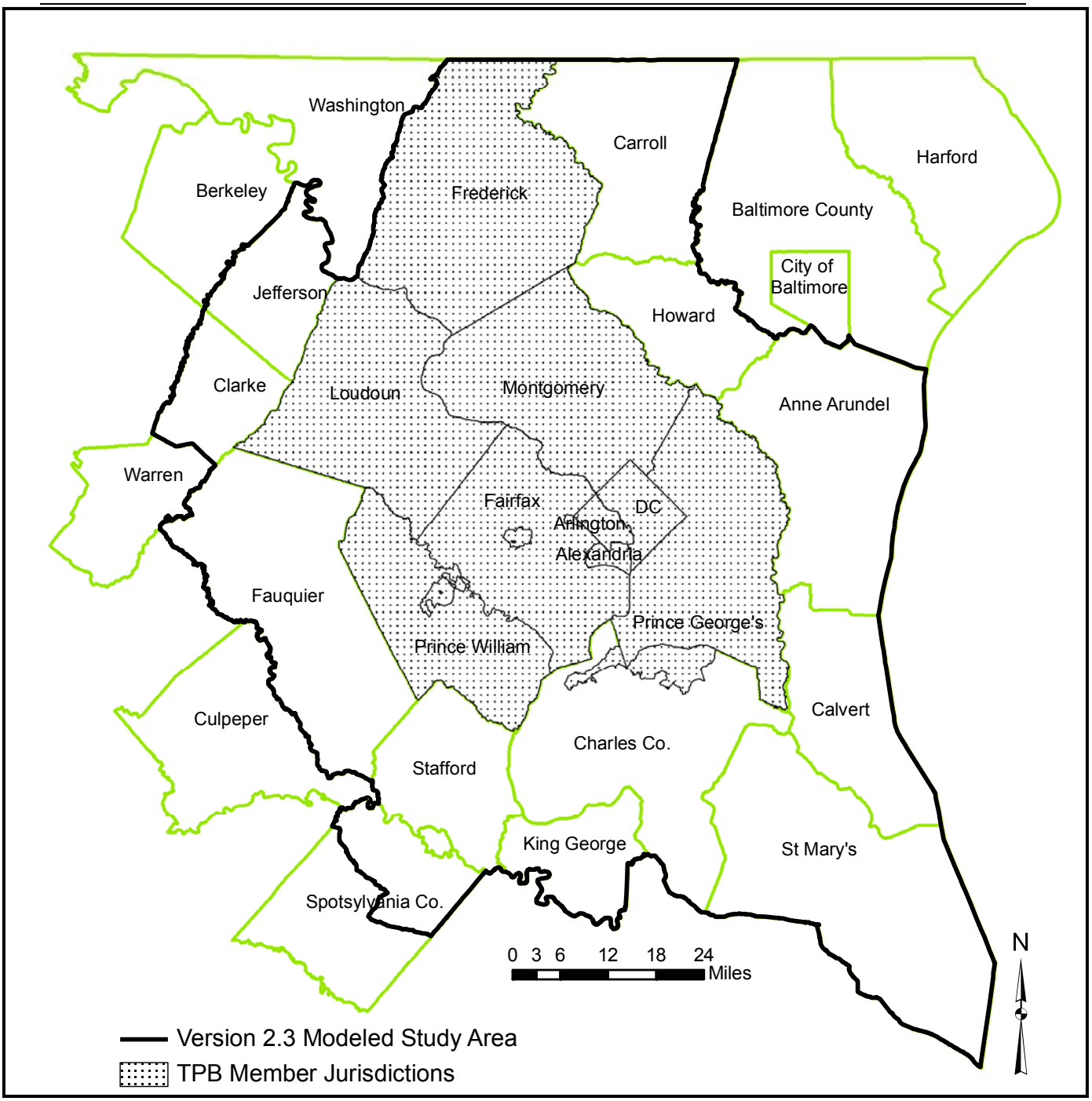


**Figure 1 Modeled area of the Version 2.3 travel model and the TPB member jurisdiction area**

Ref: I:\ateam\docum\FY11\Ver2.3\modelDoc_v2\01_calib\V23ModeledArea5.emf

**Table 3 3,722-TAZ Numbering Allocation by Jurisdiction**

| Jurisdiction | Active TAZ Count | Beginning TAZ | Ending TAZ | Inactive TAZs |
|---|---|---|---|---|
| District of Columbia | 391 | 1 | 393 | 61, 382 |
| Montgomery Co., Md. | 376 | 394 | 769 | |
| Prince George's Co., Md. | 633 | 770 | 1404 | 770, 777 |
| Arlington Co., Va. | 141 | 1405 | 1545 | |
| City of Alexandria, Va. | 65 | 1546 | 1610 | |
| Fairfax Co.. Va. | 549 | 1611 | 2159 | |
| Loudoun Co., Va. | 282 | 2160 | 2441 | |
| Prince William Co., Va. | 376 | 2442 | 2819 | 2555, 2629 |
| Frederick Co., Md. | 130 | 2820 | 2949 | |
| Howard Co., Md. | 68 | 2950 | 3017 | |
| Anne Arundel Co., Md. | 98 | 3018 | 3116 | 3103 |
| Charles Co., Md. | 113 | 3117 | 3229 | |
| Carroll Co., Md. | 56 | 3230 | 3287 | 3266, 3267 |
| Calvert Co., Md | 47 | 3288 | 3334 | |
| St. Mary's Co., Md. | 75 | 3335 | 3409 | |
| King George Co., Va. | 25 | 3410 | 3434 | |
| City of Fredericksburg, Va. | 14 | 3435 | 3448 | |
| Stafford Co., Va. | 90 | 3449 | 3541 | 3478, 3482, 3495 |
| Spotsylvania Co., Va. | 61 | 3542 | 3603 | 3544 |
| Fauquier Co., Va. | 50 | 3604 | 3653 | |
| Clarke Co., Va. | 9 | 3654 | 3662 | |
| Jefferson Co., WVa. | 13 | 3663 | 3675 | |
| External Stations: | 47 | 3676 | 3722 | |
| Reserved TAZ numbers | 1,278 | 3723 | 5000 | |
| | | | | |
| Total Active Internal TAZs: | 3662 | | | |
| Total Active Internal and External TAZs: | 3709 | | | |

Ref: 3722TAZ_Master_Node_Table.xls

### 1.3.2 Nested-logit mode choice model

Version 2.3 model includes a nested-logit (NL) mode choice model, which replaces the sequential multinomial logit (SMNL) mode choice model used in Version 2.2. The NL model provides for a more exhaustive choice set (15 choices) compared to that offered by the existing SMNL model (5 choices).

### 1.3.3 Updated models for medium trucks and heavy trucks

The Version 2.2 model contains revised truck models that were initially developed, with consultant assistance, for the Version 2.3 model on the 2,191-TAZ system.[9] Separate model specifications exist for "medium" (2-axle, 6 tire), and "heavy" (all combination vehicle) trucks. TPB staff has adapted the 2,191-TAZ-based models to operate on the 3,722-TAZ system.

[9] William G. Allen, *Development of a Model for Truck Trips* (Windsor, South Carolina: Prepared for the Metropolitan Washington Council of Governments/National Capital Region Transportation Planning Board, January 14, 2008).

### 1.3.4 Subdivided non-home-based purpose

Whereas the Version 2.2 model uses a single Non-Home-Based trip purpose, the Version 2.3 model disaggregates NHB travel among two sub-purposes: Non-Home-Base Work (NHW) and Non-Home Base Other (NHO). This change was also in line with consultant recommendations.[10] TPB staff felt that the observed differences between these travel markets in terms of trip rates, trip lengths, modal preferences, etc. were substantial enough to justify establishing an additional purpose. TPB staff considered making other splits of trip purposes (e.g., separating out home-based school trips from home-based other trips), but ultimately decided to defer making any further splits of trip purposes at the present time.

### 1.3.5 Refined non-motorized travel

The Version 2.3 model includes the development of non-motorized trips[11] for all (work and non-work) purposes. The Version 2.2 model develops non-motorized travel for the HBW purpose only. Staff felt that the more detailed TAZ system would facilitate efforts to better reflect this particular travel market. However, the non-motorized travel will be developed at the trip generation stage only.

## 1.4 Overview of the Version 2.3 travel model

A graphic showing the essential parts of the Version 2.3 modeling process is shown on Figure 2. Despite the general name for travel models ("four step"), the TPB travel model could more accurately be called a "six step" model. These six steps are described below.

The demographic models are used to disaggregate the total number of zonal households across 64 cross-classes: 4 household income groups[12] by 4 household size groups (1, 2, 3, 4+ persons) by 4 vehicle availability groups (0, 1, 2, and 3+ vehicles available). The allocation of households to each cross-class is made at the traffic analysis zone (TAZ) level. The figure indicates that peak-hour transit accessibility measures are used as part of the demographic (vehicle availability) submodel step.

The trip generation models are next applied to compute daily person trip productions and attractions by purpose. Five modeled purposes are modeled: Home-Based Work (HBW), Home-Based Shop (HBS), Home-Based Other (HBO), Non-Home-Based Work (NHW), and Non-Home-Based Other (NHO). A commercial vehicle purpose (consisting of both autos and light duty trucks), and two truck types, Medium and Heavy, are also modeled. Medium trucks are those with two axles and 6 tires. Heavy trucks represent all combination vehicles.

[10] Cambridge Systematics, Inc., *Fiscal Year 2010 Task Reports*, Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, November 16, 2010), 2–3, 2–12.
[11] Actually, "trip ends," since they are an output from trip generation.
[12] The income levels used approximate household income quartiles, based on the 2007 ACS.

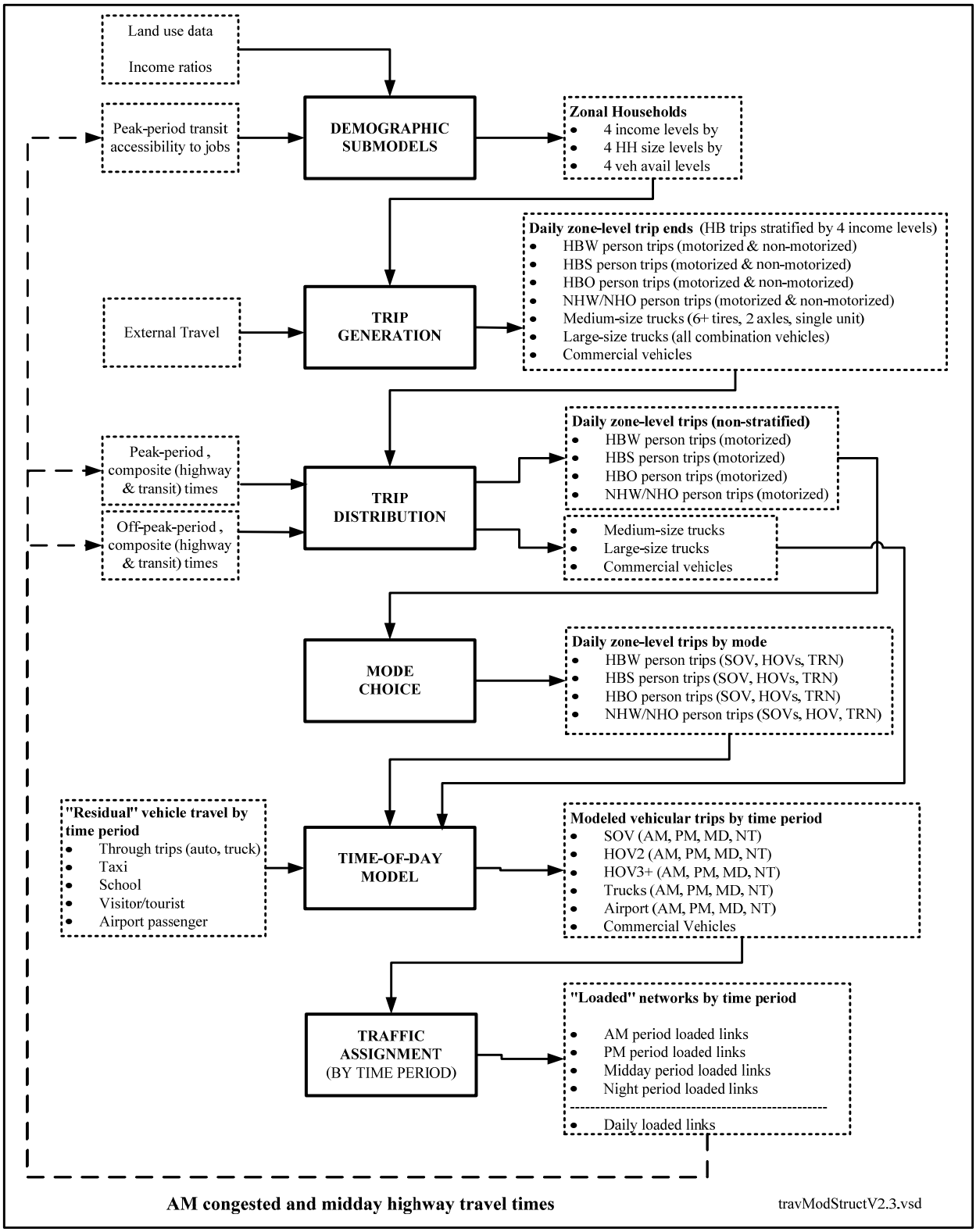


**Figure 2 Structure of the Version 2.3 Travel Model**

Trip generation involves the application of daily trip rates to the number of households, in each of the 64 classes, and to the number of jobs. The trip rates reflect both motorized (i.e., transit and automobile) and non-motorized (i.e., bicycle and walk) person travel. The non-motorized trip-ends produced in the trip generation step are not carried forward into trip distribution. Trip attractions are computed by purpose as a function of zonal land use attributes. External (i.e., external-to-internal, X/I, and internal-to-external, I/X) productions and attractions are entered as an exogenous input, by purpose, into the trip generation process. External travel relates to auto person, commercial vehicle and truck travel only (transit externals are currently not considered in the model). The home-based productions and attractions are developed by the four income levels.

The trip distribution model uses the standard gravity model formulation and makes use of a composite time function that represents a blending of transit and highway travel times. The gravity model is doubly constrained for all five trip purposes. The distribution step involves separate gravity model runs for 30 travel markets, given that home-based purposes are income stratified, and external travel is modeled separately by purpose and facility type (interstate travel vs. non-interstate). However, the trip distribution process ultimately results in seven daily trip tables corresponding to the basic motorized person, commercial, and truck purposes.

The mode choice process consists of five models corresponding to the HBW, HBS, HBO, NHW, and NHO purposes. The models are used to apportion total motorized person trips among SOVs, 2-occupant HOVs, 3+occupant HOVs, and 12 combinations of transit mode and access to transit.

The time-of-day model apportions daily resident travel among four time periods: AM peak period (6:00 AM to 9:00 AM), midday (9:00 AM to 3:00 PM), PM peak period (3:00 PM to 7:00 PM), and the nighttime/early morning hours (7:00 PM to 6:00 AM). The time-of-day model consists of survey-based factors that are applied on the basis of purpose, mode, and directionality (i.e., the home-to-non-home and non-home-to-home directions). This step also includes provisions for apportioning daily residual travel[13] and truck travel among the three time periods. The time-of-day process ultimately produces three "total vehicle" trip tables, one for each of the four time periods.

The traffic assignment process addresses six user classes: SOVs, HOV-2, HOV 3+, commercial vehicles, trucks, and airport passenger vehicles. Highway link volumes are developed for each of the user classes by time period. Although one might expect the four time-of-day periods to result in four time-of-day traffic assignments, there are actually six traffic assignments conducted, since the AM and PM peak periods are split into two assignments (HOV3+ and non-HOV3+, the so-called "two-step assignment"). This is described in more detail in Chapter 8 and Figure 19. Daily transit assignments can also be produced in the Version 2.3 model, though this capability has yet to be fully calibrated and validated.

[13] Residual travel is also referred to as "miscellaneous" travel which represents special travel markets that are typically not (or not well) represented in home-interview surveys; it is composed of taxi, school, visitor/tourist, and air passenger auto driver travel.

Figure 2 also indicates that highway speeds resulting from the traffic assignment process are recycled back into the trip distribution and mode choice steps. A method of successive averages (MSA) is applied to daily link volumes to ensure that regional speeds and VMT close in on an equilibrium condition. Figure 3 shows the 2007 VMT that is produced by the Version 2.3 model by speed feedback (SFB) iteration, and the dampened behavior that results using the MSA procedure. As indicated, the Version 2.3 model execution consists of five SFB iterations: an initial (or "pump prime") iteration using default input highway speeds and default mode choice model percentages, and four "standard" SFB iterations using traffic assignment-based input highway speeds and a mode choice model execution. Volume averaging is implemented for SFB iterations 2, 3, and 4.

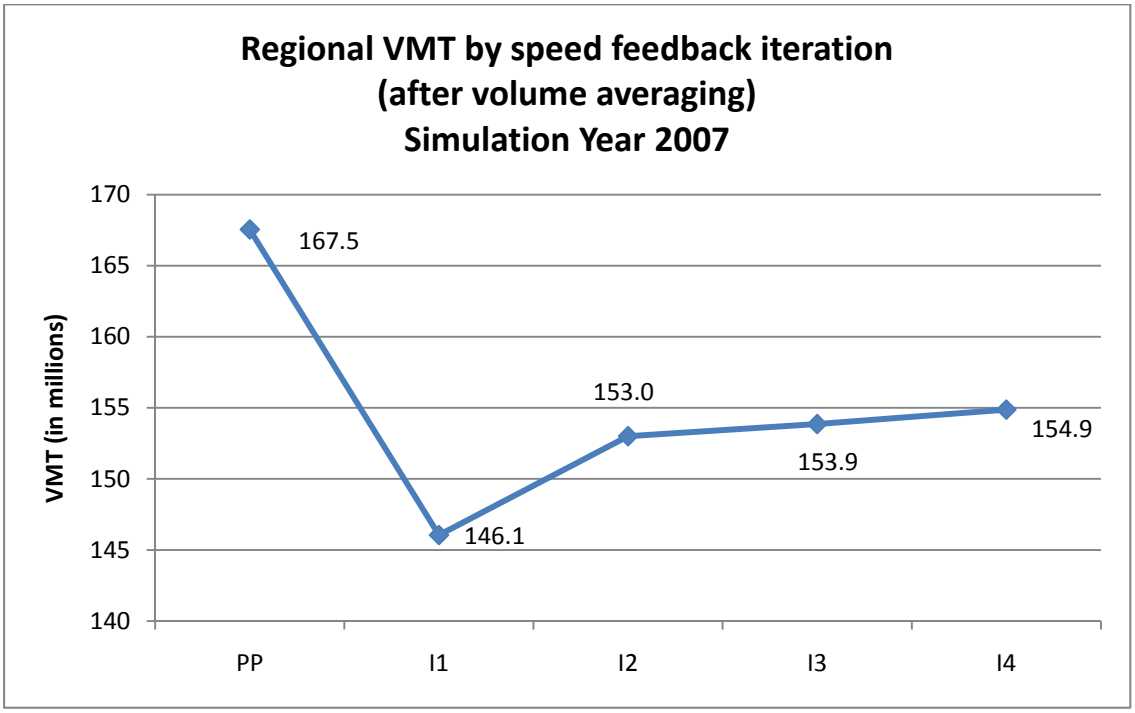


**Figure 3 VMT by Iteration**

## 1.5 Special modeling applications

A single standard execution of the regional travel is sometimes insufficient for representing a special policy condition that is relevant to a particular forecasted scenario. In recent years, TPB staff has established two model execution "variations," which address the treatment of special transportation policies or operations.

The first such variation is known as the "transit constraint" option. Since the year 2000, TPB forecasts have been subject to a Metrorail-related capacity limitation in the core area. It is currently assumed that, beyond the year 2020, all Metrorail trips moving to and through the regional core area will not exceed 2020 levels. Consequently, procedures have been added to all *post*-2020 model executions to compare the modeled Metrorail trip table with a pre-existing 2020 Metrorail trip table. Under current procedures, post-2020 Metrorail trips exceeding 2020 ridership levels to and through the regional core are converted into auto trips.

The second variation, known as the "HOV-3+ skims substitution" option, is undertaken to the model of planned HOT (High-Occupancy/Toll) lanes in Northern Virginia. Modeling this type of facility has proven to be especially challenging given:

1. The HOT facility will operate using dynamic tolling, i.e., the tolls will change in real time to maintain a service speed at or near free-flow levels;
2. The legislative stipulation that SOV's and 2-occupant HOVs will pay for the HOT lane access while 3+ occupant HOVs will be allowed access to the HOT facility at no charge; and
3. the legislative stipulation that the HOV travel market will suffer no service degradation from the HOT lane operation.

Obviously, a central modeling objective in representing HOT lanes is to specify detailed toll rates that will result in demand levels that do not degrade the prevailing speed on the HOT facility. Another modeling objective is to ensure that HOV 3+ service levels will remain unaffected by the HOT operation. To achieve these two objectives, the following four steps are currently undertaken by TPB staff on a year-by-year basis to simulate HOT lanes in Virginia.

1. The travel model is fully executed whereby all Virginia HOT lanes in the highway network are coded as HOV 3+-priority lanes. The resulting HOV 3+ LOS skim files corresponding to each iteration (pump-prime, iteration 1,…, iteration 6) are preserved for later use. This step is known as the "base" execution.
2. The travel model is fully executed again. This time, the Virgina HOT lanes are coded as mixed use lanes (i.e., allowing access by both SOVs and HOVs). The HOT lanes are assigned a "straw" toll level of 20 cents per mile during the peak periods and 15 cents per mile during the off-peak. The toll is included into the overall highway impedance during path building in the traffic assignment step. Therefore, the toll level impacts the loading in the HOT lane facility.
3. The final (iteration 6) highway assignment process (including three traffic assignments for each time period) resulting from Step 2 is run iteratively, on a trial-and-error basis, to identify HOT lane toll rates (cents/mile) which yield optimum speeds on the facility. The toll rates are developed on a freeway segment by segment basis. The queuing delay function is disabled on the HOT lane facility during this particular step as such delay will presumably be minimal given

the special operating conditions of the facility. At the end of each assignment execution, the segment level volume and speed is evaluated and the toll rate is adjusted incrementally. The toll level is increased when the desired segment speed is too low. The result of this process is a file containing "final" toll rates for each HOT lane freeway segment, by time period.

4. The model is again executed as in Step 2, such that: 1) the final HOT lane toll rates developed in Step 3 are invoked and 2) the HOV 3+ skims developed in Step 1 are used as "overrides" to the HOV 3+ skims that would be normally developed as part of the modeling process. The result of this execution produces the final loaded links (this step is referred to as the "final" run).

After the above steps are completed, TPB travel forecasts involving HOT-lane scenarios are developed using two separate model executions: 1) the "base" run from which HOV 3+ skims are developed by simulating the proposed HOT lanes as HOV lanes, and 2) the "final" run which accurately simulates the HOT operation using specially developed toll rates and using (substituting) the HOV 3+ skims from the "base" run in the mode choice model. While the use of "dual" modeling scenarios requires additional network coding requirements and imposes more running time, it is currently the best approach staff has formulated for reflecting a very complicated operating policy.

# Chapter 2 Inputs to the Travel Model

This chapter describes the land use and exogenous travel files that have been prepared for the Version 2.3 model application. Zonal land use forecasts are periodically updated from COG's Cooperative Forecasting Program. The most recent land use release is known as Round 8.0 and it was released in July 2010. Exogenous trip files used in the Version 2.3 model represent special travel markets that need to be accounted for in the regional forecast. Such markets include external trip-ends, through trips, airport passengers trips, and "miscellaneous" (or taxi, school, and visitor/ tourist) trips. This chapter does not address network-related inputs to the travel model, which are typically discussed in network documentation.

## 2.1 Round 8.0 Land Use

The Version 2.3 model requires the preparation of a zonal land use file in a standard format, for each simulation year. The most recently adopted land use projections are the Round 8.0 Cooperative Forecasts (adopted in November 2010). The Cooperative Forecasts are zonal (both 2,191- and 3,722-TAZ systems) projections of households, household population, group quarters population, and employment by category (i.e., retail, office, industrial, and other). The Round 8.0 forecasts include land use projections from 2005 to 2040 in five-year increments. The Version 2.3 model requires a few additional data items that are included in the standard land use file.

- Zonal area (sqare miles)
- Jurisdiction code (0-23)
- Zonal median income index (ratio of 2007 zonal median income to the regional median income, in tenths (e.g. a value of "10" indicates the ratio is 1.0 meaning the zonal income equals the regional median income)
- Airline distance to the nearest external station (miles)
- X-coordinate of TAZ centroid (Datum NAD83; Projection: Maryland state plane; Units: feet)
- Y-coordinate of TAZ centroid (Datum NAD83; Projection: Maryland state plane; Units: feet)

The zonal median income index was developed using 2007 ACS information and is normally assumed to remain constant over time. Procedures to prepare standardized land use files supporting the TPB travel model have, in recent years, included a provision to factor employment on a jurisdictional basis to account for definitional differences between local planning agencies. The Round 8.0 regional land use totals over time are listed on Table 4. The totals shown in between the five-year increments have been linearly interpolated. (Intermediate years are typically required for air quality planning work, and so files are generally prepared for all years between the base and horizon year in a given land use round).

**Table 4 Round 8.0 Land Use Forecasts for Version 2.3 Modeling (w/ CTPP Employment Adjustments)**

| Year | HH | HHPOP | GQPop | TotPop | TotEMP | OffEMP | RetEMP | IndEMP | OthEMP |
|---|---|---|---|---|---|---|---|---|---|
| 2000 | 2,143,451 | 5,632,014 | 116,105 | 5,748,119 | 3,441,381 | 1,630,149 | 628,912 | 459,906 | 722,414 |
| 2001 | 2,183,671 | 5,730,582 | 120,415 | 5,851,012 | 3,493,123 | 1,651,538 | 640,799 | 471,392 | 729,431 |
| 2002 | 2,223,890 | 5,829,130 | 124,740 | 5,953,891 | 3,544,852 | 1,672,917 | 652,676 | 482,869 | 736,474 |
| 2003 | 2,264,122 | 5,927,655 | 129,102 | 6,056,736 | 3,596,604 | 1,694,239 | 664,507 | 494,309 | 743,465 |
| 2004 | 2,304,341 | 6,026,203 | 133,427 | 6,159,615 | 3,648,333 | 1,715,618 | 676,384 | 505,786 | 750,508 |
| 2005 | 2,344,561 | 6,124,771 | 137,737 | 6,262,508 | 3,700,075 | 1,737,007 | 688,271 | 517,272 | 757,525 |
| 2006 | 2,373,295 | 6,196,646 | 138,757 | 6,335,407 | 3,745,215 | 1,756,046 | 700,656 | 523,177 | 765,338 |
| 2007 | 2,402,012 | 6,268,475 | 139,783 | 6,408,278 | 3,790,330 | 1,775,055 | 713,043 | 529,082 | 773,150 |
| 2007 | 2,339,832 | 5,860,693 | 119,669 | 5,980,362 | 3,801,935 | 1,796,018 | 665,172 | 547,612 | 793,133 |
| 2008 | 2,430,726 | 6,340,350 | 140,837 | 6,481,167 | 3,835,434 | 1,794,100 | 725,370 | 534,987 | 780,977 |
| 2009 | 2,459,443 | 6,412,179 | 141,863 | 6,554,038 | 3,880,549 | 1,813,109 | 737,757 | 540,892 | 788,789 |
| 2010 | 2,488,177 | 6,484,054 | 142,883 | 6,626,937 | 3,925,689 | 1,832,148 | 750,142 | 546,797 | 796,602 |
| 2011 | 2,524,150 | 6,562,726 | 143,920 | 6,706,665 | 3,982,448 | 1,860,822 | 762,224 | 552,967 | 806,367 |
| 2012 | 2,560,126 | 6,641,442 | 144,994 | 6,786,434 | 4,039,250 | 1,889,515 | 774,342 | 559,164 | 816,163 |
| 2013 | 2,596,143 | 6,720,132 | 146,038 | 6,866,172 | 4,096,084 | 1,918,247 | 786,467 | 565,363 | 826,073 |
| 2014 | 2,632,119 | 6,798,848 | 147,112 | 6,945,941 | 4,152,886 | 1,946,940 | 798,585 | 571,560 | 835,869 |
| 2015 | 2,668,092 | 6,877,520 | 148,149 | 7,025,669 | 4,209,645 | 1,975,614 | 810,667 | 577,730 | 845,634 |
| 2016 | 2,702,192 | 6,954,419 | 148,452 | 7,102,874 | 4,276,603 | 2,014,539 | 822,186 | 585,908 | 853,940 |
| 2017 | 2,736,270 | 7,031,287 | 148,762 | 7,180,051 | 4,343,579 | 2,053,440 | 833,723 | 594,056 | 862,270 |
| 2018 | 2,770,344 | 7,108,250 | 149,081 | 7,257,329 | 4,410,604 | 2,092,399 | 845,309 | 602,272 | 870,714 |
| 2019 | 2,804,422 | 7,185,118 | 149,391 | 7,334,506 | 4,477,580 | 2,131,300 | 856,846 | 610,420 | 879,044 |
| 2020 | 2,838,522 | 7,262,017 | 149,694 | 7,411,711 | 4,544,538 | 2,170,225 | 868,365 | 618,598 | 887,350 |
| 2021 | 2,870,184 | 7,333,196 | 150,516 | 7,483,723 | 4,599,869 | 2,202,750 | 877,523 | 624,893 | 894,682 |
| 2022 | 2,901,857 | 7,404,337 | 151,347 | 7,555,697 | 4,655,240 | 2,235,254 | 886,683 | 631,204 | 902,006 |
| 2023 | 2,933,527 | 7,475,526 | 152,190 | 7,627,703 | 4,710,506 | 2,267,809 | 895,868 | 637,520 | 909,402 |
| 2024 | 2,965,200 | 7,546,667 | 153,021 | 7,699,677 | 4,765,877 | 2,300,313 | 905,028 | 643,831 | 916,726 |
| 2025 | 2,996,862 | 7,617,846 | 153,843 | 7,771,689 | 4,821,208 | 2,332,838 | 914,186 | 650,126 | 924,058 |
| 2026 | 3,024,306 | 7,680,053 | 154,389 | 7,834,459 | 4,868,342 | 2,357,519 | 922,961 | 657,237 | 930,578 |
| 2027 | 3,051,804 | 7,742,282 | 154,953 | 7,897,243 | 4,915,485 | 2,382,209 | 931,694 | 664,379 | 937,125 |
| 2028 | 3,079,378 | 7,804,473 | 155,544 | 7,960,009 | 4,962,592 | 2,406,933 | 940,512 | 671,523 | 943,702 |
| 2029 | 3,106,876 | 7,866,702 | 156,108 | 8,022,793 | 5,009,735 | 2,431,623 | 949,245 | 678,665 | 950,249 |
| 2030 | 3,134,320 | 7,928,909 | 156,654 | 8,085,563 | 5,056,869 | 2,456,304 | 958,020 | 685,776 | 956,769 |
| 2031 | 3,158,341 | 7,984,123 | 157,111 | 8,141,244 | 5,099,494 | 2,478,581 | 966,151 | 692,053 | 962,650 |
| 2032 | 3,182,385 | 8,039,333 | 157,584 | 8,196,924 | 5,142,175 | 2,500,839 | 974,322 | 698,358 | 968,567 |
| 2033 | 3,206,445 | 8,094,523 | 158,064 | 8,252,580 | 5,184,826 | 2,523,179 | 982,549 | 704,656 | 974,531 |
| 2034 | 3,230,489 | 8,149,733 | 158,537 | 8,308,260 | 5,227,507 | 2,545,437 | 990,720 | 710,961 | 980,448 |
| 2035 | 3,254,510 | 8,204,947 | 158,994 | 8,363,941 | 5,270,132 | 2,567,714 | 998,851 | 717,238 | 986,329 |
| 2036 | 3,275,533 | 8,254,463 | 159,481 | 8,413,952 | 5,307,502 | 2,587,634 | 1,006,677 | 720,919 | 992,210 |
| 2037 | 3,296,569 | 8,303,964 | 159,979 | 8,463,962 | 5,344,893 | 2,607,540 | 1,014,501 | 724,623 | 998,114 |
| 2038 | 3,317,681 | 8,353,473 | 160,507 | 8,513,961 | 5,382,243 | 2,627,515 | 1,022,420 | 728,372 | 1,004,051 |
| 2039 | 3,338,717 | 8,402,974 | 161,005 | 8,563,971 | 5,419,634 | 2,647,421 | 1,030,244 | 732,076 | 1,009,955 |
| 2040 | 3,359,740 | 8,452,490 | 161,492 | 8,613,982 | 5,457,004 | 2,667,341 | 1,038,070 | 735,757 | 1,015,836 |

Notes: (1) - Rnd 8.0 Employment has been adjusted with CTPP-based factors.

(2) -The sum of emp. subcategories may not exactly equal the total emp. figures for interpolated years due to rounding

2007 2007 "Pseudo" Round 8.0 Land Activity

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## 2.2 External and Through Forecasts

External stations represent the entry and exit points of the highway network along the periphery of the modeled study area. External and through travel files are geographically referenced to 47 external stations, numbered from 3676 to 3722. The Version 2.3 model requires three files relating to external (I-X and X-I) and through (X-X) travel, for a given simulation year. These include:

- A through auto driver trip table file;
- A through commercial vehicle and truck (medium/heavy) trip table file;
- A file containing external productions and attractions by mode (auto, commercial vehicle, medium trucks, and heavy trucks).

The Version 2.3 external and through trip forecasts were recently updated to accommodate the revised truck models. Previously, the external and through trip forecasts were developed from base-year (year-2000) counts at each external station. The updated forecasts, however, were built from year-2005 counts, the year for which the revised truck models were calibrated. Care was taken to respect the same traffic growth levels for 2030 that were established previously. A summary of the revised external and through trips are shown in Table 5. The projected total level of external travel between 2005 and 2040 is shown to grow from 1,320,900 to 2,082,700, which reflects an average annual growth rate of about 1.3%. External productions and attractions are shown by travel mode and purpose, in Table 6 and Table 7, respectively.

**Table 5 External and Through Auto/Truck Trips by Year**

| Year | AAWDT | Auto Drv Control | Truck Control | Auto XX Trip-Ends | ComVehXX Trip-Ends | Auto XI Adr Trips | Auto IX Adr Trips | TruckXX Trip-Ends | Truck XI Trips | Truck IX Trips |
|---|---|---|---|---|---|---|---|---|---|---|
| 2000 | 1,215,783 | 1,003,776 | 114,016 | 70,027 | 5,318 | 486,084 | 442,347 | 59,702 | 27,157 | 27,157 |
| 2001 | 1,236,031 | 1,020,677 | 116,024 | 71,258 | 5,413 | 494,348 | 449,658 | 60,766 | 27,629 | 27,629 |
| 2002 | 1,256,657 | 1,037,896 | 118,072 | 72,513 | 5,510 | 502,769 | 457,104 | 61,851 | 28,110 | 28,110 |
| 2003 | 1,277,670 | 1,055,440 | 120,161 | 73,793 | 5,609 | 511,350 | 464,688 | 62,958 | 28,601 | 28,601 |
| 2004 | 1,299,076 | 1,073,316 | 122,292 | 75,099 | 5,710 | 520,094 | 472,413 | 64,089 | 29,102 | 29,102 |
| 2005 | 1,320,886 | 1,091,530 | 124,466 | 76,430 | 5,813 | 529,005 | 480,281 | 65,242 | 29,612 | 29,612 |
| 2006 | 1,343,106 | 1,110,090 | 126,684 | 77,789 | 5,918 | 538,087 | 488,296 | 66,420 | 30,132 | 30,132 |
| 2007 | 1,365,745 | 1,129,002 | 128,947 | 79,174 | 6,025 | 547,343 | 496,460 | 67,622 | 30,663 | 30,663 |
| 2008 | 1,388,813 | 1,148,275 | 131,256 | 80,587 | 6,135 | 556,776 | 504,777 | 68,848 | 31,204 | 31,204 |
| 2009 | 1,412,317 | 1,167,915 | 133,612 | 82,028 | 6,246 | 566,391 | 513,250 | 70,101 | 31,756 | 31,756 |
| 2010 | 1,436,269 | 1,187,931 | 136,016 | 83,499 | 6,360 | 576,191 | 521,882 | 71,379 | 32,319 | 32,319 |
| 2011 | 1,460,676 | 1,208,331 | 138,469 | 84,999 | 6,476 | 586,180 | 530,676 | 72,684 | 32,893 | 32,893 |
| 2012 | 1,485,548 | 1,229,122 | 140,973 | 86,529 | 6,595 | 596,362 | 539,636 | 74,017 | 33,478 | 33,478 |
| 2013 | 1,510,895 | 1,250,312 | 143,527 | 88,090 | 6,716 | 606,741 | 548,765 | 75,377 | 34,075 | 34,075 |
| 2014 | 1,536,728 | 1,271,912 | 146,135 | 89,683 | 6,839 | 617,322 | 558,067 | 76,766 | 34,684 | 34,684 |
| 2015 | 1,563,056 | 1,293,928 | 148,796 | 91,309 | 6,966 | 628,109 | 567,545 | 78,184 | 35,306 | 35,306 |
| 2016 | 1,589,891 | 1,316,370 | 151,511 | 92,967 | 7,094 | 639,105 | 577,203 | 79,632 | 35,940 | 35,940 |
| 2017 | 1,617,242 | 1,339,246 | 154,283 | 94,660 | 7,226 | 650,316 | 587,045 | 81,111 | 36,586 | 36,586 |
| 2018 | 1,645,121 | 1,362,567 | 157,113 | 96,386 | 7,360 | 661,747 | 597,075 | 82,621 | 37,246 | 37,246 |
| 2019 | 1,673,539 | 1,386,342 | 160,001 | 98,149 | 7,497 | 673,401 | 607,296 | 84,164 | 37,919 | 37,919 |
| 2020 | 1,702,507 | 1,410,580 | 162,950 | 99,947 | 7,637 | 685,283 | 617,713 | 85,739 | 38,605 | 38,605 |
| 2021 | 1,719,603 | 1,424,873 | 164,676 | 101,002 | 7,718 | 692,284 | 623,868 | 86,659 | 39,009 | 39,009 |
| 2022 | 1,736,886 | 1,439,323 | 166,423 | 102,069 | 7,801 | 699,363 | 630,089 | 87,590 | 39,416 | 39,416 |
| 2023 | 1,754,359 | 1,453,933 | 168,189 | 103,149 | 7,885 | 706,521 | 636,378 | 88,532 | 39,829 | 39,829 |
| 2024 | 1,772,023 | 1,468,704 | 169,977 | 104,240 | 7,970 | 713,758 | 642,736 | 89,485 | 40,246 | 40,246 |
| 2025 | 1,789,883 | 1,483,639 | 171,785 | 105,345 | 8,055 | 721,076 | 649,163 | 90,449 | 40,668 | 40,668 |
| 2026 | 1,807,938 | 1,498,739 | 173,615 | 106,462 | 8,142 | 728,475 | 655,659 | 91,425 | 41,095 | 41,095 |
| 2027 | 1,826,193 | 1,514,006 | 175,466 | 107,592 | 8,230 | 735,957 | 662,227 | 92,413 | 41,527 | 41,527 |
| 2028 | 1,844,649 | 1,529,443 | 177,339 | 108,735 | 8,319 | 743,523 | 668,866 | 93,412 | 41,963 | 41,963 |
| 2029 | 1,863,309 | 1,545,051 | 179,233 | 109,892 | 8,408 | 751,173 | 675,578 | 94,424 | 42,405 | 42,405 |
| 2030 | 1,882,174 | 1,560,833 | 181,151 | 111,062 | 8,499 | 758,908 | 682,363 | 95,447 | 42,852 | 42,852 |
| 2031 | 1,901,249 | 1,576,790 | 183,090 | 112,246 | 8,591 | 766,730 | 689,223 | 96,483 | 43,304 | 43,304 |
| 2032 | 1,920,534 | 1,592,924 | 185,053 | 113,443 | 8,684 | 774,640 | 696,157 | 97,531 | 43,761 | 43,761 |
| 2033 | 1,940,033 | 1,609,239 | 187,038 | 114,654 | 8,779 | 782,638 | 703,168 | 98,592 | 44,223 | 44,223 |
| 2034 | 1,959,749 | 1,625,735 | 189,047 | 115,880 | 8,874 | 790,726 | 710,255 | 99,666 | 44,691 | 44,691 |
| 2035 | 1,979,683 | 1,642,415 | 191,080 | 117,120 | 8,970 | 798,904 | 717,421 | 100,752 | 45,164 | 45,164 |
| 2036 | 1,999,838 | 1,659,281 | 193,136 | 118,374 | 9,068 | 807,175 | 724,665 | 101,852 | 45,642 | 45,642 |
| 2037 | 2,020,217 | 1,676,336 | 195,217 | 119,643 | 9,167 | 815,538 | 731,989 | 102,965 | 46,126 | 46,126 |
| 2038 | 2,040,823 | 1,693,582 | 197,323 | 120,927 | 9,266 | 823,996 | 739,393 | 104,091 | 46,616 | 46,616 |
| 2039 | 2,061,659 | 1,711,021 | 199,454 | 122,225 | 9,368 | 832,549 | 746,879 | 105,231 | 47,111 | 47,111 |
| 2040 | 2,082,727 | 1,728,655 | 201,610 | 123,540 | 9,470 | 841,198 | 754,448 | 106,385 | 47,612 | 47,612 |

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**Table 6 External Auto/Truck Productions by Year**

| | HBWXI | HBSXI | HBOXI | NHBXI | ComvXI | HBWXI | HBSXI | HBOXI | NHBXI | ComvXI | MedTkXI | HeavyTkXI | AutoXI | TruckXI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | AutoDrvs | Auto Drvs | AutoDrvs | AutoDrvs | AutoDrv | AutoPsns | Auto Psns | AutoPsns | AutoPsns | AutoPsns | | | Drv Totl | Total |
| 2000 | 236,559 | 42,352 | 117,778 | 56,408 | 32,987 | 272,043 | 69,457 | 189,623 | 72,203 | 42,223 | 3,637 | 23,520 | 486,084 | 27,157 |
| 2001 | 240,636 | 43,005 | 119,847 | 57,297 | 33,562 | 276,732 | 70,529 | 192,953 | 73,340 | 42,960 | 3,700 | 23,929 | 494,348 | 27,629 |
| 2002 | 244,792 | 43,670 | 121,956 | 58,202 | 34,149 | 281,510 | 71,619 | 196,348 | 74,499 | 43,711 | 3,765 | 24,346 | 502,769 | 28,110 |
| 2003 | 249,027 | 44,346 | 124,106 | 59,123 | 34,748 | 286,381 | 72,727 | 199,810 | 75,678 | 44,477 | 3,831 | 24,771 | 511,350 | 28,601 |
| 2004 | 253,344 | 45,034 | 126,298 | 60,061 | 35,358 | 291,346 | 73,855 | 203,340 | 76,878 | 45,258 | 3,898 | 25,204 | 520,094 | 29,102 |
| 2005 | 257,744 | 45,733 | 128,533 | 61,016 | 35,979 | 296,406 | 75,002 | 206,939 | 78,100 | 46,054 | 3,966 | 25,646 | 529,005 | 29,612 |
| 2006 | 262,229 | 46,444 | 130,813 | 61,987 | 36,613 | 301,564 | 76,168 | 210,609 | 79,344 | 46,865 | 4,036 | 26,096 | 538,087 | 30,132 |
| 2007 | 266,801 | 47,168 | 133,137 | 62,977 | 37,260 | 306,822 | 77,355 | 214,351 | 80,610 | 47,692 | 4,108 | 26,555 | 547,343 | 30,663 |
| 2008 | 271,462 | 47,903 | 135,508 | 63,984 | 37,919 | 312,181 | 78,562 | 218,167 | 81,900 | 48,536 | 4,180 | 27,024 | 556,776 | 31,204 |
| 2009 | 276,213 | 48,652 | 137,925 | 65,010 | 38,591 | 317,645 | 79,789 | 222,059 | 83,213 | 49,396 | 4,254 | 27,501 | 566,391 | 31,756 |
| 2010 | 281,057 | 49,413 | 140,390 | 66,055 | 39,276 | 323,216 | 81,038 | 226,028 | 84,550 | 50,273 | 4,330 | 27,989 | 576,191 | 32,319 |
| 2011 | 285,995 | 50,188 | 142,904 | 67,118 | 39,974 | 328,894 | 82,308 | 230,076 | 85,911 | 51,167 | 4,407 | 28,486 | 586,180 | 32,893 |
| 2012 | 291,030 | 50,976 | 145,468 | 68,201 | 40,687 | 334,684 | 83,600 | 234,204 | 87,298 | 52,079 | 4,486 | 28,992 | 596,362 | 33,478 |
| 2013 | 296,163 | 51,777 | 148,084 | 69,304 | 41,413 | 340,587 | 84,915 | 238,415 | 88,709 | 53,009 | 4,566 | 29,509 | 606,741 | 34,075 |
| 2014 | 301,396 | 52,593 | 150,751 | 70,427 | 42,154 | 346,606 | 86,252 | 242,710 | 90,147 | 53,957 | 4,648 | 30,037 | 617,322 | 34,684 |
| 2015 | 306,732 | 53,423 | 153,472 | 71,571 | 42,910 | 352,742 | 87,613 | 247,091 | 91,611 | 54,925 | 4,731 | 30,574 | 628,109 | 35,306 |
| 2016 | 312,174 | 54,267 | 156,248 | 72,737 | 43,680 | 359,000 | 88,997 | 251,559 | 93,103 | 55,911 | 4,816 | 31,123 | 639,105 | 35,940 |
| 2017 | 317,722 | 55,126 | 159,079 | 73,923 | 44,466 | 365,380 | 90,406 | 256,118 | 94,622 | 56,917 | 4,903 | 31,683 | 650,316 | 36,586 |
| 2018 | 323,380 | 55,999 | 161,968 | 75,132 | 45,268 | 371,887 | 91,839 | 260,768 | 96,169 | 57,943 | 4,992 | 32,254 | 661,747 | 37,246 |
| 2019 | 329,149 | 56,889 | 164,914 | 76,363 | 46,086 | 378,521 | 93,297 | 265,512 | 97,745 | 58,990 | 5,082 | 32,837 | 673,401 | 37,919 |
| 2020 | 335,033 | 57,793 | 167,920 | 77,618 | 46,920 | 385,288 | 94,781 | 270,351 | 99,350 | 60,057 | 5,174 | 33,431 | 685,283 | 38,605 |
| 2021 | 338,495 | 58,333 | 169,685 | 78,361 | 47,410 | 389,270 | 95,666 | 273,193 | 100,302 | 60,684 | 5,228 | 33,780 | 692,284 | 39,009 |
| 2022 | 341,997 | 58,878 | 171,471 | 79,113 | 47,905 | 393,296 | 96,560 | 276,068 | 101,264 | 61,319 | 5,283 | 34,133 | 699,363 | 39,416 |
| 2023 | 345,538 | 59,428 | 173,276 | 79,872 | 48,407 | 397,368 | 97,463 | 278,975 | 102,236 | 61,961 | 5,339 | 34,490 | 706,521 | 39,829 |
| 2024 | 349,118 | 59,984 | 175,102 | 80,639 | 48,914 | 401,486 | 98,375 | 281,915 | 103,218 | 62,610 | 5,395 | 34,851 | 713,758 | 40,246 |
| 2025 | 352,739 | 60,546 | 176,950 | 81,415 | 49,427 | 405,650 | 99,296 | 284,889 | 104,211 | 63,266 | 5,451 | 35,217 | 721,076 | 40,668 |
| 2026 | 356,400 | 61,114 | 178,818 | 82,199 | 49,945 | 409,860 | 100,226 | 287,897 | 105,214 | 63,930 | 5,509 | 35,586 | 728,475 | 41,095 |
| 2027 | 360,103 | 61,687 | 180,707 | 82,991 | 50,470 | 414,118 | 101,166 | 290,939 | 106,228 | 64,601 | 5,567 | 35,960 | 735,957 | 41,527 |
| 2028 | 363,847 | 62,266 | 182,619 | 83,792 | 51,000 | 418,424 | 102,115 | 294,016 | 107,253 | 65,280 | 5,625 | 36,338 | 743,523 | 41,963 |
| 2029 | 367,633 | 62,850 | 184,552 | 84,601 | 51,536 | 422,778 | 103,075 | 297,128 | 108,289 | 65,967 | 5,685 | 36,720 | 751,173 | 42,405 |
| 2030 | 371,463 | 63,441 | 186,507 | 85,419 | 52,079 | 427,182 | 104,043 | 300,276 | 109,336 | 66,661 | 5,745 | 37,107 | 758,908 | 42,852 |
| 2031 | 375,335 | 64,038 | 188,485 | 86,245 | 52,628 | 431,635 | 105,022 | 303,461 | 110,394 | 67,363 | 5,805 | 37,498 | 766,730 | 43,304 |
| 2032 | 379,251 | 64,640 | 190,485 | 87,080 | 53,183 | 436,138 | 106,010 | 306,681 | 111,463 | 68,074 | 5,867 | 37,894 | 774,640 | 43,761 |
| 2033 | 383,211 | 65,249 | 192,509 | 87,925 | 53,744 | 440,693 | 107,009 | 309,939 | 112,544 | 68,792 | 5,929 | 38,294 | 782,638 | 44,223 |
| 2034 | 387,216 | 65,864 | 194,555 | 88,778 | 54,312 | 445,299 | 108,018 | 313,234 | 113,636 | 69,519 | 5,992 | 38,699 | 790,726 | 44,691 |
| 2035 | 391,266 | 66,486 | 196,626 | 89,641 | 54,886 | 449,956 | 109,037 | 316,567 | 114,740 | 70,254 | 6,055 | 39,109 | 798,904 | 45,164 |
| 2036 | 395,363 | 67,113 | 198,720 | 90,512 | 55,466 | 454,667 | 110,066 | 319,939 | 115,856 | 70,997 | 6,119 | 39,523 | 807,175 | 45,642 |
| 2037 | 399,505 | 67,747 | 200,838 | 91,394 | 56,054 | 459,431 | 111,106 | 323,349 | 116,984 | 71,749 | 6,184 | 39,942 | 815,538 | 46,126 |
| 2038 | 403,695 | 68,388 | 202,981 | 92,284 | 56,648 | 464,249 | 112,156 | 326,799 | 118,124 | 72,509 | 6,250 | 40,366 | 823,996 | 46,616 |
| 2039 | 407,932 | 69,035 | 205,148 | 93,184 | 57,249 | 469,122 | 113,217 | 330,289 | 119,276 | 73,279 | 6,317 | 40,795 | 832,549 | 47,111 |
| 2040 | 412,217 | 69,689 | 207,341 | 94,094 | 57,857 | 474,050 | 114,289 | 333,819 | 120,441 | 74,056 | 6,384 | 41,229 | 841,198 | 47,612 |

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**Table 7 External Auto/Truck Attractions by Year**

| | HBWIX | HBSIX | HBOIX | NHBIX | ComvIX | HBWIX | HBSIX | HBOIX | NHBIX | ComvIX | MedTkIX | HeavyTkIX | AutoIX | TruckIX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | AutoDrvs | Auto Drvs | AutoDrvs | AutoDrvs | AutoDrv | AutoPsns | Auto Psns | AutoPsns | AutoPsns | AutoPsns | | | Drv Totl | Total |
| 2000 | 146,581 | 41,644 | 164,738 | 56,400 | 32,983 | 168,568 | 68,297 | 265,229 | 72,193 | 42,219 | 3,637 | 23,520 | 442,347 | 27,157 |
| 2001 | 148,926 | 42,318 | 167,565 | 57,289 | 33,559 | 171,265 | 69,402 | 269,780 | 73,330 | 42,956 | 3,700 | 23,929 | 449,658 | 27,629 |
| 2002 | 151,314 | 43,004 | 170,447 | 58,194 | 34,146 | 174,011 | 70,526 | 274,419 | 74,488 | 43,707 | 3,765 | 24,346 | 457,104 | 28,110 |
| 2003 | 153,744 | 43,702 | 173,384 | 59,115 | 34,744 | 176,806 | 71,670 | 279,148 | 75,667 | 44,472 | 3,831 | 24,771 | 464,688 | 28,601 |
| 2004 | 156,218 | 44,411 | 176,378 | 60,053 | 35,354 | 179,650 | 72,834 | 283,968 | 76,867 | 45,253 | 3,898 | 25,204 | 472,413 | 29,102 |
| 2005 | 158,736 | 45,133 | 179,430 | 61,007 | 35,976 | 182,546 | 74,019 | 288,882 | 78,089 | 46,049 | 3,966 | 25,646 | 480,281 | 29,612 |
| 2006 | 161,299 | 45,868 | 182,541 | 61,979 | 36,609 | 185,494 | 75,224 | 293,890 | 79,333 | 46,860 | 4,036 | 26,096 | 488,296 | 30,132 |
| 2007 | 163,909 | 46,616 | 185,712 | 62,968 | 37,256 | 188,495 | 76,450 | 298,997 | 80,600 | 47,687 | 4,108 | 26,555 | 496,460 | 30,663 |
| 2008 | 166,565 | 47,376 | 188,946 | 63,976 | 37,915 | 191,550 | 77,697 | 304,203 | 81,889 | 48,531 | 4,180 | 27,024 | 504,777 | 31,204 |
| 2009 | 169,270 | 48,150 | 192,242 | 65,001 | 38,586 | 194,661 | 78,966 | 309,510 | 83,202 | 49,391 | 4,254 | 27,501 | 513,250 | 31,756 |
| 2010 | 172,024 | 48,938 | 195,603 | 66,046 | 39,271 | 197,827 | 80,258 | 314,921 | 84,539 | 50,267 | 4,330 | 27,989 | 521,882 | 32,319 |
| 2011 | 174,828 | 49,739 | 199,030 | 67,109 | 39,970 | 201,052 | 81,572 | 320,439 | 85,900 | 51,161 | 4,407 | 28,486 | 530,676 | 32,893 |
| 2012 | 177,682 | 50,554 | 202,525 | 68,192 | 40,682 | 204,335 | 82,909 | 326,064 | 87,286 | 52,073 | 4,486 | 28,992 | 539,636 | 33,478 |
| 2013 | 180,589 | 51,384 | 206,088 | 69,295 | 41,409 | 207,678 | 84,270 | 331,801 | 88,698 | 53,003 | 4,566 | 29,509 | 548,765 | 34,075 |
| 2014 | 183,549 | 52,228 | 209,721 | 70,418 | 42,149 | 211,082 | 85,655 | 337,651 | 90,135 | 53,951 | 4,648 | 30,037 | 558,067 | 34,684 |
| 2015 | 186,564 | 53,088 | 213,426 | 71,562 | 42,905 | 214,548 | 87,064 | 343,616 | 91,600 | 54,918 | 4,731 | 30,574 | 567,545 | 35,306 |
| 2016 | 189,633 | 53,962 | 217,205 | 72,727 | 43,675 | 218,078 | 88,498 | 349,699 | 93,091 | 55,904 | 4,816 | 31,123 | 577,203 | 35,940 |
| 2017 | 192,760 | 54,852 | 221,058 | 73,914 | 44,461 | 221,673 | 89,958 | 355,904 | 94,610 | 56,910 | 4,903 | 31,683 | 587,045 | 36,586 |
| 2018 | 195,943 | 55,758 | 224,988 | 75,123 | 45,263 | 225,335 | 91,443 | 362,231 | 96,157 | 57,936 | 4,992 | 32,254 | 597,075 | 37,246 |
| 2019 | 199,186 | 56,680 | 228,997 | 76,354 | 46,080 | 229,064 | 92,955 | 368,685 | 97,733 | 58,982 | 5,082 | 32,837 | 607,296 | 37,919 |
| 2020 | 202,488 | 57,618 | 233,085 | 77,608 | 46,914 | 232,861 | 94,493 | 375,267 | 99,338 | 60,050 | 5,174 | 33,431 | 617,713 | 38,605 |
| 2021 | 204,447 | 58,176 | 235,490 | 78,351 | 47,404 | 235,114 | 95,408 | 379,138 | 100,290 | 60,677 | 5,228 | 33,780 | 623,868 | 39,009 |
| 2022 | 206,426 | 58,740 | 237,921 | 79,103 | 47,900 | 237,390 | 96,333 | 383,053 | 101,251 | 61,311 | 5,283 | 34,133 | 630,089 | 39,416 |
| 2023 | 208,426 | 59,309 | 240,380 | 79,862 | 48,401 | 239,690 | 97,267 | 387,012 | 102,223 | 61,953 | 5,339 | 34,490 | 636,378 | 39,829 |
| 2024 | 210,448 | 59,885 | 242,867 | 80,629 | 48,908 | 242,015 | 98,211 | 391,015 | 103,206 | 62,602 | 5,395 | 34,851 | 642,736 | 40,246 |
| 2025 | 212,490 | 60,466 | 245,381 | 81,405 | 49,420 | 244,364 | 99,164 | 395,064 | 104,198 | 63,258 | 5,451 | 35,217 | 649,163 | 40,668 |
| 2026 | 214,554 | 61,053 | 247,924 | 82,189 | 49,939 | 246,738 | 100,127 | 399,158 | 105,202 | 63,922 | 5,509 | 35,586 | 655,659 | 41,095 |
| 2027 | 216,641 | 61,646 | 250,496 | 82,981 | 50,463 | 249,137 | 101,100 | 403,299 | 106,216 | 64,593 | 5,567 | 35,960 | 662,227 | 41,527 |
| 2028 | 218,749 | 62,246 | 253,097 | 83,781 | 50,993 | 251,561 | 102,083 | 407,486 | 107,240 | 65,272 | 5,625 | 36,338 | 668,866 | 41,963 |
| 2029 | 220,879 | 62,851 | 255,727 | 84,591 | 51,530 | 254,011 | 103,076 | 411,721 | 108,276 | 65,958 | 5,685 | 36,720 | 675,578 | 42,405 |
| 2030 | 223,032 | 63,463 | 258,388 | 85,408 | 52,072 | 256,487 | 104,079 | 416,004 | 109,323 | 66,652 | 5,745 | 37,107 | 682,363 | 42,852 |
| 2031 | 225,208 | 64,081 | 261,078 | 86,235 | 52,621 | 258,989 | 105,093 | 420,336 | 110,380 | 67,355 | 5,805 | 37,498 | 689,223 | 43,304 |
| 2032 | 227,407 | 64,705 | 263,799 | 87,070 | 53,176 | 261,518 | 106,117 | 424,716 | 111,450 | 68,065 | 5,867 | 37,894 | 696,157 | 43,761 |
| 2033 | 229,630 | 65,336 | 266,551 | 87,914 | 53,737 | 264,074 | 107,151 | 429,147 | 112,530 | 68,783 | 5,929 | 38,294 | 703,168 | 44,223 |
| 2034 | 231,876 | 65,973 | 269,334 | 88,768 | 54,304 | 266,657 | 108,196 | 433,628 | 113,622 | 69,510 | 5,992 | 38,699 | 710,255 | 44,691 |
| 2035 | 234,146 | 66,617 | 272,149 | 89,630 | 54,879 | 269,268 | 109,252 | 438,160 | 114,726 | 70,245 | 6,055 | 39,109 | 717,421 | 45,164 |
| 2036 | 236,440 | 67,268 | 274,996 | 90,502 | 55,459 | 271,906 | 110,319 | 442,744 | 115,842 | 70,988 | 6,119 | 39,523 | 724,665 | 45,642 |
| 2037 | 238,759 | 67,925 | 277,875 | 91,383 | 56,046 | 274,573 | 111,397 | 447,380 | 116,970 | 71,739 | 6,184 | 39,942 | 731,989 | 46,126 |
| 2038 | 241,103 | 68,589 | 280,788 | 92,273 | 56,640 | 277,268 | 112,486 | 452,068 | 118,110 | 72,500 | 6,250 | 40,366 | 739,393 | 46,616 |
| 2039 | 243,471 | 69,260 | 283,733 | 93,174 | 57,241 | 279,992 | 113,586 | 456,811 | 119,262 | 73,269 | 6,317 | 40,795 | 746,879 | 47,111 |
| 2040 | 245,865 | 69,937 | 286,713 | 94,083 | 57,849 | 282,745 | 114,697 | 461,607 | 120,427 | 74,047 | 6,384 | 41,229 | 754,448 | 47,612 |

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## 2.3 Miscellaneous and Airport-Passenger Trip Forecasts

The remaining exogenous travel markets consist of taxis, school, and visitor/tourist auto driver trips (collectively referred to as "miscellaneous trips") and airport-passenger auto driver trips. The miscellaneous trip totals, shown by year on Table 8, are based on surveyed travel patterns that have been growth factored through time. The airport-passenger forecasts are shown on Table 9. The airport trips have been recently updated using the 2007 COG Air Passenger Survey. The trip tables represent auto travel to each of the three major airports serving the Washington/Baltimore area.

**Table 8 Miscellaneous Auto Driver Forecasts**

| Year | School | Taxi | Visitor/ Tourist |
|---|---|---|---|
| 2000 | 250,448 | 111,246 | 222,227 |
| 2001 | 255,158 | 112,989 | 226,423 |
| 2002 | 259,861 | 114,586 | 230,605 |
| 2003 | 264,556 | 116,329 | 234,769 |
| 2004 | 269,271 | 117,928 | 238,970 |
| 2005 | 273,930 | 119,671 | 243,045 |
| 2006 | 277,301 | 121,103 | 246,065 |
| 2007 | 280,645 | 122,504 | 249,010 |
| 2008 | 283,994 | 123,938 | 251,972 |
| 2009 | 287,368 | 125,477 | 254,993 |
| 2010 | 290,712 | 126,881 | 257,941 |
| 2011 | 294,940 | 128,748 | 261,728 |
| 2012 | 299,119 | 130,536 | 265,388 |
| 2013 | 303,334 | 132,394 | 269,139 |
| 2014 | 307,557 | 134,263 | 272,918 |
| 2015 | 311,736 | 136,057 | 276,574 |
| 2016 | 315,734 | 138,233 | 280,147 |
| 2017 | 319,733 | 140,385 | 283,723 |
| 2018 | 323,707 | 142,564 | 287,229 |
| 2019 | 327,698 | 144,721 | 290,788 |
| 2020 | 331,653 | 146,891 | 294,257 |
| 2021 | 335,374 | 148,724 | 297,598 |
| 2022 | 339,052 | 150,476 | 300,828 |
| 2023 | 342,766 | 152,304 | 304,155 |
| 2024 | 346,445 | 154,101 | 307,391 |
| 2025 | 350,158 | 155,830 | 310,714 |
| 2026 | 353,359 | 157,324 | 313,529 |
| 2027 | 356,574 | 158,933 | 316,376 |
| 2028 | 359,810 | 160,395 | 319,284 |
| 2029 | 363,022 | 161,984 | 322,126 |
| 2030 | 366,220 | 163,486 | 324,934 |
| 2031 | 369,030 | 164,826 | 327,428 |
| 2032 | 371,830 | 166,186 | 329,898 |
| 2033 | 374,676 | 167,632 | 332,479 |
| 2034 | 377,476 | 169,010 | 334,951 |
| 2035 | 380,292 | 170,339 | 337,456 |
| 2036 | 382,740 | 171,540 | 339,623 |
| 2037 | 385,196 | 172,762 | 341,808 |
| 2038 | 387,653 | 173,952 | 343,989 |
| 2039 | 390,110 | 175,134 | 346,174 |
| 2040 | 392,556 | 176,445 | 348,328 |

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**Table 9 Air Passenger Auto Driver Trips by Year and Airport**

| | Airport | | | |
|---|---|---|---|---|
| Year | National | Dulles | BWI | Total |
| 2000 | 18,746 | 16,585 | 14,486 | 49,723 |
| 2001 | 18,343 | 16,595 | 14,810 | 49,656 |
| 2002 | 17,941 | 16,604 | 15,134 | 49,588 |
| 2003 | 17,538 | 16,614 | 15,459 | 49,521 |
| 2004 | 17,136 | 16,623 | 15,783 | 49,453 |
| 2005 | 16,733 | 16,633 | 16,107 | 49,386 |
| 2006 | 16,714 | 17,000 | 16,918 | 50,544 |
| 2007 | 16,694 | 17,368 | 17,729 | 51,703 |
| 2008 | 16,673 | 17,737 | 18,540 | 52,863 |
| 2009 | 16,653 | 18,105 | 19,351 | 54,022 |
| 2010 | 16,634 | 18,471 | 20,162 | 55,180 |
| 2011 | 16,870 | 19,407 | 20,626 | 56,814 |
| 2012 | 17,106 | 20,343 | 21,091 | 58,449 |
| 2013 | 17,347 | 21,279 | 21,556 | 60,089 |
| 2014 | 17,583 | 22,214 | 22,020 | 61,724 |
| 2015 | 17,820 | 23,150 | 22,485 | 63,358 |
| 2016 | 18,058 | 24,133 | 22,969 | 65,061 |
| 2017 | 18,298 | 25,116 | 23,452 | 66,765 |
| 2018 | 18,541 | 26,101 | 23,938 | 68,476 |
| 2019 | 18,781 | 27,084 | 24,421 | 70,180 |
| 2020 | 19,019 | 28,068 | 24,906 | 71,883 |
| 2021 | 19,233 | 29,032 | 25,393 | 73,547 |
| 2022 | 19,448 | 29,997 | 25,883 | 75,214 |
| 2023 | 19,667 | 30,962 | 26,372 | 76,885 |
| 2024 | 19,882 | 31,927 | 26,861 | 78,552 |
| 2025 | 20,096 | 32,891 | 27,349 | 80,216 |
| 2026 | 20,284 | 33,850 | 27,856 | 81,868 |
| 2027 | 20,474 | 34,810 | 28,362 | 83,522 |
| 2028 | 20,667 | 35,771 | 28,869 | 85,180 |
| 2029 | 20,857 | 36,731 | 29,376 | 86,835 |
| 2030 | 21,046 | 37,690 | 29,883 | 88,487 |
| 2031 | 21,171 | 38,518 | 30,360 | 89,917 |
| 2032 | 21,298 | 39,347 | 30,839 | 91,350 |
| 2033 | 21,425 | 40,175 | 31,316 | 92,781 |
| 2034 | 21,551 | 41,004 | 31,795 | 94,213 |
| 2035 | 21,677 | 41,832 | 32,272 | 95,643 |
| 2036 | 21,765 | 42,416 | 32,724 | 96,766 |
| 2037 | 21,852 | 43,001 | 33,175 | 97,890 |
| 2038 | 21,938 | 43,586 | 33,627 | 99,012 |
| 2039 | 22,025 | 44,171 | 34,078 | 100,135 |
| 2040 | 22,113 | 44,755 | 34,530 | 101,258 |

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# Chapter 3 Demographic models

This chapter describes the specification of the demographic modeling process used within the Version 2.3 travel model. The demographic models, or sub-models, refer to the household size, household income, and vehicle availability models that are run prior to trip generation. The models are applied at the zone level and are used to apportion the total number households among 64 size, income, and vehicle availability categories or cross classifications:

- Household size (1, 2, 3, or 4+ persons per household);
- Household income (Income "quartile" 1, 2, 3, or 4); and
- Vehicle ownership/availability (0, 1, 2, or 3+ vehicles per household).

Prior to this latest update, the last two updates of the demographic models, or sub-models, were completed in 2004, using the 1990 Census Transportation Planning Package (CTPP) data, and in 2006, using the 2000 CTPP data. The demographic models used in the Version 2.3 travel model are similar to those used in the Version 2.2 travel model, with the following exceptions. First, the validation of the three demographic sub-models was updated to year 2007 conditions, using the American Community Survey (ACS).[14] Second, the vehicle availability model has been recalibrated based on the 2007/2008 Household Travel Survey.

The 2000 Census was the last decennial census to include the long form, a roughly one-in-six sample of the population that included many questions about commuting travel. The long form was the basis for the CTPP data in 1990 and 2000. The American Community Survey (ACS) is a project of the U.S. Census Bureau that replaces the long form in the decennial census. Ideally, when updating the demographic models, one would like to have small area, e.g., zone-level, data. Unfortunately, the ACS data does not generally support development of models at the TAZ level of geography, due to privacy concerns regarding the release of data. Consequently, the ACS updates were done using county-level data.[15]

According to the 2007 ACS data, the regional median household income is $84,280 and the regional mean household income is $106,780 (in year 2007 dollars). The household income quartiles, based on the 2007 ACS data, are shown in Table 10.

[14] Hamid Humeida to Files, "Analysis of data from the American Community Survey (ACS): Households by household income, household size, and vehicle availability," Memorandum, March 19, 2010.
[15] It is thought that some CTPP data may be produced in the future from multiple years of the ACS, but that data is not likely to be available for another few years.

**Table 10 Household income quartiles computed from the ACS**

| Quartile | Income range (2007 dollars) |
|---|---|
| First | Less than $50,000 |
| Second | $50,000 to $99,999 |
| Third | $100,000 to $149,999 |
| Fourth | $150,000 or more |

The median household income reported from the 2007/2008 HTS ($90,086) is slightly higher than that of the ACS ($84,280). However, both medians fall in the same income interval, $50,000-$99,999. One possible explanation for the difference is that the larger ACS sample covered a larger percentage of lower income households than the 2007/2008 HTS.

A sub-model was developed for each of the three socio-economic dimensions. The household size sub-model uses Census-based relationships to estimate the percent of households in each integer class of household size, given the zone's average household size. The household income sub-model uses similar Census-based relationships to estimate the percent of households in each income class, given the zone's median household income. Lastly, the vehicle ownership model uses a disaggregate logit formulation to estimate the percentage of households in each of the four vehicle-availability classes. The logit model makes use of the household size and income information developed in prior steps as well as some additional parameters. The model specifications are detailed below.

## 3.1 Household size sub-model

The household size sub-model is an "aggregate share" model. The model is essentially a family of four curves used to allocate the total number of households among integer size levels, based on the average household size of a given zone. Each curve uses the same independent variable.

| Curve | Dependent variable | Independent variable |
|---|---|---|
| 1 | Percent of HHs with 1 person | Average zonal household size |
| 2 | Percent of HHs with 2 persons | Average zonal household size |
| 3 | Percent of HHs with 3 persons | Average zonal household size |
| 4 | Percent of HHs with 4+ persons | Average zonal household size |

The final model is shown in graphical form in Figure 4 and in tabular form in Table 11.

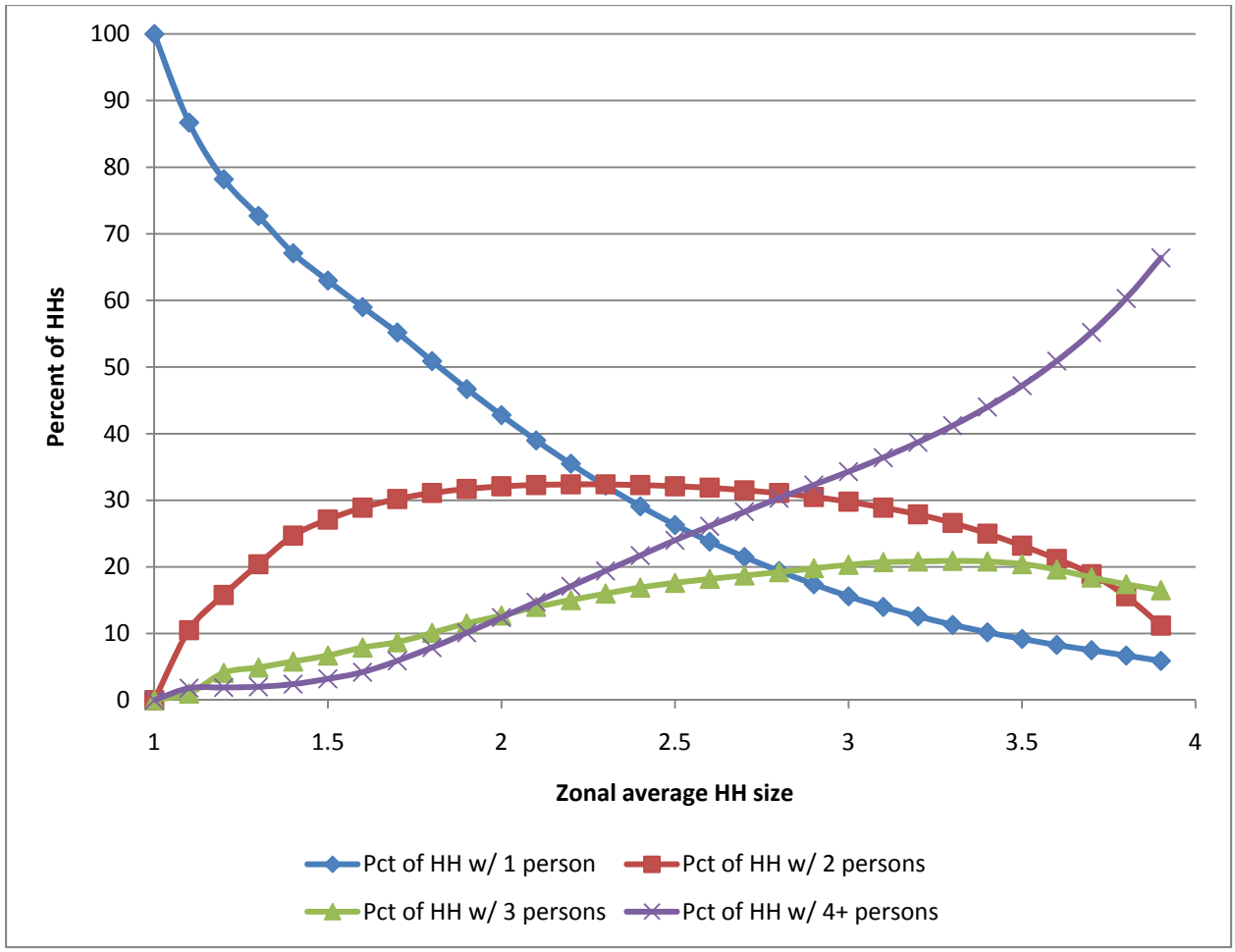


**Figure 4 Household size sub-model: Graphical form**

**Table 11 Household size sub-model: Tabular form**

| Avg. Zonal HH Size | Pct of HH with 1 person | Pct of HH with 2 persons | Pct of HH with 3 persons | Pct of HH with 4+ persons |
|---|---|---|---|---|
| 1.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 1.1 | 86.7 | 10.5 | 1.0 | 1.8 |
| 1.2 | 78.2 | 15.8 | 4.1 | 1.9 |
| 1.3 | 72.7 | 20.4 | 4.9 | 2.0 |
| 1.4 | 67.1 | 24.7 | 5.8 | 2.4 |
| 1.5 | 63.0 | 27.1 | 6.7 | 3.2 |
| 1.6 | 59.0 | 28.9 | 7.9 | 4.2 |
| 1.7 | 55.2 | 30.2 | 8.7 | 5.9 |
| 1.8 | 50.9 | 31.1 | 10.1 | 7.9 |
| 1.9 | 46.7 | 31.7 | 11.5 | 10.1 |
| 2.0 | 42.8 | 32.1 | 12.7 | 12.4 |
| 2.1 | 39.0 | 32.3 | 14.0 | 14.7 |
| 2.2 | 35.5 | 32.4 | 15.0 | 17.1 |
| 2.3 | 32.2 | 32.4 | 16.0 | 19.4 |
| 2.4 | 29.1 | 32.3 | 16.9 | 21.7 |
| 2.5 | 26.3 | 32.1 | 17.6 | 24.0 |
| 2.6 | 23.8 | 31.9 | 18.2 | 26.1 |
| 2.7 | 21.5 | 31.5 | 18.7 | 28.3 |
| 2.8 | 19.4 | 31.1 | 19.2 | 30.3 |
| 2.9 | 17.4 | 30.5 | 19.8 | 32.3 |
| 3.0 | 15.6 | 29.8 | 20.3 | 34.3 |
| 3.1 | 14.0 | 28.9 | 20.7 | 36.4 |
| 3.2 | 12.6 | 27.9 | 20.8 | 38.7 |
| 3.3 | 11.3 | 26.6 | 20.9 | 41.2 |
| 3.4 | 10.2 | 25.0 | 20.8 | 44.0 |
| 3.5 | 9.2 | 23.2 | 20.4 | 47.2 |
| 3.6 | 8.3 | 21.2 | 19.6 | 50.9 |
| 3.7 | 7.5 | 18.9 | 18.4 | 55.2 |
| 3.8 | 6.7 | 15.6 | 17.4 | 60.3 |
| 3.9 | 5.9 | 11.2 | 16.5 | 66.4 |

## 3.2 Household income sub-model

The household income sub-model is also an "aggregate share" model and is, therefore, similar in form to the household size sub-model. The household income sub-model is used to estimate the share of households in each of the four income quartiles in each zone, given the median household income for the zone.

Unlike the 2000 CTPP, the most recent census data, the 2007 American Community Survey (ACS), is not available at the census tract level. This fact presented a limitation to any possible updates of the income sub-model using the ACS aggregated data. The county geography is the lowest level that the 2000 CTPP and the 2007 ACS data could be compared. As such, it was decided to use the existing models based on the 2000 CTPP data and to develop an area-based zone equivalency to migrate the 2191 TAZ model to the new 3722 TAZ system.[16] Based on the 2000 CTPP data, the income ratio variable was developed as shown in Equation 1.

**Equation 1 Income ratio equation**

$$\text{Income ratio} = (\text{zonal median HH income}) \,/\, (\text{regional median HH income})$$

The final model is shown in graphical form in Figure 5 and in tabular form in Table 12.

[16] Hamid Humeida to Files, "Development of an equivalency file to convert the household income sub-model from the 2191 TAZ system to the new 3722 TAZ system," Memorandum, June 2, 2010.

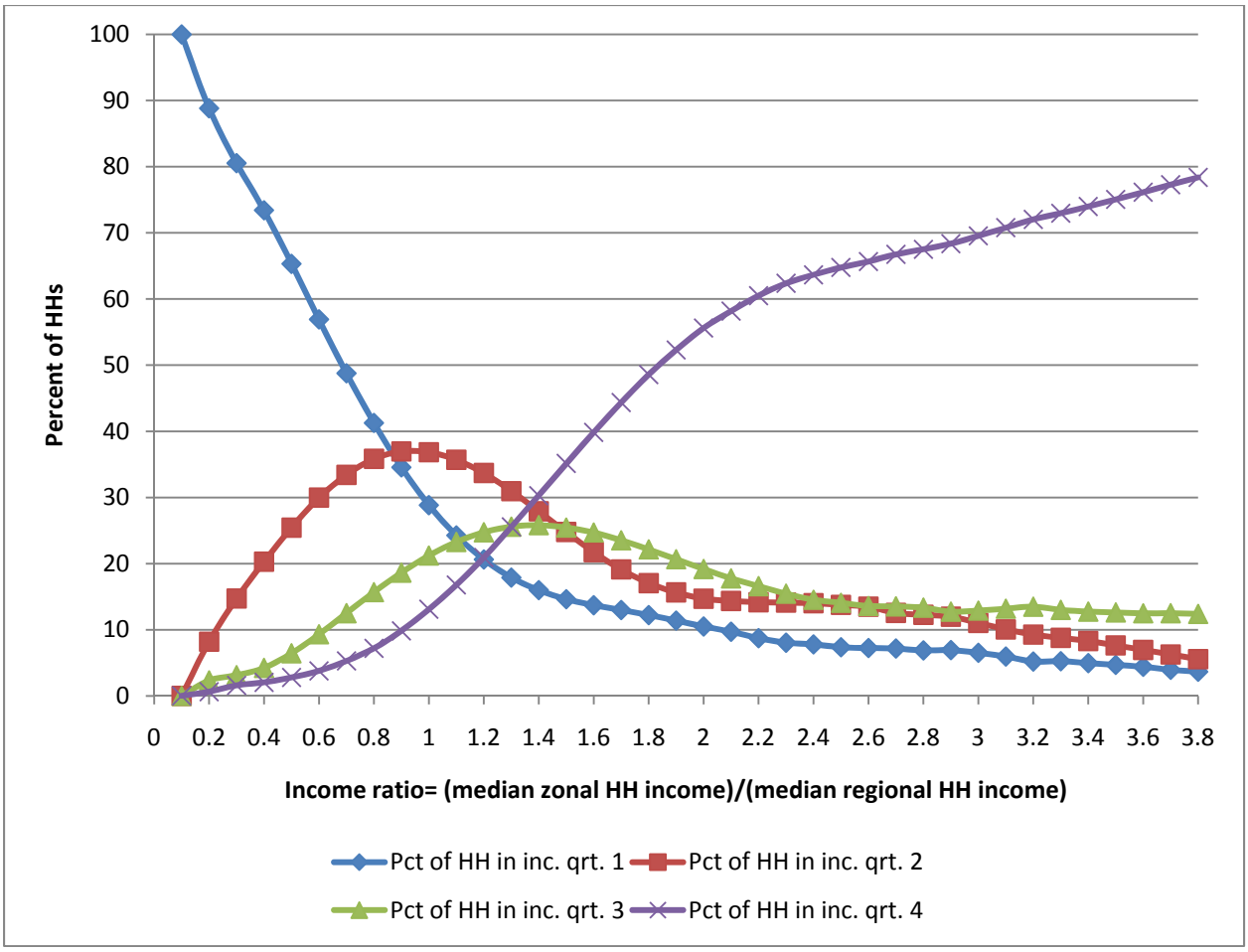


**Figure 5 Household income sub-model: Graphical form**

**Table 12 Household income sub-model: Tabular form**

| Income Ratio | Pct of HH in inc. qrt. 1 | Pct of HH in inc. qrt. 2 | Pct of HH in inc. qrt. 3 | Pct of HH in inc. qrt. 4 |
|---|---|---|---|---|
| 0.1 | 100.0 | 0.0 | 0.0 | 0.0 |
| 0.2 | 88.8 | 8.2 | 2.3 | 0.6 |
| 0.3 | 80.5 | 14.7 | 3.1 | 1.6 |
| 0.4 | 73.4 | 20.3 | 4.2 | 2.1 |
| 0.5 | 65.3 | 25.4 | 6.4 | 2.8 |
| 0.6 | 56.9 | 30.0 | 9.3 | 3.8 |
| 0.7 | 48.8 | 33.4 | 12.5 | 5.3 |
| 0.8 | 41.3 | 35.9 | 15.7 | 7.2 |
| 0.9 | 34.6 | 37.0 | 18.6 | 9.8 |
| 1.0 | 28.8 | 36.8 | 21.2 | 13.1 |
| 1.1 | 24.3 | 35.7 | 23.3 | 16.8 |
| 1.2 | 20.6 | 33.7 | 24.8 | 20.9 |
| 1.3 | 17.9 | 31.0 | 25.6 | 25.6 |
| 1.4 | 16.0 | 27.9 | 25.8 | 30.3 |
| 1.5 | 14.6 | 24.8 | 25.5 | 35.2 |
| 1.6 | 13.7 | 21.7 | 24.7 | 39.8 |
| 1.7 | 13.0 | 19.1 | 23.5 | 44.4 |
| 1.8 | 12.2 | 17.0 | 22.2 | 48.6 |
| 1.9 | 11.4 | 15.7 | 20.7 | 52.3 |
| 2.0 | 10.5 | 14.7 | 19.2 | 55.6 |
| 2.1 | 9.7 | 14.4 | 17.8 | 58.2 |
| 2.2 | 8.7 | 14.2 | 16.6 | 60.5 |
| 2.3 | 8.1 | 14.1 | 15.5 | 62.4 |
| 2.4 | 7.8 | 14.0 | 14.5 | 63.7 |
| 2.5 | 7.4 | 13.8 | 14.1 | 64.8 |
| 2.6 | 7.3 | 13.5 | 13.6 | 65.7 |
| 2.7 | 7.2 | 12.6 | 13.5 | 66.8 |
| 2.8 | 6.9 | 12.3 | 13.3 | 67.5 |
| 2.9 | 6.9 | 12.0 | 12.7 | 68.4 |
| 3.0 | 6.5 | 11.0 | 12.9 | 69.6 |
| 3.1 | 6.0 | 10.1 | 13.2 | 70.8 |
| 3.2 | 5.2 | 9.3 | 13.5 | 72.0 |
| 3.3 | 5.3 | 8.8 | 13.0 | 73.0 |
| 3.4 | 5.0 | 8.3 | 12.8 | 74.0 |
| 3.5 | 4.7 | 7.6 | 12.6 | 75.1 |
| 3.6 | 4.4 | 7.0 | 12.5 | 76.1 |
| 3.7 | 4.0 | 6.3 | 12.5 | 77.3 |
| 3.8 | 3.7 | 5.6 | 12.4 | 78.4 |

## 3.3 Vehicle availability sub-model

The vehicle availability sub-model is the last demographic sub-model. It is a disaggregate choice model that apportions households among vehicle availability levels. The variables considered are household size, household income (furnished by the previous sub-models), area type, and transit accessibility defined as the number of jobs accessible in 45 minutes using the "best" AM transit service. The best transit service is defined as the minimum AM walk-/drive-access transit time among the Metrorail-related transit (i.e., Metrorail only or bus/Metrorail). The vehicle availability model specification is detailed in Table 13.

**Table 13 Vehicle availability model**

| Number of Vehicles | | | | | |
|---|---|---|---|---|---|
| 0 | 1 | 2 | 3+ | Variable | New Coefficient |
| | X | | | Constant | 0.5382 |
| | | X | | Constant | -3.0820 |
| | | | X | Constant | -6.8508 |
| | X | | | Household Size | 0.1693 |
| | | X | | Household Size | 1.3439 |
| | | | X | Household Size | 1.6910 |
| | X | | | Income level 2 | 1.4535 |
| | | X | | Income level 2 | 1.8432 |
| | | | X | Income level 2 | 2.4619 |
| | X | | | Income level 3 | 2.2589 |
| | | X | | Income level 3 | 3.4209 |
| | | | X | Income level 3 | 4.6234 |
| | X | | | Income level 4 | 2.6558 |
| | | X | | Income level 4 | 3.9163 |
| | | | X | Income level 4 | 5.5402 |
| | X | | | Employment w/in 45 min transit | -1.20E-06 |
| | | X | | Employment w/in 45 min transit | -2.04E-06 |
| | | | X | Employment w/in 45 min transit | -2.37E-06 |
| | X | | | Area type | 0.2092 |
| | | X | | Area type | 0.4772 |
| | | | X | Area type | 0.7792 |
| | X | | | DC dummy | -0.9448 |
| | | X | | DC dummy | -1.3977 |
| | | | X | DC dummy | -1.5294 |

## 3.4 Demographic Model Validation Results

In order to evaluate how well the models fit the data, a comparison was made between the estimated results and data from the 2007 ACS. Table 14, Table 15, and Table 16 show the regional estimates, observed ACS data, the ratio of estimated to observed, and the difference between the estimated and observed results. It is evident that the difference between the estimated and observed data is less than 1% for all three demographic models, which indicates an acceptable fit. The difference in the total number of households of 15,885 is due to Clarke County being omitted from the ACS dataset because the county is small and no data was available at this level of geography. In addition to regional summaries, jurisdictional summaries for household size, household income, and vehicle availability are presented in a memorandum[17].

**Table 14 2007 Regional Estimated and Observed Households by Size**

| **Estimated** | | | | | |
|---|---|---|---|---|---|
| | 1 Psn | 2 Psns | 3 Psns | 4+ Psns | Total |
| HHs | 664,559 | 723,464 | 392,846 | 558,997 | 2,339,865 |
| Pct. | 28.40% | 30.92% | 16.79% | 23.89% | 100.00% |
| **Observed** | | | | | |
| | 1 Psn | 2 Psns | 3 Psns | 4+ Psns | Total |
| HHs | 649,305 | 713,509 | 385,435 | 575,731 | 2,323,980 |
| Pct. | 27.94% | 30.70% | 16.59% | 24.77% | 100.00% |
| **Estimated/Observed Ratio** | | | | | |
| | 1 Psn | 2 Psns | 3 Psns | 4+ Psns | Total |
| HHs | 1.0235 | 1.0140 | 1.0192 | 0.9709 | 1.0068 |
| Pct. | 1.0165 | 1.0071 | 1.0123 | 0.9643 | 1.0000 |
| **Estimated- Observed** | | | | | |
| | 1 Psn | 2 Psns | 3 Psns | 4+ Psns | Total |
| HHs | 15,254 | 9,955 | 7,411 | -16,734 | 15,885 |
| Pct. | 0.46% | 0.22% | 0.20% | -0.88% | 0.00% |

[17] Hamid Humeida to Files, "Analysis of data from the American Community Survey (ACS): Households by household income, household size, and vehicle availability," Memorandum, March 19, 2010.

**Table 15 2007 Regional Estimated and Observed Households by Income Level**

| Estimated | | | | | |
|---|---|---|---|---|---|
| | < 50.00k | 50.00k-99.99k | 100.k-149.99k | > 150.00k | Total |
| HHs | 635,803 | 726,626 | 483,261 | 494,175 | 2,339,865 |
| Pct. | 27.17% | 31.05% | 20.65% | 21.12% | 100.00% |
| **Observed** | | | | | |
| | < 50.00k | 50.00k-99.99k | 100.k-149.99k | > 150.00k | Total |
| HHs | 640,594 | 731,729 | 470,110 | 481,547 | 2,323,980 |
| Pct. | 27.56% | 31.49% | 20.23% | 20.72% | 100.00% |
| **Estimated/Observed Ratio** | | | | | |
| | < 50.00k | 50.00k-99.99k | 100.k-149.99k | > 150.00k | Total |
| HHs | 0.9925 | 0.9930 | 1.0280 | 1.0262 | 1.0068 |
| Pct. | 0.9858 | 0.9863 | 1.0210 | 1.0193 | 1.0000 |
| **Estimated- Observed** | | | | | |
| | < 50.00k | 50.00k-99.99k | 100.k-149.99k | > 150.00k | Total |
| HHs | -4,791 | -5,103 | 13,151 | 12,628 | 15,885 |
| Pct. | -0.39% | -0.43% | 0.42% | 0.40% | 0.00% |

**Table 16 2007 Regional Estimated and Observed Households by Vehicles Available**

| Estimated | | | | | |
|---|---|---|---|---|---|
| | 0 Vehs. | 1 Veh. | 2 Vehs. | 3+ Vehs. | Total |
| HHs | 202,358 | 736,973 | 871,294 | 529,240 | 2,339,865 |
| Pct. | 8.65% | 31.50% | 37.24% | 22.62% | 100.00% |
| **Observed** | | | | | |
| | 0 Vehs. | 1 Veh. | 2 Vehs. | 3+ Vehs. | Total |
| HHs | 200,561 | 733,753 | 865,514 | 524,152 | 2,323,980 |
| Pct. | 8.63% | 31.57% | 37.24% | 22.55% | 100.00% |
| **Estimated/Observed Ratio** | | | | | |
| | 0 Vehs. | 1 Veh. | 2 Vehs. | 3+ Vehs. | Total |
| HHs | 1.0090 | 1.0044 | 1.0067 | 1.0097 | 1.0068 |
| Pct. | 1.0021 | 0.9938 | 1.0065 | 1.0056 | 1.0000 |
| **Estimated- Observed** | | | | | |
| | 0 Vehs. | 1 Veh. | 2 Vehs. | 3+ Vehs. | Total |
| HHs | 1,797 | 3,220 | 5,780 | 5,088 | 15,885 |
| Pct. | 0.02% | -0.07% | 0.00% | 0.07% | 0.00% |

# Chapter 4 Trip Generation

The Version 2.3 trip generation process computes zonal trip productions and trip attractions, for each modeled purpose, on the basis of zonal land activity. This chapter details the trip generation model pertaining to resident, commercial vehicle, and truck purposes. "Resident trips" are those made by people who reside in the modeled area. Information on resident trips is obtained from the COG/TPB 2007/2008 Household Travel Survey.

## 4.1 Model Structure

The trip generation model is used to compute the number of daily person trips (i.e., on an average weekday) and daily truck/commercial vehicle trips produced by and attracted to each transportation analysis zone (TAZ). Resident trips are stratified into five trip purposes:

- Home-Based Work (HBW)
- Home-Based Shop (HBS)
- Home-Based Other (HBO)
- Non-Home-Based Work (NHW)
- Non-Home-Based Other (NHO)

HBO trips include home-based school and home-based university trips, since these trips are not modeled separately. Following consultant guidance, what used to be one trip purpose – non-home-based (NHB) – has now been divided into two trip purposes: NHW and NHO.[18] In the Version 2.1 travel model and previous TPB travel models, commercial vehicle travel, described below, was assumed to be part of the non-home-based trip purpose, although this is no longer the case. In general, a commercial vehicle is a motor vehicle used to transport goods (freight), services, or, potentially, revenue-paying passengers. However, the usage of this term within the TPB travel model is more limited. Since the TPB travel model has always had a truck model (for medium trucks and heavy trucks), the term "commercial vehicle" is used to refer to light-duty vehicles (auto, light trucks, SUV, etc.) used to transport goods and services.[19] Consequently, there are three commercial/truck vehicle types:

- Medium truck (single unit, two axles, 6 or more tires)
- Heavy truck (all combination vehicles)[20]
- Commercial vehicles (autos and light duty trucks used to transport commercial goods and services)

Examples of commercial vehicles include "delivery and courier vehicles (including postal vehicles), light trucks used in construction, tradesmen, craftsmen, equipment service personnel, telephone company trucks, shuttle vans, taxicabs, ambulances, police cars, government vehicles, and 4-tire vans used for

[18] Cambridge Systematics, Inc., *Fiscal Year 2010 Task Reports*, 2–3, 2–12.
[19] William G. Allen Jr., *Development of a Model for Commercial Vehicle Trips* (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, May 4, 2007).
[20] Note that "heavy" and "medium" do not refer strictly to the weight of the vehicle.

paratransit and school transportation."[21] As stated earlier, in the Version 2.1 travel model and previous TPB travel models, commercial vehicle travel was assumed to be part of the non-home-based trip purpose. Similar to the Version 2.2 model, the Version 2.3 model now accounts for commercial trips as a separate and distinct trip purpose. The trip generation process also estimates productions and attractions associated with non-motorized (walk and bicycle) trips. The non-motorized trips are removed from the "final" trip-ends prior to the trip distribution step.

The resident trip generation process can be envisioned as a series of six sequential steps. These are:

1) Trip production model;
2) Internal-to-external trip extraction model;
3) Non-motorized trip production model;
4) Trip attraction model;
5) Non-motorized trip attraction model; and
6) Home-based attraction income disaggregation model.

## 4.2 Trip Production Model

The trip production model is a cross-classification model involving the application of trip rates to households in specific socioeconomic categories. The trip rates are specific to each purpose. The cross-classes established for the Version 2.3 model are structured by the four household income, four household size, and four vehicle availability levels used in the demographic models. The total number of cross-classes equals 64 (i.e., 4 x 4 x 4). The trip rates are displayed, by purpose in Table 17, Table 18, Table 19, Table 20, and Table 21. Trip rates are weighted rates, based on the 2007/2008 Household Travel Survey.[22]

[21] Allen, *Development of a Model for Commercial Vehicle Trips*, 4.
[22] Hamid Humeida to Files, Mark Moran, and Ronald Milone, "Estimation of Trip Production Model based on the 2007 Household Travel Survey," Memorandum, January 13, 2011.

**Table 17 Final HBW Trip Production Rates[23]**

| | | Vehicles | | | | |
|---|---|---|---|---|---|---|
| **Income Level** | **HH Size** | **0** | **1** | **2** | **3+** | **Subtotal** |
| 00k - 50k | 1-PSN | 0.41 | 0.65 | 0.54 | 0.66 | 0.58 |
| | 2-PSN | 0.67 | 0.86 | 1.27 | 1.34 | 1.05 |
| | 3-PSN | 0.91 | 1.34 | 1.89 | 1.92 | 1.55 |
| | 4+PSN | 1.34 | 1.34 | 1.70 | 2.50 | 1.69 |
| | Subtotal | 0.55 | 0.80 | 1.35 | 1.75 | 0.94 |
| 50k-100k | 1-PSN | 1.00 | 1.06 | 1.04 | 1.04 | 1.05 |
| | 2-PSN | 1.20 | 1.29 | 1.41 | 1.51 | 1.39 |
| | 3-PSN | 1.25 | 1.70 | 1.95 | 2.05 | 1.93 |
| | 4+PSN | 1.34 | 1.82 | 1.99 | 2.69 | 2.24 |
| | Subtotal | 1.06 | 1.20 | 1.63 | 2.14 | 1.55 |
| 100k-150k | 1-PSN | 1.08 | 0.99 | 1.09 | 1.29 | 1.03 |
| | 2-PSN | 1.72 | 1.78 | 1.78 | 1.87 | 1.79 |
| | 3-PSN | 1.72 | 1.82 | 2.05 | 2.51 | 2.23 |
| | 4+PSN | 1.75 | 1.97 | 1.98 | 2.71 | 2.26 |
| | Subtotal | 1.33 | 1.36 | 1.86 | 2.42 | 1.92 |
| > 150k | 1-PSN | 1.16 | 1.04 | 1.20 | 0.87 | 1.07 |
| | 2-PSN | 1.72 | 1.82 | 1.87 | 1.90 | 1.88 |
| | 3-PSN | 1.72 | 2.16 | 2.28 | 2.93 | 2.62 |
| | 4+PSN | 1.75 | 2.24 | 2.60 | 2.97 | 2.75 |
| | Subtotal | 1.33 | 1.57 | 2.15 | 2.58 | 2.25 |
| | TOTAL | 0.72 | 1.10 | 1.78 | 2.33 | **1.63** |

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[23] Source: Hamid Humeida to Files, Mark Moran, and Ronald Milone, "Estimation of Trip Production Model based on the 2007 Household Travel Survey," Memorandum, January 13, 2011.

**Table 18 Final HBS Trip Production Rates[24]**

| | | Vehicles | | | | |
|---|---|---|---|---|---|---|
| **Income Level** | **HH Size** | **0** | **1** | **2** | **3+** | **Subtotal** |
| 00k - 50k | 1-PSN | 0.59 | 0.65 | 0.77 | 0.77 | 0.64 |
| | 2-PSN | 0.88 | 1.16 | 1.18 | 1.29 | 1.15 |
| | 3-PSN | 0.90 | 1.31 | 1.52 | 1.57 | 1.36 |
| | 4+PSN | 1.00 | 1.31 | 1.52 | 1.53 | 1.40 |
| | Subtotal | 0.69 | 0.85 | 1.25 | 1.35 | 0.94 |
| 50k-100k | 1-PSN | 0.59 | 0.67 | 0.64 | 0.77 | 0.66 |
| | 2-PSN | 0.88 | 1.26 | 1.31 | 1.31 | 1.28 |
| | 3-PSN | 0.92 | 0.94 | 1.64 | 1.74 | 1.52 |
| | 4+PSN | 1.25 | 1.59 | 2.12 | 2.15 | 2.07 |
| | Subtotal | 0.69 | 0.85 | 1.52 | 1.76 | 1.28 |
| 100k-150k | 1-PSN | 0.67 | 0.71 | 0.73 | 0.77 | 0.71 |
| | 2-PSN | 0.88 | 1.30 | 1.31 | 1.31 | 1.30 |
| | 3-PSN | 0.88 | 1.65 | 1.69 | 1.63 | 1.66 |
| | 4+PSN | 1.75 | 1.81 | 2.22 | 2.36 | 2.25 |
| | Subtotal | 0.83 | 1.04 | 1.68 | 1.86 | 1.60 |
| > 150k | 1-PSN | 0.86 | 0.89 | 0.89 | 0.89 | 0.89 |
| | 2-PSN | 1.31 | 1.31 | 1.31 | 1.31 | 1.31 |
| | 3-PSN | 0.88 | 1.66 | 1.66 | 1.66 | 1.66 |
| | 4+PSN | 1.24 | 2.12 | 2.40 | 2.45 | 2.41 |
| | Subtotal | 0.99 | 1.27 | 1.71 | 1.83 | 1.70 |
| | TOTAL | 0.70 | 0.90 | 1.58 | 1.79 | **1.36** |

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[24] Source: Hamid Humeida to Files, Mark Moran, and Ronald Milone, "Estimation of Trip Production Model based on the 2007 Household Travel Survey," Memorandum, January 13, 2011.

**Table 19 Final HBO Trip Production Rates[25]**

| | | Vehicles | | | | |
|---|---|---|---|---|---|---|
| **Income Level** | **HH Size** | **0** | **1** | **2** | **3+** | **Subtotal** |
| 00k - 50k | 1-PSN | 0.80 | 0.89 | 0.89 | 1.17 | 0.87 |
| | 2-PSN | 0.78 | 1.57 | 1.98 | 2.22 | 1.70 |
| | 3-PSN | 1.55 | 1.57 | 3.00 | 3.00 | 2.25 |
| | 4+PSN | 1.66 | 3.76 | 3.76 | 5.91 | 3.93 |
| | Subtotal | 0.91 | 1.30 | 2.38 | 3.48 | 1.62 |
| 50k-100k | 1-PSN | 0.80 | 0.89 | 0.89 | 1.18 | 0.89 |
| | 2-PSN | 1.26 | 2.08 | 2.08 | 2.10 | 2.06 |
| | 3-PSN | 1.55 | 3.00 | 3.47 | 3.79 | 3.47 |
| | 4+PSN | 1.66 | 6.15 | 6.44 | 6.81 | 6.52 |
| | Subtotal | 0.96 | 1.59 | 3.45 | 4.52 | 2.86 |
| 100k-150k | 1-PSN | 1.09 | 0.90 | 0.93 | 0.90 | 0.92 |
| | 2-PSN | 1.55 | 2.08 | 2.08 | 2.10 | 2.08 |
| | 3-PSN | 2.50 | 3.40 | 3.66 | 3.79 | 3.70 |
| | 4+PSN | 2.50 | 6.48 | 7.36 | 7.36 | 7.31 |
| | Subtotal | 1.35 | 1.87 | 4.24 | 4.93 | 3.96 |
| > 150k | 1-PSN | 1.09 | 0.90 | 0.98 | 1.15 | 0.95 |
| | 2-PSN | 1.55 | 2.08 | 2.08 | 2.08 | 2.08 |
| | 3-PSN | 2.50 | 4.15 | 5.00 | 5.00 | 4.94 |
| | 4+PSN | 2.50 | 6.48 | 7.36 | 7.87 | 7.55 |
| | Subtotal | 1.23 | 2.35 | 4.25 | 5.09 | 4.34 |
| | TOTAL | 0.95 | 1.58 | 3.76 | 4.75 | **3.13** |

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[25] Source: Hamid Humeida to Files, Mark Moran, and Ronald Milone, "Estimation of Trip Production Model based on the 2007 Household Travel Survey," Memorandum, January 13, 2011.

**Table 20 Final NHW Trip Production Rates[26]**

| | | Vehicles | | | | |
|---|---|---|---|---|---|---|
| **Income Level** | **HH Size** | **0** | **1** | **2** | **3+** | **Subtotal** |
| 00k - 50k | 1-PSN | 0.30 | 0.37 | 0.37 | 0.37 | 0.35 |
| | 2-PSN | 0.30 | 0.32 | 0.44 | 0.44 | 0.38 |
| | 3-PSN | 0.35 | 0.56 | 0.56 | 0.85 | 0.57 |
| | 4+PSN | 0.35 | 0.56 | 0.56 | 1.18 | 0.65 |
| | Subtotal | 0.31 | 0.39 | 0.48 | 0.76 | 0.42 |
| 50k-100k | 1-PSN | 0.30 | 0.75 | 0.75 | 0.75 | 0.72 |
| | 2-PSN | 0.30 | 0.77 | 0.81 | 0.81 | 0.79 |
| | 3-PSN | 0.83 | 0.77 | 0.77 | 0.93 | 0.83 |
| | 4+PSN | 0.83 | 0.94 | 0.94 | 1.04 | 0.97 |
| | Subtotal | 0.33 | 0.77 | 0.83 | 0.94 | 0.81 |
| 100k-150k | 1-PSN | 0.30 | 0.75 | 0.75 | 0.75 | 0.73 |
| | 2-PSN | 0.75 | 1.03 | 1.03 | 1.18 | 1.06 |
| | 3-PSN | 0.95 | 1.03 | 1.15 | 1.18 | 1.15 |
| | 4+PSN | 0.98 | 1.03 | 1.15 | 1.33 | 1.21 |
| | Subtotal | 0.49 | 1.03 | 1.08 | 1.24 | 1.08 |
| > 150k | 1-PSN | 0.75 | 1.00 | 1.00 | 1.05 | 0.99 |
| | 2-PSN | 0.80 | 1.08 | 1.08 | 1.08 | 1.08 |
| | 3-PSN | 1.26 | 1.26 | 1.30 | 1.42 | 1.36 |
| | 4+PSN | 1.26 | 1.35 | 1.35 | 1.42 | 1.38 |
| | Subtotal | 0.77 | 1.10 | 1.20 | 1.31 | 1.23 |
| | TOTAL | 0.33 | 0.70 | 0.95 | 1.13 | **0.87** |

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[26] Source: Hamid Humeida to Files, Mark Moran, and Ronald Milone, "Estimation of Trip Production Model based on the 2007 Household Travel Survey," Memorandum, January 13, 2011.

**Table 21 Final NHO Trip Production Rates[27]**

| | | Vehicles | | | | |
|---|---|---|---|---|---|---|
| **Income Level** | **HH Size** | **0** | **1** | **2** | **3+** | **Subtotal** |
| 00k - 50k | 1-PSN | 0.58 | 0.68 | 0.96 | 1.12 | 0.68 |
| | 2-PSN | 0.63 | 1.22 | 1.22 | 1.44 | 1.17 |
| | 3-PSN | 0.71 | 1.25 | 1.25 | 1.25 | 1.18 |
| | 4+PSN | 1.10 | 1.10 | 1.72 | 1.69 | 1.45 |
| | Subtotal | 0.63 | 0.86 | 1.30 | 1.44 | 0.95 |
| 50k-100k | 1-PSN | 0.61 | 0.68 | 0.96 | 1.21 | 0.72 |
| | 2-PSN | 0.63 | 1.22 | 1.25 | 1.45 | 1.26 |
| | 3-PSN | 0.74 | 1.46 | 1.47 | 1.62 | 1.52 |
| | 4+PSN | 1.10 | 1.54 | 2.33 | 2.56 | 2.33 |
| | Subtotal | 0.64 | 0.89 | 1.56 | 1.95 | 1.35 |
| 100k-150k | 1-PSN | 0.61 | 0.72 | 0.94 | 0.88 | 0.76 |
| | 2-PSN | 0.87 | 1.22 | 1.25 | 1.53 | 1.30 |
| | 3-PSN | 1.00 | 1.46 | 1.47 | 1.62 | 1.53 |
| | 4+PSN | 1.38 | 1.54 | 2.33 | 2.56 | 2.38 |
| | Subtotal | 0.75 | 0.99 | 1.67 | 2.00 | 1.63 |
| > 150k | 1-PSN | 0.67 | 0.72 | 0.99 | 1.36 | 0.84 |
| | 2-PSN | 0.95 | 1.22 | 1.49 | 1.62 | 1.50 |
| | 3-PSN | 1.00 | 1.46 | 1.56 | 1.66 | 1.61 |
| | 4+PSN | 1.49 | 2.39 | 2.41 | 2.56 | 2.48 |
| | Subtotal | 0.76 | 1.17 | 1.79 | 1.98 | 1.79 |
| | TOTAL | 0.64 | 0.91 | 1.61 | 1.94 | **1.41** |

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Table 22 shows a summary of the trip production rates across the five trip purposes, indicating an average of about 8.40 trip productions per household on an average weekday. According to NCHRP 365, one would expect about 8.5 daily person trips per household for an urban area with over one million people.[28]

[27] Source: Hamid Humeida to Files, Mark Moran, and Ronald Milone, "Estimation of Trip Production Model based on the 2007 Household Travel Survey," Memorandum, January 13, 2011.

[28] William A. Martin and Nancy A. McGuckin, *NCHRP Report 365, Travel Estimation Techniques for Urban Planning*, National Cooperative Highway Research Program (NCHRP) (Washington, D.C.: Transportation Research Board, National Research Council, 1998), 25.

**Table 22 Daily trip productions per household (average weekday), summary across the trip purposes**

| | Daily Trip Productions per HH (ave wkday) |
|---|---|
| **HBW** | 1.63 |
| **HBS** | 1.36 |
| **HBO** | 3.13 |
| **NHW** | 0.87 |
| **NHO** | 1.41 |
| **Total** | 8.40 |

Ref: I:\ateam\docum\FY11\Ver2.3\modelDoc\01_calib\tripProdSummary.xlsx

## 4.3 The Internal-to-External Trip Estimation Model

Travel can be categorized into four markets, based on whether the starting and ending points of the trip are within or beyond the modeled area, as can be seen in Table 23.

**Table 23 Categorization of trips into four markets, based on whether the starting and ending points of the trip are within or beyond the modeled area**

| Travel market | Acronym | Short-hand name |
|---|---|---|
| Internal-to-internal | I-I | Internal |
| Internal-to-external | I-X | External |
| External-to-internal | X-I | External |
| External-to-external | X-X | Through |

Since I-X trips and X-I trips are typically referred to as "external travel," one can also think in terms of three markets: internal, external, and through. External and through travel (I-X, X-I and X-X) are entered exogenously into the trip generation process. However, since the trip production rates include both internal (I-I) and internal-to-external (I-X) trips generated by households that reside in the modeled area, it is necessary to remove the I-X portion of total trip productions to avoid double counting.

The first I-X trip extraction sub-model was estimated by William Allen in the early 1990s based on the 1987 Home Interview Survey and the 1478 zone system. The model was then updated by TPB staff in 1997 using the 1994 HTS and the 2,191 zone system.[29] [30] [31] Consequently, this is the third update of the I-X trip extraction model. This latest update is based on the 2007 HTS and the 3,722-zone system, which has 3,675 internal zones. All of these models are based on the premise that the share of I-X trips is inversely related to the distance between the centroid of the production zone and the nearest external station.

In Version 2.2 of the travel model, a single curve was developed to extract internal-to-external trips following trip generation. However, during Version 2.3 model calibration, it was noted that Home-Based-Work internal-to-external trip rates are dramatically different for counties in the vicinity of Baltimore.[32] Thus, for the purposes of HBW I-X trip estimation, the region was split into counties near Baltimore (i.e., Anne Arundel, Howard, and Carroll counties) and the rest of the region. The equations

[29] Parsons, Brinckerhoff, Quade & Douglas, Inc., KPMG Peat Marwick LLP, and William G. Allen Jr. to Metropolitan Washington Council of Governments, "Technical Assistance for 1995 Model Validation: Technical Memorandum #2: Review of 1994 Survey Files," Memorandum, January 19, 1997, 16.

[30] Parsons, Brinckerhoff, Quade & Douglas, Inc., KPMG Peat Marwick LLP, and William G. Allen Jr. to Metropolitan Washington Council of Governments, "Technical Assistance for 1995 Model Validation: Technical Memorandum #4: Trip Generation and Time-of-Day Models," Memorandum, June 30, 1997, 7.

[31] Ronald Milone, Hamid Humeida, and Meseret Seifu, *FY-97 Models Development Program for COG/TPB Travel Models*, Draft (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, June 30, 1997), 3–31.

[32] Hamid Humeida to Mark Moran, "I-X Trip Extraction Sub-Model," Memorandum, January 13, 2011.

developed for I-X trip extraction are described below and shown graphically in Figure 6. This function captures the fact that, as the distance to the nearest external station increases, the share of total trip productions that is attracted to external locations (I-X) drops.

**Equation 2 Percent of total trips productions that are I-X**

IX_Baltimore_HBW= 0.3348 Exp (-0.0938*DNE)

IX_Baltimore_Non-HBW= 0.1766 Exp (-0.1957*DNE)

IX_Non-Baltimore_HBW= 0.2133 Exp (-0.1950*DNE)

where

DNE = the "straight-line" distance to the nearest external station (in miles)

Exp = the exponential function

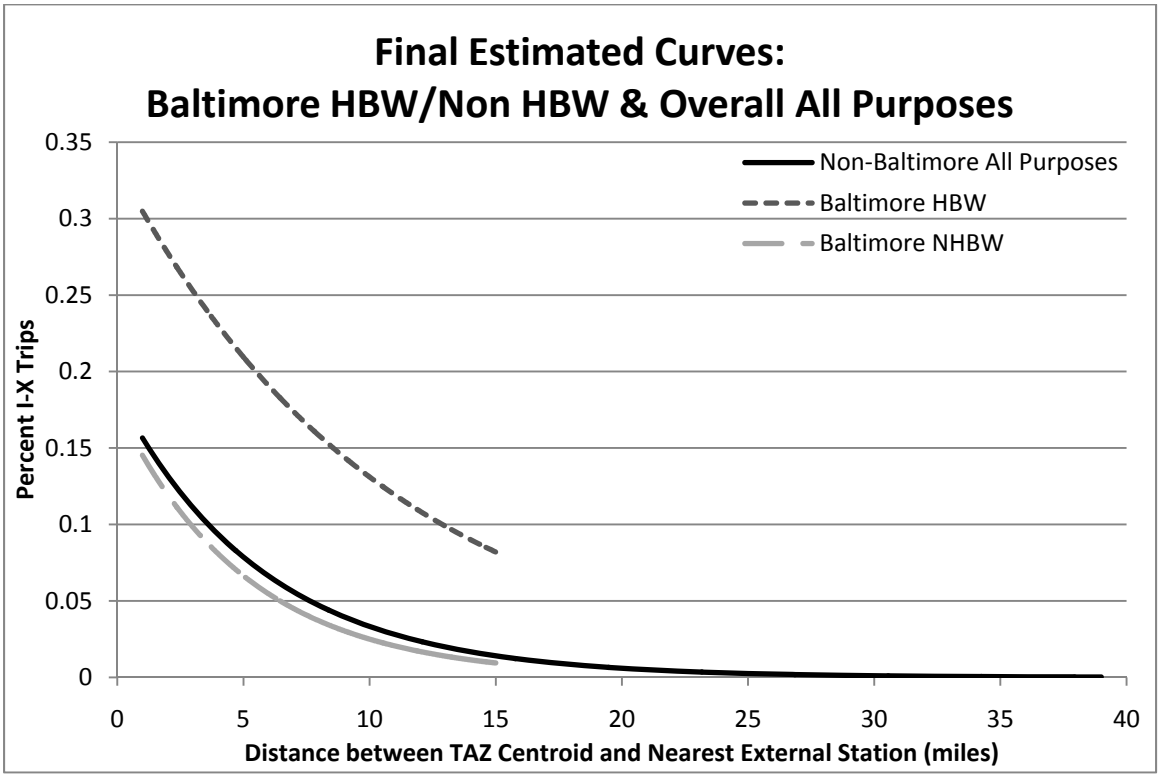


**Figure 6 Internal-to-External Trip Extraction Model**

## 4.4 Area type

Area type is an important parameter that is used as a basis for determining link free-flow speed and link capacity, and is also used in a number of models, including the vehicle ownership model, the trip generation model, and the non-motorized HBW trip-end model. In the Version 2.2 model, area type is defined based on a one-mile "floating" employment and population density. The one-mile floating

density for a specified TAZ is calculated by adding the density in the TAZ to the density in other TAZs whose centroid lies within a one-mile radius of the specified TAZ's centroid (this aggregation technique is sometimes referred to as "geographic centroid aggregation"). In the Version 2.2 travel model, there were seven area types, which were a function of the population density and the employment density. [33] By contrast, in the Version 2.3 travel model on the 3,722-TAZ area system, there are now six area types, as can be seen in Table 24.[34] Changes to the previous definitions included combining area types 6 and 7, changing the employment and population category thresholds, as well as reclassifying some area types. Also, the new scheme has generally a smoother transition from one area type to the next.

**Table 24 Area Type Definitions (1-7) as a function of population and employment density**

| One-Mile "Floating" Population Density (Pop/Sq mi) | One- mile "Floating" Employment Density (Emp/Sq mi) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 0-100 | 101-350 | 351-1,500 | 1,501-3,550 | 3,551-13,750 | 13,751-15,000 | 15,001+ |
| 0-750 | 6 | 6 | 5 | 3 | 3 | 3 | 2 |
| 751-1,500 | 6 | 5 | 5 | 3 | 3 | 3 | 2 |
| 1,501-3,500 | 6 | 5 | 5 | 3 | 3 | 2 | 2 |
| 3,501-6,000 | 6 | 4 | 4 | 3 | 2 | 2 | 1 |
| 6,001-10,000 | 4 | 4 | 4 | 2 | 2 | 2 | 1 |
| 10,001-15,000 | 4 | 4 | 4 | 2 | 2 | 2 | 1 |
| 15,001+ | 2 | 2 | 2 | 2 | 2 | 1 | 1 |

Two maps showing the revised area types can be seen in Figure 7and Figure 8.

[33] Ronald Milone et al., *TPB Travel Forecasting Model, Version 2.2: Specification, Validation, and User's Guide*, 4–8.
[34] Mary Martchouk to Mark S. Moran, "Area Type Definitions for Version 2.3 Travel Demand Model," Memorandum, June 16, 2010.

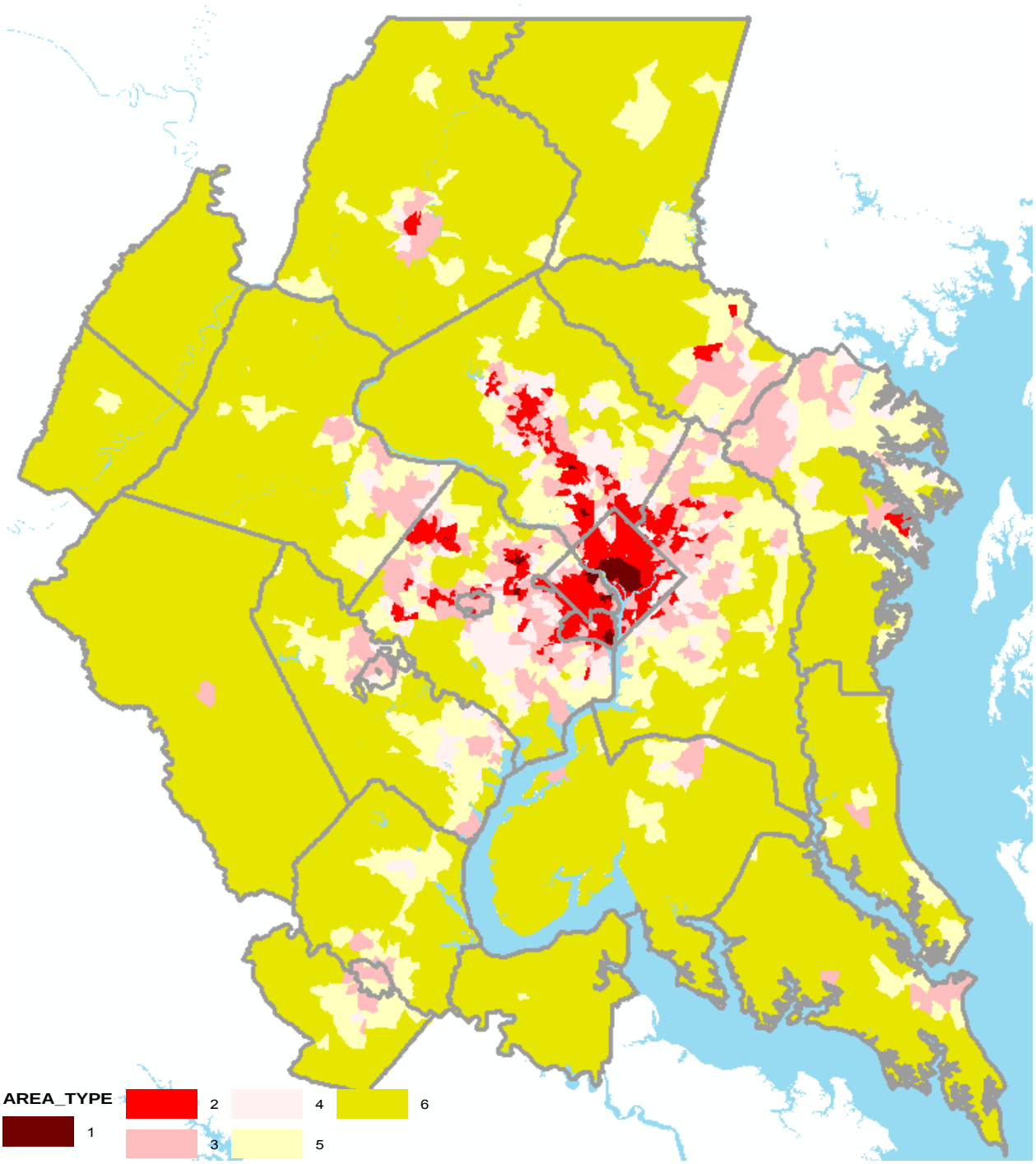


**Figure 7 Revised area types used in the Version 2.3 travel model: Modeled area**

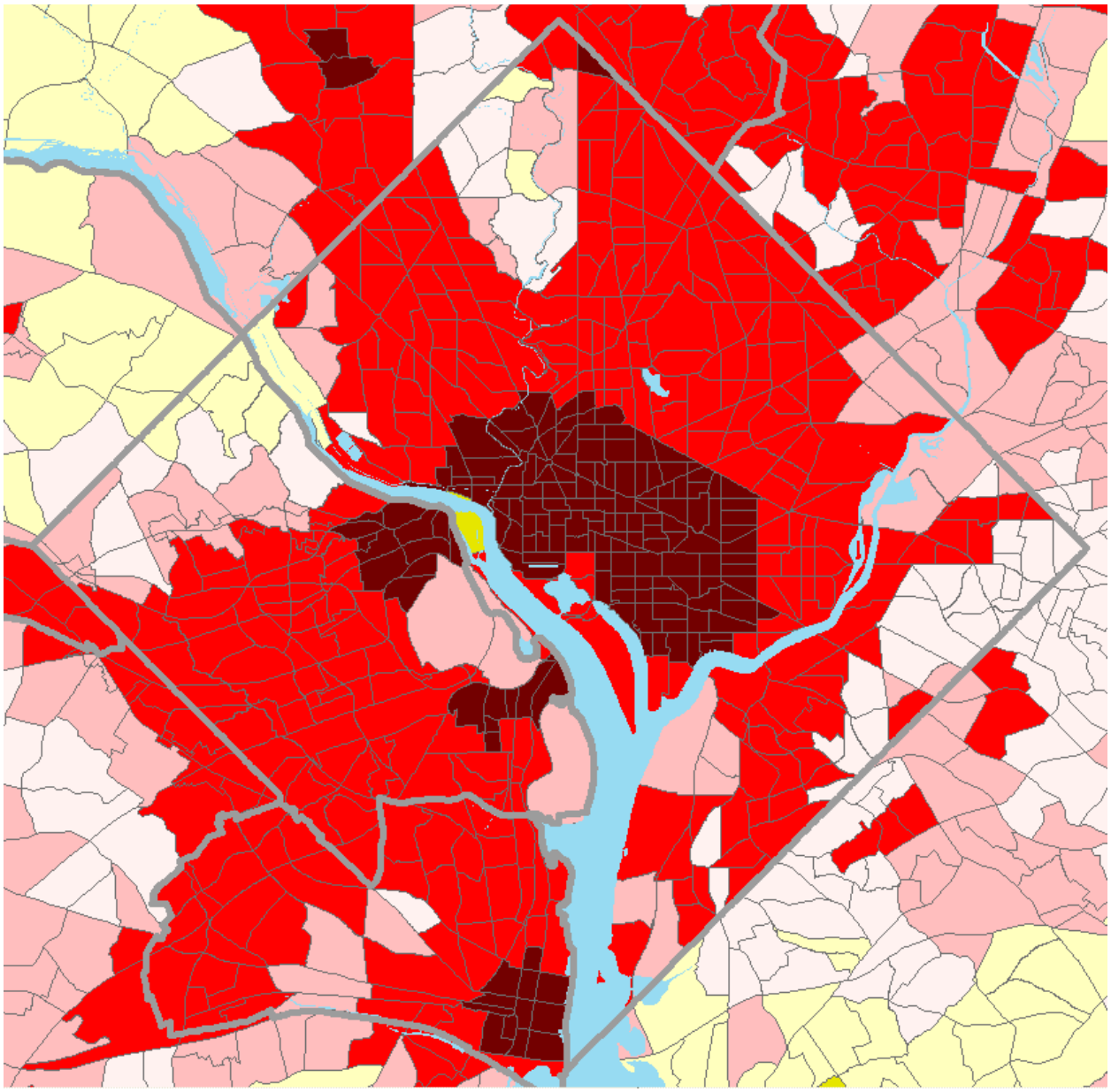

**Figure 8 Revised area types used in the Version 2.3 travel model: the 10-mile square**

Notice that the TAZs containing both the Pentagon (TAZ 1496) and Arlington Cemetery (TAZ 1487) are shown as area type 3 ("medium employment density"). In reality, the Pentagon should probably be area type 1 ("high mixed employment and population density") or 2 ("medium/high mixed density"). Similarly, Arlington Cemetery should probably be area type 6 ("rural"). This apparent mischaracterization of area types for these two zones is likely due to the fact that floating density is used in the calculations. In the Version 2.3.30 model, we added the *capability* to have area type overrides. In the year-2007 model runs done for the 2.3.31 and 2.3.32 models, we changed the area type of the Pentagon from 3 to 1 and changed the area type of Arlington Cemetery from 3 to 6. Unfortunately, this change was mistakenly left out of the year-2007 model runs done for the 2.3.33-

2.3.36 models. In the future, as we update the travel model, we plan to re-introduce these two area-type override values (and possibly some others, as appropriate).

While calibrating the trip generation model, a series of area-type adjustments were added to the model, as seen in Table 26.[35]

[35] Ronald Milone to Files, "Performance of trip generation models," Memorandum, November 18, 2010.

The following names are associated with the six area types:

**Table 25 Description of each area type and examples of each area type**

| Area Type | Name | Examples |
|---|---|---|
| 1 | High mixed employment and population density | 1. Downtown DC, between Georgetown, Florida Ave., and 11th St. NE & SE<br>2. Old Town Alexandria<br>3. The Rosslyn/Court House area of Arlington Co.<br>4. Pentagon City area of Arlington Co.<br>5. Downtown Bethesda, Maryland<br>6. Center of Tysons Corner, Virginia |
| 2 | Medium/high mixed density | 1. A majority of DC outside the downtown core<br>2. A majority of Arlington Co., south of Lee Highway<br>3. A majority of Alexandria<br>4. Areas of Tysons Corner just beyond the center<br>5. Annapolis, Maryland<br>6. Downtown Frederick, Maryland<br>7. Parts of Reston and Herndon, Virginia, along the Dulles Access/Toll Road |
| 3 | Medium employment density | 1. Parts of upper NW DC near Rock Creek Park<br>2. Parts of Arlington along Lee Highway<br>3. National Airport<br>4. The Pentagon<br>5. Arlington Cemetery<br>6. BWI Airport<br>7. Potomac Mills mall in Woodbridge, Virginia |
| 4 | Medium population density | 1. Parts of upper NW DC near Rock Creek Park<br>2. Parts of north Arlington<br>3. SE DC near the Capitol Heights Metrorail station<br>4. Chevy Chase, Maryland, near the DC border |
| 5 | Low density | 1. Area along McArthur Boulevard in DC<br>2. Upper north Arlington Co.<br>3. Fort Hunt section of Fairfax Co.<br>4. Dulles Airport<br>5. Andrews Air Force Base |
| 6 | Rural | 1. Great Falls, Virginia<br>2. Much of Loudoun Co., Virginia<br>3. Most of Fauquier Co., Virginia<br>4. Much of Charles, St. Mary's, and Calvert Counties, Maryland<br>5. Most of Frederick and Carroll Co., Maryland |

**Table 26 Area-type adjustments developed in trip generation calibration**

Motorized Production Adjustments

| AreaType-> | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| HBW | 1.1358 | 1.1180 | 1.0554 | 0.9175 | 0.9577 | 0.9307 |
| HBS | 0.8092 | 0.9504 | 1.0793 | 0.9059 | 1.0751 | 0.8620 |
| HBO | 1.1067 | 1.1181 | 1.0303 | 0.9647 | 1.0109 | 0.8324 |
| NHB | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| NHO | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |

Motorized Attraction Adjustments

| AreaType-> | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| HBW | 1.0765 | 0.8478 | 0.9612 | 1.1045 | 0.9871 | 1.0383 |
| HBS | 0.7952 | 1.0967 | 1.1577 | 0.8770 | 0.9437 | 0.5187 |
| HBO | 1.1542 | 1.1304 | 0.9307 | 1.0635 | 1.0480 | 0.8032 |
| NHB | 1.1457 | 0.8686 | 0.9843 | 1.5731 | 1.1860 | 1.0919 |
| NHO | 0.7953 | 1.0652 | 1.0724 | 0.9180 | 1.0899 | 0.7224 |

Nonmotorized Production Adjustments

| AreaType-> | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| HBW | 1.4424 | 1.1007 | 1.0554 | 0.9175 | 0.9577 | 0.9307 |
| HBS | 1.2222 | 1.2677 | 1.0793 | 0.9059 | 1.0751 | 0.8619 |
| HBO | 0.9363 | 1.3047 | 1.0303 | 0.9647 | 1.0109 | 0.8325 |
| NHB | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| NHO | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |

Nonmotorized Attraction Adjustments

| AreaType-> | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| HBW | 1.2809 | 1.0087 | 1.1436 | 1.3141 | 1.1746 | 1.2354 |
| HBS | 1.0758 | 1.2904 | 1.3709 | 1.0385 | 1.1175 | 0.6141 |
| HBO | 0.6886 | 1.2374 | 1.0476 | 1.1970 | 1.1796 | 0.9041 |
| NHB | 1.0477 | 1.0620 | 0.8302 | 1.3269 | 1.0004 | 0.9211 |
| NHO | 1.2008 | 1.0651 | 0.8146 | 0.6974 | 0.8280 | 0.5488 |

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In model application, these are supplemented with a series of jurisdiction-level production and attraction modification factors (p-mods and a-mods).

## 4.5 Non-Motorized Production Trip Model

The trip rates developed in trip generation reflect both motorized and non-motorized travel. The inclusion of non-motorized trips was intended to allow the modeler the ability to relate land use policy (e.g. land use mix, density, etc.) to the level of walking and bicycling, and its explicit effect on the reduction of motorized travel. However, the decision was also made early on that non-motorized trips should not be carried forth into trip distribution and mode choice steps given that the non-motorized

trips are extremely dissimilar in spatial scale compared to that of motorized travel (non-motorized trips predominantly occur within zones, or between adjacent zones). In Version 2.2 travel model, non-motorized trips were estimated using a fixed percentage developed based on area type and were only modeled for home-based work trips.[36]

In Version 2.3 of the model, non-motorized trip are estimated for all purposes. In addition, walking environment factors, sometimes referred to as pedestrian environment factors or PEFs, are considered in modeling these trips. Walking environment can be captured using parameters that can be estimated based on a GIS street layer and include block density, ratio of 4-way intersections to cul-de-sacs, and major/minor street density. All these parameters were considered in the non-motorized model, however, only block density proved to be a significant predictor of non-motorized trip percentage.

The percentage of non-motorized trips was modeled using linear regression for high density areas (area types 1 and 2). For other area types, too few non-motorized trips were observed to produce any meaningful model results and thus fixed percentages of non-motorized trips were assumed for each area type as shown in Table 27.[37] For area types 1 and 2, HBW and HBS/HBO models were estimated as shown in Table 28 and Table 29. Note that the no non-motorized trip models are developed at the production end for non-home-based trips.

**Table 27 Production End Non-Motorized Trip Percentages for Area Types 3-6**

| Area Type | HBW | HBS | HBO | NHW | NHO | Total |
|---|---|---|---|---|---|---|
| 3 | 2.45% | 2.79% | 8.19% | 4.69% | 4.20% | 5.00% |
| 4 | 1.15% | 2.32% | 7.36% | 2.04% | 3.99% | 4.52% |
| 5 | 0.42% | 1.06% | 5.10% | 2.41% | 3.10% | 3.00% |
| 6 | 0.81% | 0.17% | 3.58% | 3.07% | 1.77% | 2.08% |

[36] Ronald Milone et al., *TPB Travel Forecasting Model, Version 2.2: Specification, Validation, and User's Guide*, 4–8.
[37] Mary Martchouk to Mark Moran, "Validation of Non-Motorized Trip Model," Memorandum, October 27, 2010; Mary Martchouk to Mark Moran, "Development of the Non-motorized Trip End Model," Memorandum, October 7, 2010.

**Table 28 HBW Non-Motorized Production-End Trip Model**

| Variable | Definition | Coefficient | Std. Error | T- stat. | P-value | Avg. Value |
|---|---|---|---|---|---|---|
| Constant | | -0.00388 | 0.009633 | -0.402 | 0.6875 | |
| POPDEN10 | One-mile floating population density (persons/sq. mile) | 2.20E-06 | 1.12E-06 | 1.963 | 0.0496 | 8943 |
| EMPDEN10 | One-mile floating employment density (employees/sq. mile) | 3.54E-06 | 1.85E-07 | 19.148 | 0 | 16520 |
| BLKDEN05 | Street block density (blocks/sq. mile) | 0.000474 | 0.000124 | 3.82 | 0.0001 | 71.99 |
| Adjusted $R^2$ | | 0.44 | | | | |
| Number of Observations | | 758 | | | | |

**Table 29 Home-Based Shop (HBS) and Home-Based Other (HBO) Non-Motorized Production Trip Model**

| Variable | Definition | Coefficient | Std. Error | T- stat. | P-value | Avg. Value |
|---|---|---|---|---|---|---|
| Constant | | -0.00870 | 0.01148 | -0.758 | 0.4485 | |
| POPDEN10 | One-mile floating population density (persons/sq. mile) | 1.110E-05 | 1.37E-05 | 8.141 | 0 | 8812 |
| EMPDEN10 | One-mile floating employment density (employees/sq. mile) | 2.582E-06 | 2.30E-06 | 11.243 | 0 | 16150 |
| BLKDEN05 | Street block density (blocks/sq. mile) | 0.00083426 | 0.00013 | 5.527 | 0 | 70.53 |
| Adjusted $R^2$ | | | 0.40 | | | |
| Number of Observations | | | 786 | | | |

## 4.6 Trip Attraction Model

The trip attraction models are linear regression equations that use land use data, including employment and population, to predict the number of attractions in a TAZ. The equations were developed using district-level data from the 2007/2008 Household Travel Survey. Trip attractions are estimated by trip

purpose and two area type groupings (area types 1-2 and area types 3+).[38] The resulting trip attractions models are shown below.

HBW_Attr_1-2 = 1.118* TOTEMP

HBW_Attr_3+= 0.8546* TOTEMP

HBS_Attr_1-2= 1.995*RETEMP+ 0.301*TOTPOP

HBS_Attr_3+= 3.102*RETEMP+ 0.221*TOTPOP

HBO_Attr_1-2= 0.425*NONRETEMP+ 1.012*TOTPOP

HBO_Attr_3+= 1.084*NONRETEMP+ 0.588*RETEMP+ 0.777*TOTPOP

NHW_Attr_1-2= 0.944*RETEMP+ 0.557*OFFEMP+ 0.656*OTHEREMP

NHW_Attr_3+= 0.807*RETEMP+ 0.522*OFFEMP+ 0.507*OTHEREMP

NHO_Attr_1-2= 0.097*NONRETEMP+ 1.498*RETEMP+ 0.300*TOTPOP

NHO_Attr_3+= 0.178*NONRETEMP+ 2.784*RETEMP+ 0.184*TOTPOP

## 4.7 Non-motorized Attraction Trip Model

The non-motorized trip model on the attraction trip end is estimated similarly to the non-motorized trip model on the production trip end. For area types 3-6, a fixed percentage of non-motorized trips is assumed for each area type as shown in Table 30. For area types 1 and 2, the non-motorized trips are predicted as a function of the land use and walkability factors. The models are split by trip purpose into HBW, HBS/HBO/NHO, and NHW. However, since there are too few HBW non-motorized trip attractions, a fixed percentage of 4.87% is assumed. The HBS/HBO/NHO and NHW models are shown in Table 31 and Table 32.

[38] Mary Martchouk to Mark Moran, "Development of Trip Attraction Models," Memorandum, September 14, 2010.

**Table 30 Attraction End Non-Motorized Trip Percentages for Area Types 3-6**

| Area Type | HBW | HBS | HBO | NHW | NHO | Total |
|---|---|---|---|---|---|---|
| 3 | 1.71% | 1.48% | 6.19% | 4.59% | 4.26% | 3.87% |
| 4 | 2.33% | 4.14% | 9.28% | 1.95% | 3.87% | 6.42% |
| 5 | 0.77% | 1.45% | 5.67% | 2.16% | 3.19% | 3.67% |
| 6 | 1.41% | 0.74% | 5.28% | 3.46% | 1.23% | 3.42% |

**Table 31 HBS/HBO/NHO Non-Motorized Attraction Trip Model**

| Variable | Definition | Coefficient | Std. Error | T- stat. | P-value | Avg. Value |
|---|---|---|---|---|---|---|
| Constant | | -0.0157 | 0.00953 | -1.647 | 0.0995 | |
| POPDEN10 | One-mile floating population density (persons/sq. mile) | 1.08E-05 | 1.18E-04 | 9.203 | 0 | 8612 |
| BLKDEN05 | Street block density (blocks/sq. mile) | 0.001294 | 0.000125 | 10.35 | 0 | 68.87 |
| Adjusted $R^2$ | | 0.37 | | | | |
| Number of Observations | | 822 | | | | |

**Table 32 NHW Non-Motorized Attraction Trip Model**

| Variable | Definition | Coefficient | Std. Error | T- stat. | P-value | Avg. Value |
|---|---|---|---|---|---|---|
| Constant | | -0.00383 | 0.012245 | -0.312 | 0.7547 | |
| POPDEN10 | One-mile floating population density (persons/sq. mile) | 5.41E-06 | 1.48E-04 | 3.665 | 0.0002 | 8769 |
| EMPDEN10 | One-mile floating employment density (employees/sq. mile) | 5.34E-06 | 2.30E-05 | 23.196 | 0 | 18003 |
| BLKDEN05 | Street block density (blocks/sq. mile) | 0.001217 | 0.000165 | 7.382 | 0 | 70.43 |
| Adjusted $R^2$ | | 0.57 | | | | |
| Number of Observations | | 756 | | | | |

## 4.8 Home-based Trip Attraction Income Disaggregation Model

The Version 2.3 trip distribution and mode choice models are applied by income level for the home-based trip purposes. Trip production stratification by income is straightforward since trip productions

are developed by income, along with size and vehicle availability levels. However, the trip attraction model calculates total trip attractions for each TAZ, and so, a technique is necessary for apportioning the total attractions among the four income levels, for each home-based purpose.

The approach for apportioning trip attractions by income level is one that assumes that the zonal income distribution is not substantially different from the regional income distribution. The approach does, however, allow for the income variation by area type which is an important consideration. Ideally, it would be desirable to know the type of employment in each TAZ as a basis for the distributing HBW attractions by income, or the type of retail employment as a basis for distributing HBS attractions by income. Unfortunately, this type of information is not currently available as an input to the travel model and cannot be considered.

The income distribution of HBW, HBS, and HBO trip attractions by area type is shown on Table 33, Table 34, and Table 35, respectively. These tables were summarized from the 2007/08 HTS. Table 33 indicates that 12.95% of regional attractions are composed of income level 1 attractions. Table 33 also indicates that the regional proportion varies somewhat by area type. For example, the proportion of income level 1 attractions in area type 1 (high density urban) is about 9.6% of all attractions in area type 1, and this differential is reflected in the ratios shown at the bottom of Table 33 (the ratio of 9.4% to 12.95% is 0.74). This information will be used to perform the apportioning of total motorized attractions by income level. In application, the technique is will be performed for each purpose as follows:

1. Total motorized attractions will be computed for a TAZ.
2. The TAZ level trip attractions will be calculated by income level, by purpose, using the following equation:

**Equation 3 Trip Attraction by Income Level**

Attractions(L) = Total Attractions * Regional Pct(L) * Ratio (L,AT)

where:

| | |
|---|---|
| Attractions(L) | = income level L trip attractions |
| Total Attractions | = Total trip attractions |
| Regional Pct(L) | = Regional percent of trip attractions of income L |
| Ratio (L,T) | = Ratio of area type T pct. of income L attractions to the regional pct. |

3. The income-based attractions computed in step 2 will be normalized to the step 1 total.

The regional income percentage and the area type-based ratios for each HB purpose are read into the trip generation program as a parameter table (or a "lookup table"). After all TAZs have been processed, the zonal trip attractions in each income group are scaled to match the computed trip production totals. This method assures that the income distribution of attractions within area types will agree with that of the 2007/08 HTS. It is assumed that this distribution will remain stable over time.

**Table 33 HBW Motorized Trip Attractions by Area Type and Income**

| Area Type | Income1 | Income2 | Income3 | Income4 | Total |
|---|---|---|---|---|---|
| 1 | 80,191 | 241,965 | 287,102 | 222,871 | 832,129 |
| 2 | 101,088 | 288,627 | 309,459 | 204,419 | 903,593 |
| 3 | 147,866 | 350,939 | 345,579 | 195,381 | 1,039,764 |
| 4 | 30,640 | 67,420 | 44,367 | 28,069 | 170,496 |
| 5 | 61,816 | 139,199 | 133,200 | 49,754 | 383,969 |
| 6 | 34,570 | 73,482 | 63,813 | 19,652 | 191,517 |
| **Total** | **456,170** | **1,161,633** | **1,183,521** | **720,146** | **3,521,469** |

**Income Distribution of HBW Trip Attractions by Area Type**

| Area Type | Income1 | Income2 | Income3 | Income4 | Total |
|---|---|---|---|---|---|
| 1 | 9.64% | 29.08% | 34.50% | 26.78% | 100.00% |
| 2 | 11.19% | 31.94% | 34.25% | 22.62% | 100.00% |
| 3 | 14.22% | 33.75% | 33.24% | 18.79% | 100.00% |
| 4 | 17.97% | 39.54% | 26.02% | 16.46% | 100.00% |
| 5 | 16.10% | 36.25% | 34.69% | 12.96% | 100.00% |
| 6 | 18.05% | 38.37% | 33.32% | 10.26% | 100.00% |
| **Total** | **12.95%** | **32.99%** | **33.61%** | **20.45%** | **100.00%** |

**Ratio of Area Type Income Distribution to the Regional Distribution**

| Area Type | Income1 | Income2 | Income3 | Income4 |
|---|---|---|---|---|
| 1 | 0.7439 | 0.8815 | 1.0266 | 1.3097 |
| 2 | 0.8636 | 0.9683 | 1.0190 | 1.1062 |
| 3 | 1.0978 | 1.0232 | 0.9889 | 0.9189 |
| 4 | 1.3873 | 1.1988 | 0.7743 | 0.8050 |
| 5 | 1.2428 | 1.0990 | 1.0322 | 0.6336 |
| 6 | 1.3935 | 1.1631 | 0.9914 | 0.5018 |

Source: 2007/2008 HTS

**Table 34 HBS Motorized Trip Attractions by Area Type and Income**

| Area Type | Income1 | Income2 | Income3 | Income4 | Total |
|---|---|---|---|---|---|
| 1 | 20,757 | 42,349 | 37,159 | 27,709 | 127,974 |
| 2 | 95,882 | 191,413 | 204,988 | 128,509 | 620,791 |
| 3 | 165,345 | 381,588 | 368,510 | 159,232 | 1,074,675 |
| 4 | 56,739 | 117,664 | 112,012 | 58,191 | 344,607 |
| 5 | 72,449 | 211,873 | 201,293 | 60,035 | 545,650 |
| 6 | 30,362 | 54,583 | 60,979 | 22,475 | 168,398 |
| **Total** | **441,533** | **999,471** | **984,940** | **456,151** | **2,882,095** |

**Income Distribution of HBS Trip Attractions by Area Type**

| Area Type | Income1 | Income2 | Income3 | Income4 | Total |
|---|---|---|---|---|---|
| 1 | 16.22% | 33.09% | 29.04% | 21.65% | 100.00% |
| 2 | 15.45% | 30.83% | 33.02% | 20.70% | 100.00% |
| 3 | 15.39% | 35.51% | 34.29% | 14.82% | 100.00% |
| 4 | 16.46% | 34.14% | 32.50% | 16.89% | 100.00% |
| 5 | 13.28% | 38.83% | 36.89% | 11.00% | 100.00% |
| 6 | 18.03% | 32.41% | 36.21% | 13.35% | 100.00% |
| **Total** | **15.32%** | **34.68%** | **34.17%** | **15.83%** | **100.00%** |

**Ratio of Area Type Income Distribution to the Regional Distribution**

| Area Type | Income1 | Income2 | Income3 | Income4 |
|---|---|---|---|---|
| 1 | 1.0587 | 0.9542 | 0.8499 | 1.3677 |
| 2 | 1.0085 | 0.8890 | 0.9663 | 1.3076 |
| 3 | 1.0046 | 1.0239 | 1.0035 | 0.9362 |
| 4 | 1.0744 | 0.9844 | 0.9511 | 1.0670 |
| 5 | 0.8668 | 1.1197 | 1.0796 | 0.6949 |
| 6 | 1.1769 | 0.9345 | 1.0597 | 0.8433 |

Source: 2007/2008 HTS

**Table 35 HBO Motorized Trip Attractions by Area Type and Income**

| Area Type | Income1 | Income2 | Income3 | Income4 | Total |
|---|---|---|---|---|---|
| 1 | 62,588 | 104,036 | 102,072 | 91,767 | 360,463 |
| 2 | 232,338 | 416,417 | 418,281 | 285,700 | 1,352,736 |
| 3 | 207,625 | 572,863 | 552,918 | 310,960 | 1,644,367 |
| 4 | 136,070 | 326,709 | 315,535 | 187,180 | 965,495 |
| 5 | 151,018 | 504,410 | 521,081 | 241,014 | 1,417,524 |
| 6 | 60,220 | 235,598 | 277,858 | 106,643 | 680,319 |
| **Total** | **849,860** | **2,160,033** | **2,187,745** | **1,223,265** | **6,420,904** |
| **Income Distribution of HBO Trip Attractions by Area Type** | | | | | |
| Area Type | Income1 | Income2 | Income3 | Income4 | Total |
| 1 | 17.36% | 28.86% | 28.32% | 25.46% | 100.00% |
| 2 | 17.18% | 30.78% | 30.92% | 21.12% | 100.00% |
| 3 | 12.63% | 34.84% | 33.62% | 18.91% | 100.00% |
| 4 | 14.09% | 33.84% | 32.68% | 19.39% | 100.00% |
| 5 | 10.65% | 35.58% | 36.76% | 17.00% | 100.00% |
| 6 | 8.85% | 34.63% | 40.84% | 15.68% | 100.00% |
| **Total** | **13.24%** | **33.64%** | **34.07%** | **19.05%** | **100.00%** |
| **Ratio of Area Type Income Distribution to the Regional Distribution** | | | | | |
| Area Type | Income1 | Income2 | Income3 | Income4 | |
| 1 | 1.3112 | 0.8579 | 0.8312 | 1.3365 | |
| 2 | 1.2976 | 0.9150 | 0.9075 | 1.1087 | |
| 3 | 0.9539 | 1.0357 | 0.9868 | 0.9927 | |
| 4 | 1.0642 | 1.0059 | 0.9592 | 1.0178 | |
| 5 | 0.8044 | 1.0577 | 1.0790 | 0.8924 | |
| 6 | 0.6684 | 1.0294 | 1.1987 | 0.8231 | |

Source: 2007/08 HTS

## 4.9 Truck Model

The origin/destination truck trip generation rates are based on area type and land activity variables as shown in Table 36. The truck trip generation model also includes provisions to remove external trucks generated because external truck travel is accounted for exogenously. The truck trip generation process also includes network checks provisions to ascertain whether or not truck access from each TAZ to the highway network is valid. There are some zonal centroids in the regional network that have a single connection to a parkway where trucks are prohibited. In these types of cases, truck trip generation is suppressed. Finally, the truck model also considers a limited number of special generator TAZs, or locations where truck traffic generation is known to be more intensive. Global trip generation adjustments are applied to the special generator TAZs. The medium truck generation is factored by 2.70 while heavy trucks are factored by 5.3.

**Table 36 Truck trip generation rates as a function of truck type, area type, and land use category[39]**

| Vehicle Type | Area Type | Land Use Category | | | | |
|---|---|---|---|---|---|---|
| | | Office | Retail | Industrial | Other | HH |
| Medium Truck (Single Unit 6+ Tires) | 1 (CBD) | 0.004 | 0.088 | 0.088 | 0.014 | 0.070 |
| | 2 - 4 | 0.005 | 0.125 | 0.125 | 0.020 | 0.100 |
| | 5 | 0.006 | 0.150 | 0.150 | 0.024 | 0.120 |
| | 6 | 0.006 | 0.150 | 0.150 | 0.024 | 0.120 |
| Heavy Truck (All Combination Vehicles) | 1 (CBD) | 0.001 | 0.027 | 0.055 | 0.002 | 0.011 |
| | 2 - 4 | 0.002 | 0.039 | 0.078 | 0.003 | 0.015 |
| | 5 | 0.002 | 0.043 | 0.086 | 0.003 | 0.017 |
| | 6 | 0.002 | 0.043 | 0.086 | 0.003 | 0.017 |

Ref: I:\ateam\docum\FY09\Version2.3_modelDoc_2008-07\tgcheck.xls

## 4.10 Commercial Vehicle Model

The trip generation of zonal commercial vehicle trips is developed with the equation shown below:[40]

**Equation 4 Trip generation of commercial vehicle trips**

COM productions =
(0.056*indemp + 0.168*offemp + 0.494*retemp + 0.082*othemp + 0.130* HH)*ATFAC

(attractions = productions, by zone)

where:

indemp = industrial employment
offemp = office employment
retemp = retail employment
othemp = other employment
HH = households
ATFAC = area type adjustment factor:

| Area type | Factor |
|---|---|
| 1 | 1.05 |
| 2 | 0.90 |
| 6 | 1.20 |

Note: no factor is applied to area types 3-5.

[39] Allen, *Development of a Model for Truck Trips*.
[40] Allen, *Development of a Model for Commercial Vehicle Trips*, 46.

# Chapter 5 Trip Distribution

The Version 2.3 trip distribution model involves a standard gravity model approach and the use of a composite (highway and transit) travel time impedance measure. The model also employs income stratification as well as special external (i.e., external-to-internal, X/I, and internal-to-external, I/X) auto and truck distribution models. The Version 2.3 trip distribution process is identical to that of Version 2.2, except that, first, the truck F-Factors have been revised,[41] and, second, the output formats of trip table have been changed from an integer format to a real number format (two-decimals).

## 5.1 Model Structure

The Version 2.3 trip distribution model is used to develop zonal trip tables corresponding to the eight basic trip purposes:

- HBW, HBS, HBO, NHW, and NHO motorized person trips,
- Commercial vehicle trips, and
- Medium and heavy truck trips.

The Version 2.3 trip distribution process consists of several different distribution models that are developed for special travel markets within the eight basic purposes. As can be seen in Table 37, there are 17 markets for internal (I-I) trips and 13 markets for external (I-X, X-I) trips, which leads to 30 trip distribution markets.

**Table 37 Trip distribution markets**

| Purpose/Mode | Internal (I-I) trips | External (I-X, X-I) trips |
|---|---|---|
| HBW person | 4 income strata | 2 facility types: interstate and arterial |
| HBS person | 4 income strata | 2 facility types: interstate and arterial |
| HBO person | 4 income strata | 2 facility types: interstate and arterial |
| NHW person | 1 (non-stratified) | 2 facility types: interstate and arterial |
| NHO person | 1 (non-stratified) | 2 facility types: interstate and arterial |
| Commercial vehicles | 1 (non-stratified) | 1 (non-stratified) |
| Medium truck | 1 (non-stratified) | 1 (non-stratified) |
| Heavy truck | 1 (non-stratified) | 1 (non-stratified) |
| **Total internal/ext. markets** | **17** | **13** |
| **Total markets modeled** | **30** | |

For the current calibration effort, 14 of the 30 trip distribution markets have been re-calibrated using the observed motorized trips from the 2007/2008 Household Travel Survey data and year 2007 highway

[41] Allen, *Development of a Model for Truck Trips*.

and transit networks (See Table 38).[42] These 14 markets account for the vast majority of motorized travel in the region. The external distribution models were not re-estimated as no external survey data has been recently collected for these markets. Similarly, the internal trip distribution markets for commercial vehicles and trucks were not re-estimated. Consequently, the "legacy" friction factor (F-factor) curves used in the Version 2.2 model will be maintained for the other 16 markets. The commercial vehicle and truck models calibrated in 2008 on the 2,191-TAZ area system were preserved and adapted to operate on the 3,722-TAZ area system.[43]

**Table 38 Trip distribution markets that were re-calibrated**

| Purpose/Mode | Internal Person Models |
|---|---|
| HBW person | 4 Income Strata |
| HBS person | 4 Income Strata |
| HBO person | 4 Income Strata |
| NHW person | 1 (non-stratified) |
| NHO person | 1 (non-stratified) |
| Total Markets | 14 |

## 5.2 Internal Motorized Person Models

The Version 2.3 trip distribution model includes income stratification for the home-based trip purposes. The model also makes use of a composite time formulation involving both highway and transit travel times. The composite time formulation is desirable since many corridors in the Washington region are well served by transit and the consideration of highway time only (as has been used in some previous model versions) has the potential to understate accessibility. The definition of the composite time is:

[42] Ron Milone to Files, "Version 2.3 Trip Distribution Calibration," Memorandum, January 2, 2011.
[43] Ronald Milone to Hamid Humeida and Mark Moran, "Conversion Truck Modeling Inputs for the 3722 System," Memorandum, March 26, 2010; Hamid Humeida to Files, "Development of an equivalency file to convert truck modeling inputs from the 2191 TAZ system to the new 3722 TAZ system," Memorandum, April 16, 2010.

**Equation 5 Composite time**

$$CT_i = \frac{1}{\frac{1}{HT + TollT_i} + \frac{P_i}{TT}}$$

where

$CT_i$ = Composite time for income level i
$HT$ = Congested highway time (minutes), including terminal time
$TollT_i$ = Time equivalent (minutes)of tolls associated with the minimum-time path for income i
$P_i$ = Regional transit share of income i for the trip purpose
$TT$ = Metrorail-related transit time (min.), including in-vehicle and out-of-veh. time components

The highway and transit times used in the formulation vary by purpose. AM peak highway/transit times are used for the HBW purpose and midday highway/transit times are used for the remaining HBS, HBO, NHW and NHO purposes. The highway time (HT) includes both over-the-network times as well as terminal times, e.g., parking and retrieving a vehicle, which vary from 1 to 5 minutes depending on the area type of the origin/destination. Since the trip distribution model not only distributes trips between zones, but also determines the number of trips that stay within each zone, the average travel time for intra-zonal trips must be estimated. The intra-zonal highway times have been set to 85% of the minimum inter-zonal time. The previous assumption (50% of the minimum intra-zonal time) was found to yield an overestimation in intra-zonal travel and so the percentage was increased to better approximate the observed intra-zonal proportions. The regional share of transit trips made by each income group ($P_i$) is shown in Table 39 as percents. The table indicates that work transit shares vary by income, from 0.1483 to 0.1851. The transit percentages for the remaining purposes vary by income group from 0.0104 to 0.1239. Since these values are relatively small, the effect of highway times will be generally more pronounced on the overall composite time function compared to the effect of transit times for most interchanges.

**Table 39 Internal Motorized Trips and Transit Percentages by Purpose and Mode**

| Purpose | Mode | Income Level <50k | 50k - 100k | 100k - 150k | >150k | Total |
|---|---|---|---|---|---|---|
| HBW | Transit | 84,443 | 181,611 | 199,065 | 106,767 | 571,886 |
| | Auto Person & Transit | 456,170 | 1,161,633 | 1,183,520 | 720,145 | 3,521,468 |
| | *Transit Percentage* | *18.51%* | *15.63%* | *16.82%* | *14.83%* | *16.24%* |
| HBS | Transit | 35,553 | 18,377 | 11,572 | 4,748 | 70,250 |
| | Auto Person & Transit | 441,532 | 999,471 | 984,941 | 456,151 | 2,882,095 |
| | *Transit Percentage* | *8.05%* | *1.84%* | *1.17%* | *1.04%* | *2.44%* |
| HBO | Transit | 105,308 | 49,816 | 41,030 | 19,324 | 215,478 |
| | Auto Person & Transit | 849,860 | 2,160,034 | 2,187,745 | 1,223,266 | 6,420,905 |
| | *Transit Percentage* | *12.39%* | *2.31%* | *1.88%* | *1.58%* | *3.36%* |
| NHW | Transit | 20,858 | 38,214 | 51,402 | 29,110 | 139,584 |
| | Auto Person & Transit | 183,863 | 549,589 | 557,211 | 320,450 | 1,611,113 |
| | *Transit Percentage* | *11.34%* | *6.95%* | *9.22%* | *9.08%* | *8.66%* |
| NHO | Transit | 35,845 | 10,999 | 12,305 | 6,216 | 65,365 |
| | Auto Person & Transit | 478,859 | 1,050,166 | 950,672 | 437,335 | 2,917,032 |
| | *Transit Percentage* | *7.49%* | *1.05%* | *1.29%* | *1.42%* | *2.24%* |
| All | Transit | 282,007 | 299,017 | 315,374 | 166,165 | 1,062,563 |
| | Auto Person & Transit | 2,410,284 | 5,920,893 | 5,864,089 | 3,157,347 | 17,352,613 |
| | *Transit Percentage* | *11.70%* | *5.05%* | *5.38%* | *5.26%* | *6.12%* |

Source: 2007/08 HTS, Ref: 2007_HTS_Trips_by_Mode&Income.xlsx

Some points can be made regarding the composite time function. First, for interchanges that are not served by transit, the composite time function reflects highway time. Second, the presence of transit service will generally contribute a small benefit to the travel time, since the regional transit shares are relatively small. Nonetheless, the composite time function will still reflect some travel time benefit with the presence of competitive transit service. This benefit would not be captured with an impedance measure based on highway time alone.

The highway time in the composite time function consists of both over-the-network time combined with terminal times (both production and attraction-end times). The highway time also includes toll values accumulated along the path that have been transformed into equivalent minutes.

The time-cost equivalents are provided by income level and purpose, and are shown on Table 40. These equivalents were developed using 2007 ACS income data and are described in greater detail in Chapter 2 ("Set-Up Programs and Highway Network Building") of the Version 2.3 model user's guide.

The basis of the $TollT_i$ term calculation is specified in Table 40. The table indicates the average time valuation (minutes per 2007 dollar) assigned to a toll value by income level and trip type (in 2007

dollars). The table indicates, for example, that a $1.00 toll equates to 8.7 minutes of travel time for a traveler in income level 1. More generally, the table indicates that travelers commuting to work are less sensitive to tolls than non-work-bound travelers because the time valuation of commuters is relatively high. The table also reflects the intuitive generalization that lower income travelers are more sensitive to tolls than the higher income travelers. Table 41 indicates assumed average time valuations by time period and mode. The values shown on Table 41 are not used in the distribution step, but will be used in the traffic assignment process, where income is not considered but highway mode is considered.

**Table 40 Time Valuation (Minutes/2007$) by Purpose and Income Level**

| HH Income Quartile Range (1) | Mid-Point of HH Income Range | Hourly Rate per Worker (2) | 2007 Time Valuation (Minutes per Dollar) | |
|---|---|---|---|---|
| | | | Work Trips (75% V.O.T.) | Non-work (50% V.O.T.) |
| $ 0 - $ 50,000 | $25,000 | $9.23 | 8.7 | 13.0 |
| $ 50,000 - $ 100,000 | $75,000 | $27.70 | 2.9 | 4.3 |
| $100,000 - $150,000 | $125,000 | $46.17 | 1.7 | 2.6 |
| $150,000 + | $175,000 | $64.64 | 1.2 | 1.9 |

Notes:

(1) Income groups based on 2007 ACS-based quartiles

(2) Hourly rate based on 1,920 annual hours/worker * 1.41 workers/HH = 2,707 hrs/HH

(3) Median 2007 Annual Income for modeled area is $84,280

**Table 41 Time valuation (minutes per year 2007 dollar) by vehicle type and time period, used in traffic assignment**

| Mode | Equivalent minutes per dollar | | | |
|---|---|---|---|---|
| | AM Peak | Midday | PM Peak | Night |
| SOV | 2.5 | 3.0 | 3.0 | 3.0 |
| HOV 2-occupant auto | 1.5 | 4.0 | 2.0 | 4.0 |
| HOV 3+occupant auto | 1.0 | 4.0 | 1.0 | 4.0 |
| Light duty commercial vehicle | 2.0 | 2.0 | 2.0 | 2.0 |
| Truck | 2.0 | 2.0 | 2.0 | 2.0 |
| Auto serving airport passenger | 2.0 | 2.0 | 2.0 | 2.0 |

Time_Valuation_V2.3.xls

## 5.3 External Auto Person , commercial vehicle, and truck models

The external trip distribution models segment markets by purpose and facility. Facilities are distinguished as interstates (or interstate-like facilities) and arterial facilities. The rationale behind this distinction is that arterial facilities tend to serve more localized traffic associated with shorter trip lengths while interstate travel is associated with longer trip lengths. In contrast, the external commercial vehicle and truck models (medium and heavy) are not segmented by facility types.

The highway time is used as the impedance measure in the distribution of external trips. AM peak time is used for the HBW purpose and midday times are used for all remaining purposes. The external calibration does not make use of time penalties added into the impedance files. However, the impedances are altered in that extremely large time values were inserted into internal and through (I-I, X-X) interchanges to preclude those types of interchanges from occurring in the trip distribution process.

## 5.4 Friction Factor Summary

The process of calibrating F-factors for each purpose and income strata was established after the observed trip files and network files were prepared. Developing F-factors is a trial-and-error process. Test F-factors are used in a gravity model (GM) execution and then subsequently adjusted based on a comparison of observed and estimated trip lengths made for each one-minute increment of travel time. The calculation used to adjust the F-factor is as follows:

**Equation 6 Friction factor calibration**

$F_{adjusted} = F_{used} * \text{Observed Pct.}/\text{Estimated Pct.}$

where

$F_{adjusted}$ = Adjusted F-factor to be used in a future GM execution
$F_{used}$ = Tested F-factor used in a previous GM execution
Observed Pct. = Percentage of observed trips observed
Estimated Pct. = Percentage of estimated trips resulting from the use of the test F-factors

The resulting adjusted F-curve typically appears as a “saw-tooth” looking function because the observed trip percent is subject to varying degrees of sampling error from one impedance unit to the next. An

irregular function is not desirable for modeling. Consequently, a nonlinear curve fitting is used for "smoothing" the adjusted F-factor curve.

The Gamma function was selected for smoothing the adjusted F-factor function. The form of the function is:

$$F_i = A \times I^B \times e^{-GI}$$

where

$F_i$ = "Smoothed", adjusted F-factor at impedance unit I
$I$ = travel impedance (usually time in minutes)
$A, B, G$ = Gamma function coefficients to be statistically estimated
$e$ = Euler's number; base of natural logarithms

The resulting Gamma coefficients are listed on Table 42. Friction factors are also shown graphically in Figure 9, Figure 10, Figure 11, and Figure 12.

**Table 42 Estimated Gamma Distribution Values by Purpose and Income Strata**

| Purpose | Strata | Beta | Gamma |
|---|---|---|---|
| **HBW** | Income 1 | -0.95818 | -0.04622 |
| | Income 2 | -1.41425 | -0.02571 |
| | Income 3 | -1.49461 | -0.01920 |
| | Income 4 | -1.88024 | -0.00835 |
| **HBS** | Income 1 | -2.46334 | -0.07853 |
| | Income 2 | -1.33371 | -0.12170 |
| | Income 3 | -1.99113 | -0.09033 |
| | Income 4 | -2.91461 | -0.06704 |
| **HBO** | Income 1 | -1.83692 | -0.09635 |
| | Income 2 | -1.92946 | -0.07128 |
| | Income 3 | -1.72297 | -0.08637 |
| | Income 4 | -2.44221 | -0.05837 |
| **NHW** | | -2.34915 | -0.01478 |
| **NHO** | | -1.77486 | -0.07430 |

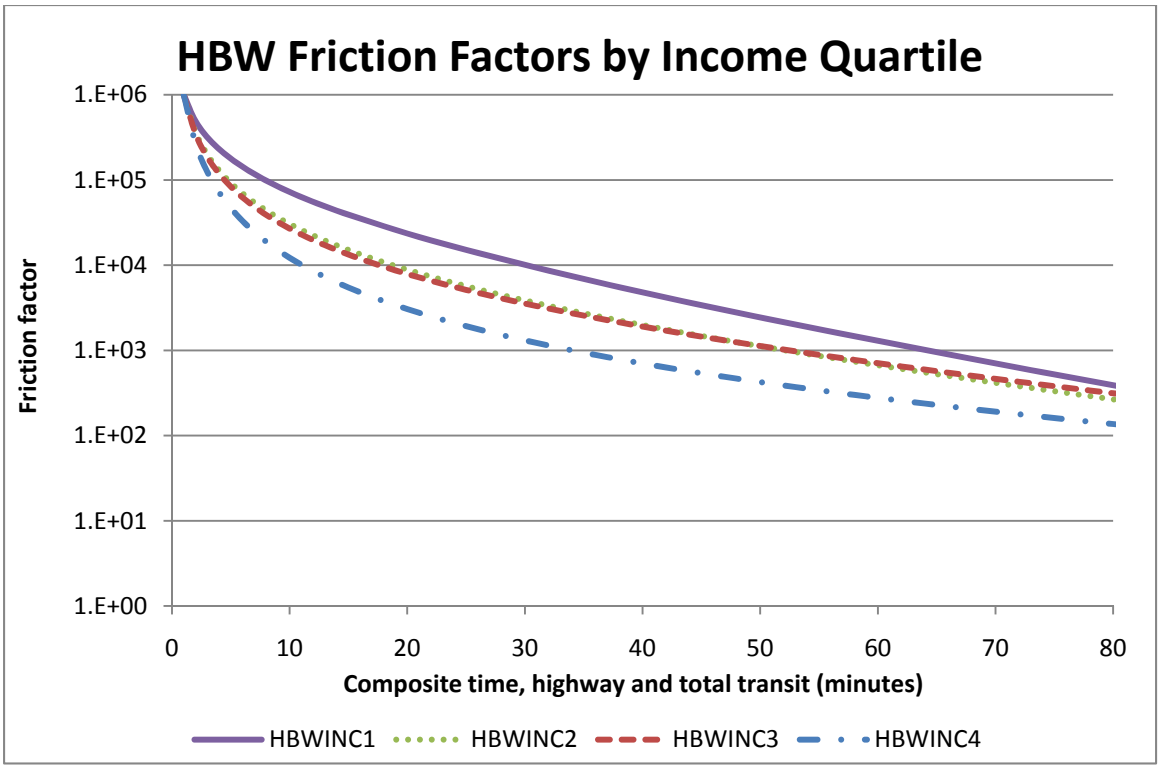


**Figure 9 HBW Friction Factors**

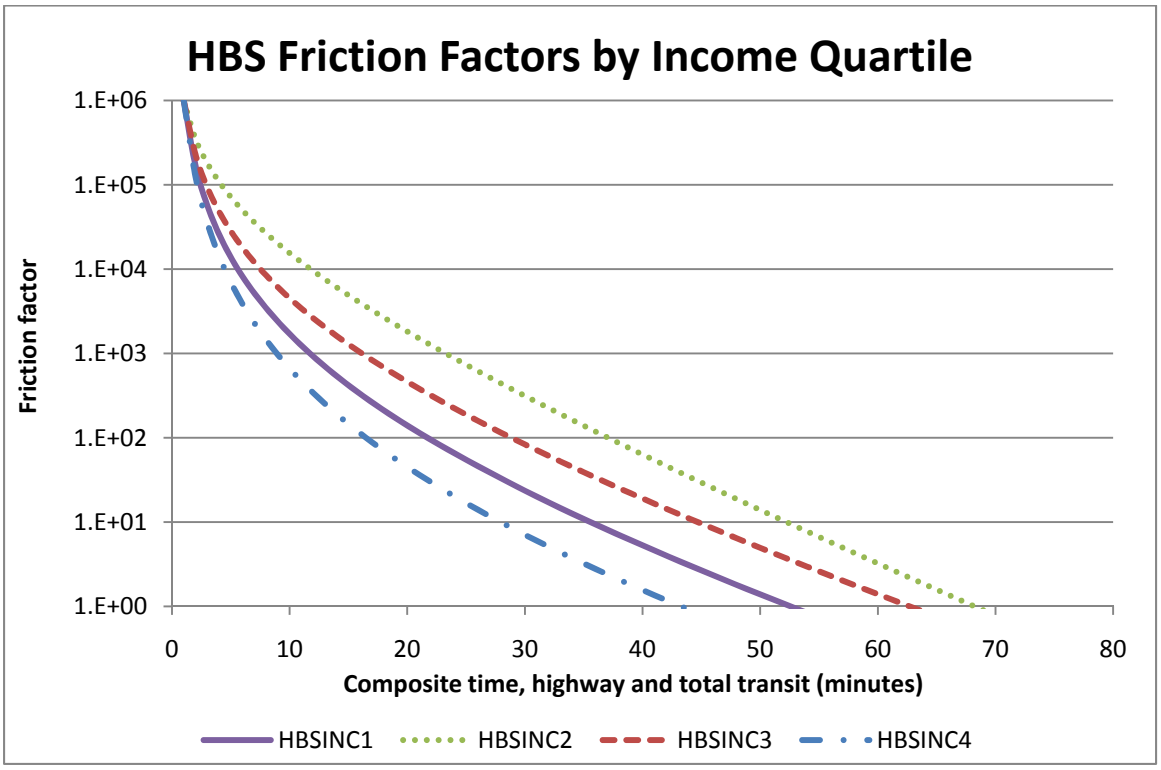


**Figure 10 HBS Friction Factors**

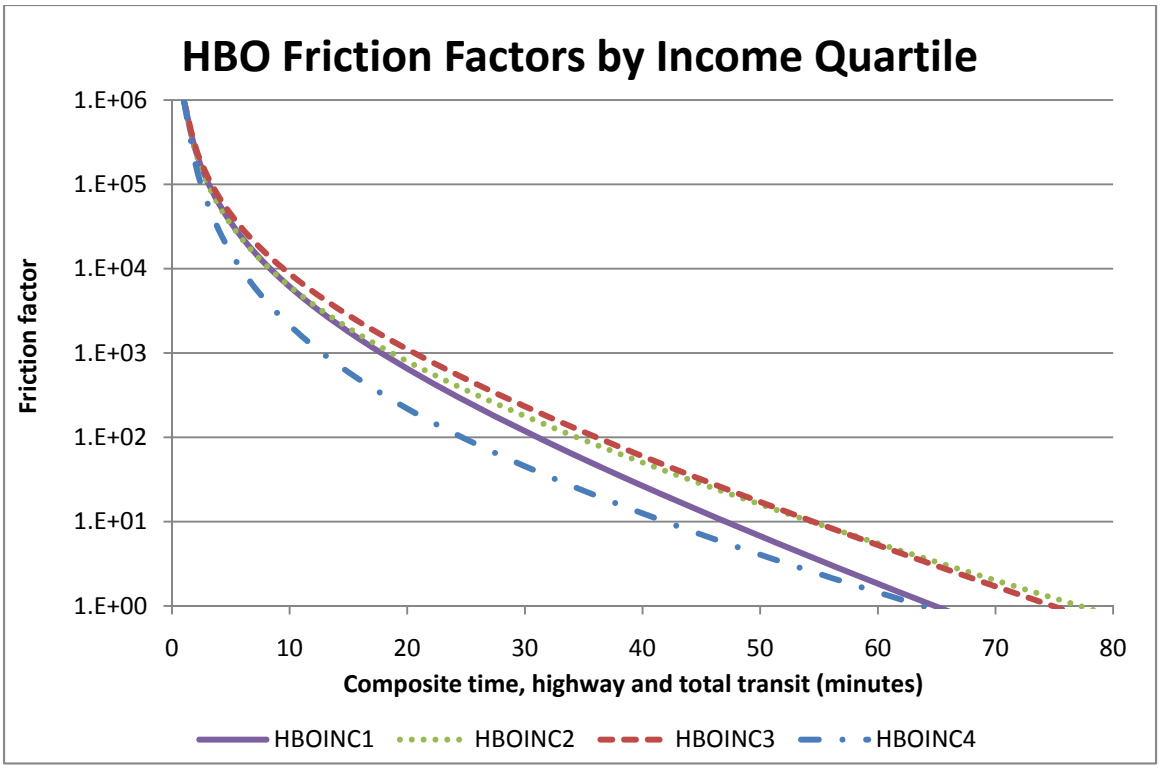


**Figure 11 HBO Friction Factors**

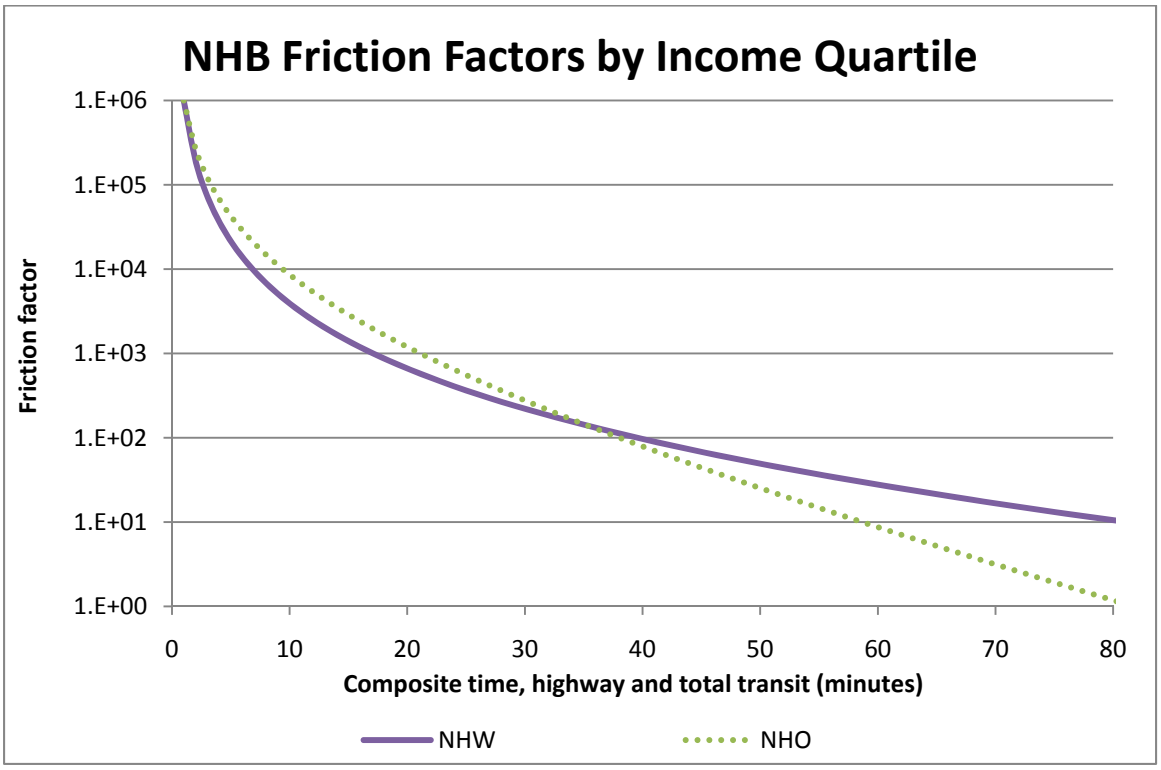


**Figure 12 NHB Friction Factors**

Table 43 presents a summary of estimated and observed trip lengths and intra-zonal percentages resulting from the calibrated F-factors, which are reasonable.

**Table 43 Regional Estimated and Observed Trip lengths and Intra-zonal Percentages**

| | Income | HTS | Trip Length in Composite mins. | | | Intrazonal Percentage | | |
|---|---|---|---|---|---|---|---|---|
| Purpose | Level | Trips | Est. | Obs. | Est.-Obs. | Est. | Obs. | Est.-Obs. |
| | | | | | | | | |
| HBW | 1 | 456,200 | 33.69 | 35.58 | -1.89 | 3.12 | 3.22 | -0.10 |
| | 2 | 1,161,600 | 46.54 | 47.21 | -0.67 | 3.00 | 2.92 | 0.08 |
| | 3 | 1,183,500 | 52.47 | 51.33 | 1.14 | 2.02 | 1.97 | 0.05 |
| | 4 | 720,100 | 53.57 | 52.21 | 1.36 | 1.41 | 1.62 | -0.21 |
| HBS | 1 | 441,500 | 16.56 | 16.81 | -0.25 | 9.13 | 9.33 | -0.20 |
| | 2 | 999,500 | 16.82 | 17.17 | -0.35 | 8.98 | 9.84 | -0.86 |
| | 3 | 984,900 | 17.30 | 17.70 | -0.40 | 7.88 | 7.68 | 0.20 |
| | 4 | 456,200 | 16.83 | 17.13 | -0.30 | 6.37 | 5.19 | 1.18 |
| HBO | 1 | 849,900 | 16.73 | 18.31 | -1.58 | 9.36 | 7.90 | 1.46 |
| | 2 | 2,160,000 | 17.61 | 17.86 | -0.25 | 11.60 | 11.06 | 0.54 |
| | 3 | 2,187,700 | 17.15 | 17.77 | -0.62 | 9.92 | 12.15 | -2.23 |
| | 4 | 1,223,300 | 17.00 | 17.92 | -0.92 | 9.56 | 9.12 | 0.44 |
| NHW | (n/a) | 1,611,100 | 24.63 | 23.58 | 1.05 | 10.63 | 7.44 | 3.19 |
| NHO | (n/a) | 2,917,000 | 17.13 | 17.50 | -0.37 | 17.33 | 14.61 | 2.72 |

The calibration procedure is described in more detail in a recent memorandum,[44] which includes trip-length frequency distributions comparing estimated and observed trips.

[44] Ron Milone to Files, "Version 2.3 Trip Distribution Calibration."

# Chapter 6 Mode choice

## 6.1 Overview

A mode choice model is used to apportion motorized person trips by travel mode. The mode choice model in the TPB Version 2.3 Travel Model on the 3,722-TAZ area system is a 15-choice, nested-logit mode choice (NLMC) model. The model includes three auto modes (drive alone, shared ride 2-person, and shared ride 3+person) and four transit modes (commuter rail, all bus, all Metrorail, and combined bus/Metrorail) by three modes of access to transit (park and ride, kiss and ride, and walk), as shown in Figure 13.

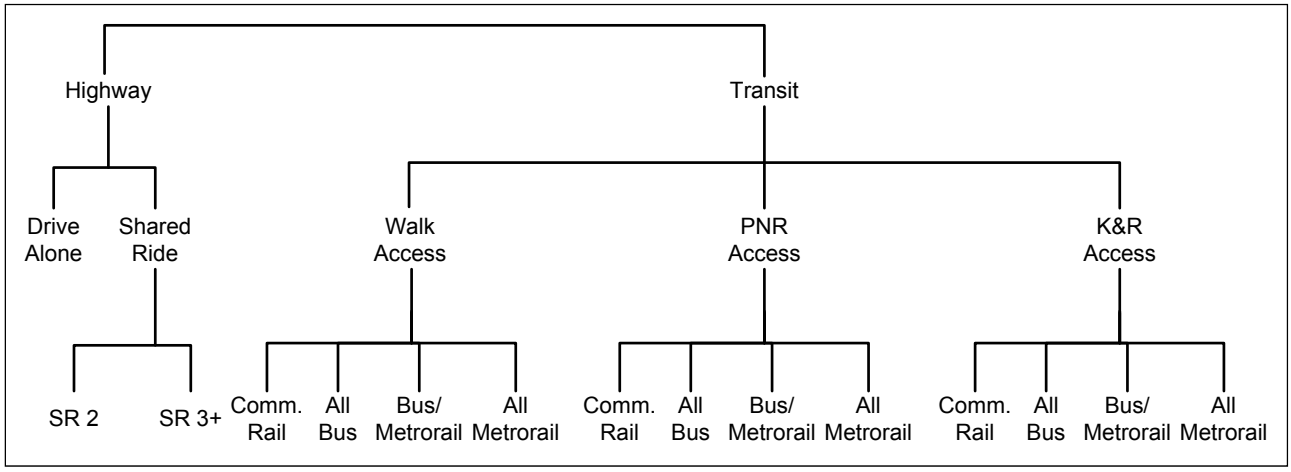


**Figure 13 Nesting structure of the nested-logit mode choice model in the Version 2.3 travel model**

Ref: "I:\ateam\nest_log\NestedChoice_Struct4.vsd"

The definition of high-occupancy vehicle (HOV) trips has changed, compared to the definition that was used in Version 2.2 and before. Previously, HOV trips coming out of the mode choice model referred to *only those that use HOV facilities for a substantial portion of their trip*. Similarly, in previous models, the definition of low-occupancy vehicle (LOV) included both drive-alone and carpools (provided the carpools did not use a preferential HOV facility). By contrast, in the Version 2.3 NLMC model, the term LOV refers to only the drive-alone trips. Similarly, HOV refers to all shared-ride 2 (2-person carpools) and shared-ride 3 (3+ person carpools), irrespective of whether they use an HOV facility or not. Table 44 shows some of the main differences between the Version 2.2 and Version 2.3 mode choice models, including the aforementioned HOV/LOV difference.

**Table 44 Differences between the Version 2.2 and Version 2.3 mode choice models**

| Item | Ver. 2.2 mode choice model | Ver. 2.3 mode choice model |
|---|---|---|
| Structure | Sequential multinomial logit (SMNL) | Nested logit (NL) |
| Number of choices | 5 | 15 |
| Definition of high-occupancy vehicle (HOV) trips | Only those trips that use HOV facilities for a substantial portion of their trip | All shared-ride 2-person carpools and shared-ride 3+ person carpools, irrespective of whether they use an HOV facility or not |
| Definition of low-occupancy vehicle (LOV) trips | Both drive-alone and carpool trips (provided the carpools do not use a preferential HOV facility) | Only drive-alone trips (SOVs) |
| Access modes to transit | Walk & drive | Walk, PNR, KNR |
| Short/long walk to transit | 0.3333 mile; 1.0 mile | 0.5 mile; 1.0 mile |

In terms of access to transit, park-and-ride (PNR) access means driving to transit and parking a motor vehicle at the PNR lot, for the purpose of boarding a transit vehicle at the transit stop. Similarly, kiss-and-ride (KNR) access, also known as "ride to transit," means accessing transit by driving in cases where one either 1) is dropped-off/picked-up or 2) rides with a PNR driver. Motorized person trips are those that occur in motorized vehicles, such as cars, trains, buses, and subways. Motorized trips exclude walk and bike trips. However, as noted above, walking is represented in the model as one of the three access modes to transit. The NLMC model is applied at the zone-to-zone interchange level after trip distribution and before highway and transit assignment (i.e., within what is known as the "speed feedback loop" of the four-step model). The model is applied using a Fortran program named AEMS (AECOM mode split modeling package).[45] AEMS is completely parametric, i.e., all characteristics for any given mode choice model are specified in a control file. Characteristics represented in the control file include nesting structure, market segmentation, utility/disutility functions, and the values of coefficients

[45] AECOM Consult, Inc., *AECOM Consult Mode Choice Computation Programs, AEMS, Users Guide*, Draft report (Fairfax, Virginia: AECOM Consult, Inc., April 5, 2005).

and constants. AEMS can handle models with any nesting structure and up to 15 choices.[46] AEMS and its control files are described in more detail in the Version 2.3 travel model user's guide.

There are five NLMC models – one for each trip purpose: home-based work (HBW), home-based shop (HBS), home-based other (HBO), non-home-based work (NHW), and non-home-based other (NHO). Each of the five models shares the same nesting structure (shown in Figure 13), but each has its own set of coefficients and constants, discussed later in this chapter. In model application, the inputs to the TPB Version 2.3 nested logit mode choice model are

- Motorized person trips, segmented by four income levels and 20 geographic market segments, in production/attraction format (these are output from the trip distribution step);
- Highway "skims" (i.e., zone-to-zone travel times and costs), which come from the highway path building and skimming process;
- Transit "skims," which come from the transit path building and skimming process; and
- Zonal attributes, such as parking cost, terminal time (i.e., the time to park and "unpark" a car), and the percent of each zone that is within walking distance to transit (where two walking distances are defined: short and long).

The HBW mode choice model was calibrated with and is applied with transit and highway skims corresponding to the AM peak period. The non work (i.e., HBS, HBO, NHW, and NHO) mode choice models were calibrated with and are applied with transit and highway skims corresponding to the midday period.

Two of the most significant changes between the NLMC model and its predecessor (the sequential multinomial logit, or SMNL, mode choice model found in the Version 2.2 travel model) are that the NLMC model handles 15 choices (up from five, previously) and the NLMC model provides sufficiently detailed output, such that a transit assignment can be performed.

## 6.2 Treatment of LRT, BRT, and streetcar

Note that the nesting structure of the TPB Version 2.3 NLMC model does not include branches for specialized transit modes, such as light-rail transit (LRT), bus rapid transit (BRT), and streetcar. From this, one might conclude that the mode choice model is not designed to deal with these special transit modes. In fact, **the model is designed to deal with these special transit modes**.[47] This section of the report discusses how these modes are treated in both the mode choice model and the transit path skimming process that feeds the mode choice model. This is the scheme that was developed by AECOM in 2004-2005 and has been retained by TPB staff. One of the underlying assumptions is that "premium" transit modes (e.g., Metrorail, commuter rail, LRT, BRT, and streetcar) will typically travel faster than buses, since they have one or more of these characteristics:

[46] A newer version of AEMS is now available that can handle up to 18 choices.

[47] This is issue, which is discussed in the user's guide, is not very relevant for the calibration of the model, since the year-2007 networks used for calibration did not have any LRT, BRT, or streetcar. However, this topic is included in the calibration report so that it is clear that the model is designed to deal with these specialized transit modes.

- A dedicated right-of-way, at least for part, if not all, of the route
- Traffic signal priority
- Superior acceleration/deceleration (compared to buses)

### 6.2.1 Network representation

In terms of network representation, LRT is typically coded as "mode 5." BRT and streetcar are coded as "mode 10," referred to in some parts of the model as the "new" mode. The thought is that LRT will travel mainly on its own grade-separated right-of-way (ROW), where it does not have to interact with road traffic. By contrast, it is assumed that streetcar will travel mostly in mixed traffic, i.e., it will share its at-grade right-of-way with road traffic. It is believed that AECOM chose to include BRT with streetcar, since although BRT will often include some grade-separated rights-of-way for the trunk-line portion of the route, the beginning and ending of the BRT route are likely to be in mixed traffic, making it more similar to the streetcar.

In cases where a travel demand modeler is coding a new transit line representing a "premium" transit mode,[48] the modeler must add "transit-only" links to the transit network to represent the new service, since the line requires a dedicated ROW which is not part of the highway network. In the past, one would have added these transit-only links to the rail link file (rail_link.bse). However, with the advent of TPB staff using an ESRI geodatabase to manage the highway and transit networks, the rail_link.bse file no longer exists. For a modeler working at COG, one should add transit-only links directly into the highway/transit network geodatabase. For a modeler working external to COG (who will not have access to the COGTools ArcGIS add-in for managing the geodatabase), one should modify the text *.tb files that are output from the create_support_files.s Cube Voyager script.[49]

The "station file" (station.dbf) contains information about transit stations in the modeled area. More formally, the station file contains information about Metrorail stations, commuter rail stations, light rail stations, bus rapid transit stations/stops, streetcar stations/stops, express-bus bus stops, and park-and-ride (PNR) lots that serve these stations/stops. One must add Mode 5 and Mode 10 station nodes to the station file using a mode code of "L" for LRT/Mode 5 and "N" for New/BRT/streetcar/Mode 10. Mode 5 and 10 stations do not require a station centroid number.[50] In cases where Mode 10 routes share a street segment with local bus and where one would like the Mode 10 routes to be "combined" in terms of TP+/Voyager computing effective headways, the station node numbers of the Mode 10 routes should be the same as those used for the bus stops on the link(s) of interest.

[48] Such as Metrorail (Mode 3), commuter rail (Mode 4), LRT (Mode 5), and BRT/streetcar (Mode 10).
[49] Meseret Seifu to Files, "Creating a station file," Memorandum, July 11, 2011.
[50] Manish Jain to Ronald Milone and Mark Moran, "MWCOG network coding guide for Nested Logit Model (revised Oct. 2010)," Memorandum, February 2008, 10.

### 6.2.2 Transit path building and skimming, mode choice, and transit assignment

Treatment of LRT, BRT, and streetcar: In transit path building and skimming, mode choice, and transit assignment, the following two rules apply:[51]

- Mode 5 is treated like Metrorail (Mode 3)
- Mode 10 is treated like local bus (Mode 1)

### 6.2.3 Fares

Treatment of LRT, BRT, and streetcar: Fares for Mode 5 and Mode 10 are computed like those for local bus (Mode 1).

## 6.3 Background

The nested-logit mode choice model in the TPB Version 2.3 travel model nested-logit mode choice model is a descendant of an earlier nested-logit model developed by AECOM Consult, Inc. for the Washington Metropolitan Area Transit Authority (WMATA). The TPB nested-logit mode choice model and its predecessor, the AECOM/WMATA nested logit mode choice model, share many traits, but also have some key differences. Table 45 summarizes the key differences between these two models. More information can be found on pages 6-2 to 6-8 of the earlier Version 2.3 model documentation.[52]

[51] Ibid.

[52] Ronald Milone et al., *TPB Travel Forecasting Model, Version 2.3: Specification, Validation, and User's Guide*, Draft report (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, June 30, 2008), 6–2 to 6–8.

**Table 45 Comparison of characteristics found in both the AECOM/WMATA NLMC model and the TPB NLMC model**

| Item | AECOM/WMATA NLMC | TPB NLMC |
|---|---|---|
| **Travel modes** | 15 (3 auto, 12 transit) | Same |
| **Nesting structure** | 3 levels, including auto by occupancy and transit by access mode | Same |
| **Model application code** | AEMS Fortran program | Same |
| **How the mode choice model is applied** | As a post process to the regional travel model | Within the speed feedback loop of the regional travel model (i.e., after trip distribution and before traffic assignment) |
| **Trip purposes** | 3 (HBW, HBS/O, and NHB) | 5 (HBW, HBS, HBO, NHW, and NHO) |
| **Types of travel skims** | 2 (AM peak period and off peak period) | 2 (AM peak period and **midday** period) |
| **Number of mode choice models** | 6 (HBW AM, HBW OP, HBS/O AM, HBS/O OP, NHB AM, and NHB OP) | 5 (HBW AM, HBS MD, HBO MD, NHW MD, and NHO MD) |
| **Geographic market segmentation** | 7 superdistricts; 20 production/attraction interchanges | Same |
| **Economic market segmentation** | Households stratified by income (four levels) | Same |
| **Revised transit access coding** | • Additional information to describe transit stations;<br>• A new way to code sidewalks and walk-access-to-transit links;<br>• A new way to code drive-access-to-transit links;<br>• Additional coding detail around Metrorail stations with "park and ride" access; and<br>• Revised procedures for calculating the percent of each zone that is within walking distance to transit | Same, except the item in the fourth bullet has not been adopted:<br>• Additional coding detail around Metrorail stations with "park and ride" access; |
| **Calibration year** | 2002 | 2007/2008 |
| **Data used for calibration** | 2002 WMATA Metrorail survey; 2000 Regional bus survey; Boarding counts for express bus and commuter rail | 2008 Metrorail Survey; 2008 Regional Bus Survey, supplemented by the Fairfax Connector Bus Survey; 2007-2008 On-Board Survey of Maryland Transit Administration (MTA) Riders; 2005 Virginia Railway Express (VRE) Passenger Survey |
| **Calibration approach** | Calibrated by AECOM for 6 models applied as a post process | Re-calibrated by TPB staff for 5 models. Applied as an integral part of the speed feedback loop |
| **Calibration programs** | Used the Fortran program CALIBMS to automate the process of calculating nesting constants | Same |

## 6.4 Detailed description of the TPB nested-logit mode choice model

The NLMC model in TPB's Version 2.3 Travel Model can be thought of as consisting of three parts:

1. Choice set and nesting structure
2. Market segmentation
3. Utility equations

### 6.4.1 Choice set and nesting structure

The choice set and nesting structure of the NLMC model in the Version 2.3 travel model was already described in section 6.1 on page 6-1. The treatment of LRT, BRT, and streetcar was covered in 6.2 on page 6-3.

### 6.4.2 Market segmentation

The TPB NLMC model is market segmented by household income level and geography. This two-way market segmentation scheme was developed by AECOM Consult, Inc. for the AECOM/WMATA NLMC model and was retained by TPB staff.

**Income-level market segmentation**

The income segmentation is the same that is used for the first two steps of the travel model (i.e., trip generation and trip distribution), namely households are segmented by the four household income quartiles, which are shown in Table 10.[53]

**Table 46 Household income quartiles computed from the ACS**

| Quartile | Income range (2007 dollars) |
|---|---|
| First | Less than $50,000 |
| Second | $50,000 to $99,999 |
| Third | $100,000 to $149,999 |
| Fourth | $150,000 or more |

**Geographic market segmentation**

AECOM Consult, Inc. divided the modeled area into seven superdistricts, which have been retained by the TPB staff for the mode choice model in the Version 2.3 Travel Model: [54]

1. DC core
2. VA core
3. DC urban
4. MD urban
5. VA urban
6. MD suburban
7. VA suburban

These seven superdistricts are shown in Figure 14 and in Table 47. Table 47 shows the equivalency between the seven NLMC superdistricts and the new 3,722-TAZ area system.

[53] Hamid Humeida to Files, "Analysis of data from the American Community Survey (ACS): Households by household income, household size, and vehicle availability," Memorandum, March 19, 2010.
[54] Bill Woodford, "Development of Revised Transit Components of Washington Regional Demand Forecasting Model" (presented at the Transit Modeling Meeting, held at the Metropolitan Washington Council of Governments, Washington, D.C., December 1, 2004), 30.

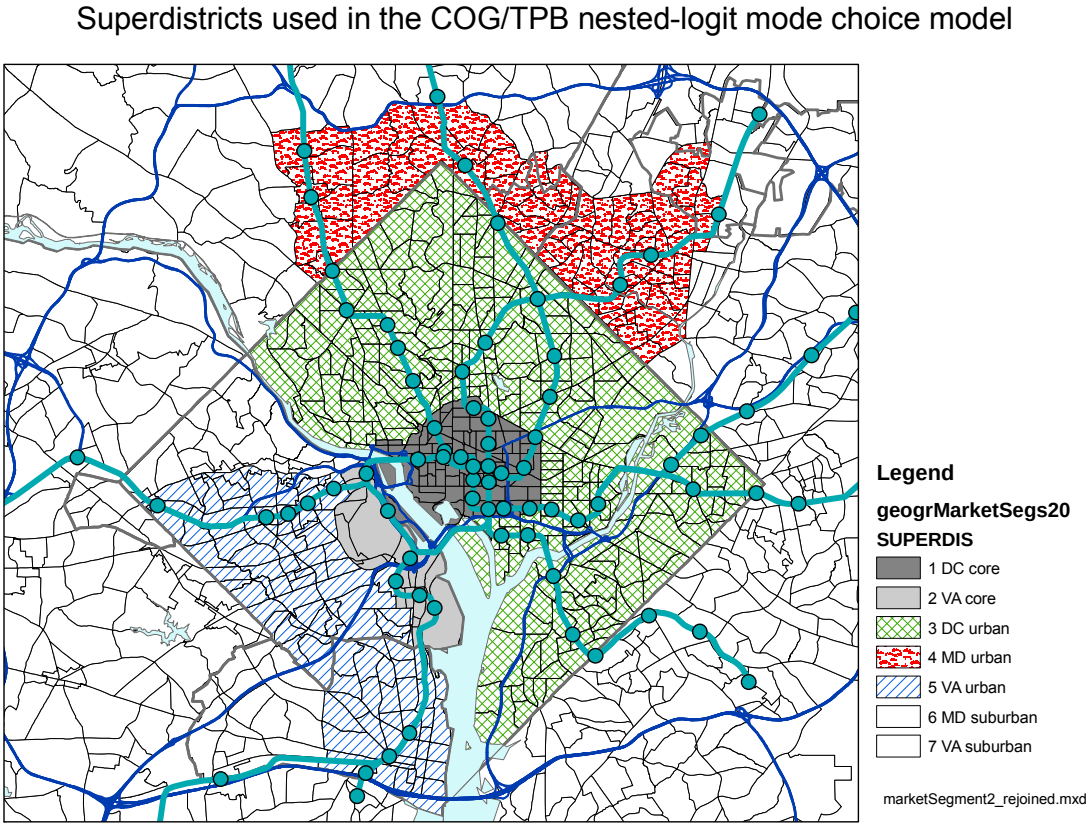


**Figure 14 Seven superdistricts used in the Version 2.3 nested-logit mode choice model**

Ref: "I:\ateam\nest_log\marketSegment2_rejoined.mxd", "I:\ateam\nest_log\marketSegment2_rejoined_forBlackAndWhite.emf"

**Table 47 Equivalency between nested-logit mode choice superdistricts and TPB TAZ 3,722**

| No. | Name | TAZs (TPB TAZ 3,722) |
|---|---|---|
| 1 | DC core | 1-4,6-47,49-63,65,181-287,374-381 |
| 2 | VA core | 1471-1476,1486-1489,1493,1495-1504,1507,1508,1510,1511 |
| 3 | DC urban | 5,48,51,64,66-180,210-281,288-373,382-393 |
| 4 | MD urban | 603,606,612-628,630-640,662-664,669,670,913,916,917,939-957,959,961-982,985, |
| 4 | MD urban | 986 |
| 5 | VA urban | 1405-1422,1427-1435,1448,1452,1454-1464,1477-1485,1490-1492,1494,1505,1506, |
| 5 | VA urban | 1509,1512-1545,1569-1609 |
| 6 | MD suburban | 394-602,604,605,607-611,629,641-661,665-668,671-912,914,915,918-938,958,960, |
| 6 | MD suburban | 983,984,987-1404,2820-3102,3104-3409 |
| 7 | VA suburban | 1423-1426,1436-1447,1449-1451,1453,1465-1470,1546-1568,1610-2554,2556-2628, |
| 7 | VA suburban | 2630-2819,3410-3477,3479-3481,3483-3494,3496-3675 |

Ref: "I:\ateam\nest_log\equiv_tpbTaz3722_nlmc_superdistr.txt" and "I:\ateam\nest_log\Market_segment_NewTAZs_sorted.xlsx"

Although seven market areas could lead to 49 (= 7 x 7) geographic interchanges, AECOM Consult, Inc. grouped them into the 20 paired production/attraction areas shown in Table 48 and Table 49. Another way to view the 20 geographic market segments is shown in Table 50.

**Table 48 Production and attraction market segments used in the TPB Version 2.3 NLMC model**

| Production Areas | Attraction Areas |
|---|---|
| 1. DC Core / Urban | 1. DC Core |
| 2. MD Urban | 2. VA Core |
| 3. VA Core / Urban | 3. Urban |
| 4. MD Suburban | 4. Suburban |
| 5. VA Suburban | |

Ref: "I:\ateam\nest_log\marketSeg.xls"

**Table 49 20 geographic market segments used in the TPB nested-logit mode choice model**

| Market Seg No. | Prod Superdis | Attr Superdis | Production Area | Attraction Area |
|---|---|---|---|---|
| 1 | 1,3 | 1 | DC | DC core |
| 2 | 1,3 | 2 | DC | VA core |
| 3 | 1,3 | 3,4,5 | DC | Urban DC, MD, VA |
| 4 | 1,3 | 6,7 | DC | Suburban MD, VA |
| 5 | 4 | 1 | MD urban | DC core |
| 6 | 4 | 2 | MD urban | VA core |
| 7 | 4 | 3,4,5 | MD urban | Urban DC, MD, VA |
| 8 | 4 | 6,7 | MD urban | Suburban MD, VA |
| 9 | 2,5 | 1 | VA core/urban | DC core |
| 10 | 2,5 | 2 | VA core/urban | VA core |
| 11 | 2,5 | 3,4,5 | VA core/urban | Urban DC, MD, VA |
| 12 | 2,5 | 6,7 | VA core/urban | Suburban MD, VA |
| 13 | 6 | 1 | MD suburban | DC core |
| 14 | 6 | 2 | MD suburban | VA core |
| 15 | 6 | 3,4,5 | MD suburban | Urban DC, MD, VA |
| 16 | 6 | 6,7 | MD suburban | Suburban MD, VA |
| 17 | 7 | 1 | VA suburban | DC core |
| 18 | 7 | 2 | VA suburban | VA core |
| 19 | 7 | 3,4,5 | VA suburban | Urban DC, MD, VA |
| 20 | 7 | 6,7 | VA suburban | Suburban MD, VA |

Ref: "I:\ateam\nest_log\marketSeg.xls"

**Table 50 Equivalency between seven super-districts and the 20 geographic market segments**

| | | 1 DC core | 2 VA core | 3 DC urban | 4 MD urban | 5 VA urban | 6 MD suburban | 7 VA suburban |
|---|---|---|---|---|---|---|---|---|
| **1** | **DC core** | 1 | 2 | 3 | 3 | 3 | 4 | 4 |
| **3** | **DC urban** | 1 | 2 | 3 | 3 | 3 | 4 | 4 |
| **4** | **MD urban** | 5 | 6 | 7 | 7 | 7 | 8 | 8 |
| **2** | **VA core** | 9 | 10 | 11 | 11 | 11 | 12 | 12 |
| **5** | **VA urban** | 9 | 10 | 11 | 11 | 11 | 12 | 12 |
| **6** | **MD suburban** | 13 | 14 | 15 | 15 | 15 | 16 | 16 |
| **7** | **VA suburban** | 17 | 18 | 19 | 19 | 19 | 20 | 20 |

Ref: "I:\ateam\nest_log\superDistr_marketSeg.xlsx"

### 6.4.3 Utility equations

The TPB mode choice model is a discrete-choice, logit mode choice model. These types of models are based on what is known as utility theory (see, for example, Ben-Akiva and Lerman; or Koppelman and Bhat).[55] [56] Utility is a measure of value or benefit to an individual decision maker. According to the utility maximization rule, an individual will select the alternative from his or her set of available alternatives that maximizes his or her utility. This implies that individual *t* will always choose alternative *i* over all alternatives *j* if the utility of alternative *i* is greater than that for all alternatives *j*. In reality, the decision rule is rarely so deterministic. Consequently, most choice theory used in transportation planning is probabilistic. So, as shown in the equation below, the true utility of alternative i to decision maker t is the sum of two elements: a deterministic portion of the utility (V) and an error term (ε) that captures the unobserved characteristics of both the alternative and the individual decision maker.

**Equation 7 True utility of an alternative expressed as the sum of deterministic utility and an error term**

$$U_{it} = V_{it} + \epsilon_{it}$$

where
$U_{it}$ = the true utility of alternative $i$ to decision maker $t$
$V_{it}$ = the deterministic or observable portion of the utility estimated by the analyst
$\epsilon_{it}$ = the error or portion of the utility that is unknown to the analyst

Assumptions about this error term turn out to be quite important, since this determines the type of mathematical model that is used. For example, if one assumes that this error term is distributed as a normal distribution, then the model is a multinomial probit model (MNP). If one assumes that the error terms are Gumbel distributed, then the model is multinomial logit (MNL).

[55] Moshe Ben-Akiva and Steven Lerman, *Discrete Choice Analysis: Theory and Application to Travel Demand*, 1st ed. (The MIT Press, 1985).
[56] Frank S. Koppelman and Chandra Bhat, *A Self Instructing Course in Mode Choice Modeling: Multinomial and Nested Logit Models* (U.S. Department of Transportation, Federal Transit Administration, January 31, 2006).

Generally, it is assumed that the utility equation for each mode/alternative can be expressed as a linear combination of attributes of the mode/alternative (e.g., travel time and travel cost) and attributes of the individual/decision maker (e.g. income, number of autos owned):

**Equation 8 Systematic utility of using alternative/mode i for individual t**

$$V_{it} = \beta_0 + \beta_1 Z_{it1} + \beta_2 Z_{it2} + \cdots + \beta_n Z_{itn}$$

$where$
$V_{it} =$ systematic utility of using alternative/mode i for individual t
$Z_{it} = f(X_i, S_t)$, with $X_i =$ attributes of alternative/mode i; $S_t =$ characteristics of individual t
$\beta_0 =$ alternative-specific constant for alternative/mode i
$\beta_i =$ coefficient for a given attribute of the alternative or characteristic of the individual

A binomial logit mode would have two choices. A multinomial model would have three or more choices. For example, a simple binary-logit mode choice model for auto and bus might look like the following:

**Equation 9 Systematic utility of auto and bus in a simple binary logit mode choice model**

$$V_{auto} = Const_{auto} - 0.03 * IVTT_{auto} - 0.0043 * Cost_{auto}$$
$$V_{bus} = - 0.03 * IVTT_{bus} - 0.0043 * Cost_{bus}$$

The alternative-specific constant accounts for the average effects of all variables affecting mode choice that are not explicit explanatory variables in the model (e.g., comfort, dependability, convenience). The number of alternative-specific constants must not exceed the number of alternatives minus one (N – 1). The predictions of the model are the same, regardless of which utility equation is the one chosen to be without the alternative-specific constant. The coefficients of the attributes of the alternatives may be either generic or alternative-specific. In the example above, both IVTT (in-vehicle travel time) and cost are generic since they occur in both utility equations and have the same coefficient value in both utility equations.

For a multinomial logit (MNL) model, to convert the estimated utilities into probabilities, we use the standard logit formula:

**Equation 10 Probability of choosing alternative i over alternatives j for a multinomial logit mode choice model**

$$\Pr(i) = \frac{\exp(V_i)}{\sum_{j=1}^{J} \exp(V_j)}$$

where
$\Pr(i) =$ probability of the decision maker choosing alternative $i$
$V_j =$ systematic component of the untility of alternative $j$
$J =$ set of available alternatives
$\exp(x) = e^x$, where $e$ is Euler's number, $\approx 2.71828$

The MNL model has been criticized, however, for its Independence of Irrelevant Alternatives (IIA) property, which implies equal competition between all pairs of alternatives, which is inappropriate in

many situations (See, for example, Koppelman and Bhat, p. 157). This limitation of the MNL model is due to the assumption of the independence of the error terms in the utility equations. The most widely used solution to this problem is to use the nested logit (NL) model, also known as the "hierarchical logit," which groups or nests subsets of alternatives that are more similar to each other with respect to excluded characteristics. Consequently, alternatives in a common nest are more competitive with each other than alternatives outside of the nest. The derivation of the NL model is based on the assumption that some of the alternatives share common components in their random error terms.

The NL model gives rise to a parameter which is not part of the MNL model: nesting coefficients. Nesting coefficients are often denoted by the Greek letter theta (θ, which we will use) or sometimes the Greek letter phi (Φ) or mu (μ). Nesting coefficients are known by a number of different terms, including logsum parameters, logsum coefficients, dissimilarity parameters, or inclusive value parameters. These are discussed in more detail in section 0.0.0 on page 6-15.

Both MNL and NL models have constant terms or alternative-specific constants. In the Version 2.3 mode choice model, these are referred to as "nesting *constants*." These are discussed in more detail in a later section (section 0.0.0 on page 6-16). There is generally one utility equation for each alternative or mode. The number of alternative-specific constants can be up to one less than the number of alternatives (N-1). However, when the model is market segmented, the number of nesting constants is increased because each alternative in each market segment has its own equation. For example, in the case of the Version 2.3 mode choice model, since the model is market segmented by 20 geographic market areas, the maximum number of nesting constants per trip purpose is 20 * (15 – 1) = 280.

**Different types of nested-logit mode choice models and their use by AEMS.EXE**

Nested-logit, or hierarchical logit, models come in two different flavors:[57]

- McFadden Utility Maximizing Nested Logit (UMNL) model
- Daly Non-Normalized Nested Logit (NNNL) model

The default for the AEMS mode choice model application program is to use the McFadden UMNL model. The AEMS command COEF is used to specify coefficient values in the utility equations. Below is an example from the HBW AEMS control file (For brevity, only columns 1-87 are shown. Also, the comment line beginning with the word "*CHOICE" is also shown, since it helps one read the COEF line/command):

```
*CHOICE           1>DR ALONE  SR2       SR3+      WK-CR     WK-BUS    WK-BU/MR  WK-MR
COEF01:IVTT       1>-0.02128  -0.02128  -0.02128  -0.02128  -0.02128  -0.02128  -0.02128
```

By contrast, the AEMS command NSTC is used to define nesting coefficients and nesting constants. Below is an example from the HBW AEMS control file:

```
NSTC 12 1TRANSIT   >      0.5    3.72445
```

[57] Frank S. Koppelman and Chieh-Hua Wen, "Different Nested Logit Models: Which Are You Using?" (presented at the 77th Annual Transportation Research Board Meeting, January 11-15, 1998, Washington, D.C., 1997).

The nesting *coefficient* value is 0.5 and the nesting *constant* value is 3.72445. According to the AEMS documentation:

> *By default, AEMS is based on the McFadden structure of a nested logit model. As such, all coefficients and constants used in the disutility function (**except Nest-specific constants specified with the NSTC**) command are specified in terms of their equivalent top-level, main mode choice values. Prior to computing lower level disutilities, all coefficients and constants are divided by the product of all pertinent nest coefficients to create an equivalent lower-level coefficient. If the Daly formulation (coefficients are specified in terms of their bottom-level value), then the "DALY Coef" command can be used to override the default.*[58]

Since the nest-specific constants and coefficients that are specified using the NSTC command are structured in the Daly way (not McFadden), they sometimes need to be converted to the McFadden-equivalent form. This will be noted later in this documentation.

**Time and cost coefficients**

The time and cost coefficients used in the utility equations are shown in Table 51.

**Table 51 Time and cost coefficients in the Version 2.3 nested-logit mode choice model**

| | | Trip Purpose (5) | | | | |
|---|---|---|---|---|---|---|
| **Variable** | | **HBW** | **HBS** | **HBO** | **NHBW** | **NHBO** |
| In-vehicle time | ivt | -0.02128 | -0.02168 | -0.02322 | -0.02860 | -0.02860 |
| Auto access time | aat | -0.03192 | -0.03252 | -0.03483 | -0.04290 | -0.04290 |
| Walk access time | ovtwa | -0.04256 | -0.04336 | -0.04644 | -0.05720 | -0.05720 |
| Other out-of-vehicle time* | ovtot | -0.05320 | -0.05420 | -0.05805 | -0.07150 | -0.07150 |
| Cost - Income group 1 | costinc1 | -0.00185 | -0.00202 | -0.00202 | -0.00994 | -0.00994 |
| Cost - Income group 2 | costinc2 | -0.00093 | -0.00101 | -0.00101 | -0.00994 | -0.00994 |
| Cost - Income group 3 | costinc3 | -0.00062 | -0.00067 | -0.00067 | -0.00994 | -0.00994 |
| Cost - Income group 4 | costinc4 | -0.00046 | -0.00051 | -0.00051 | -0.00994 | -0.00994 |
| * Includes boarding penalty | | | | | | |

Ref: "I:\ateam\nest_log\NLmcTimeCostCoef5.xlsx"

Some of the coefficients in Table 51 are statistically estimated, others are set using professional judgment and rules of thumb. Before discussing which are statistically estimated and which are set using professional judgment, it is useful to understand how calibration approaches have changed in the past few years.

In previous mode choice models developed by TPB staff (e.g., the sequential, multinomial-logit mode choice model in the Version 2.1 and Version 2.2 travel models), coefficients in the utility equations of the mode choice model were statistically estimated using a maximum likelihood estimation (MLE) technique (in this case, using Alogit software). Following the estimation of coefficients, TPB staff would check the reasonableness of coefficients by using various rules of thumb. For example, one rule of

[58] AECOM Consult, Inc., *AECOM Consult Mode Choice Computation Programs, AEMS, Users Guide*, Draft report (Fairfax, Virginia: AECOM Consult, Inc., April 5, 2005), 14.

thumb is that the ratio of the out-of-vehicle travel time coefficient to the in-vehicle travel time coefficient ($C_{ovtt}/C_{ivtt}$) should be between 2.0 and 3.0. This rule of thumb has always been used by TPB staff in mode choice model estimation and has also been proposed by the Federal Transit Administration.[59] In cases where the estimated coefficients did not agree with the rule of thumb, one was left to ponder the cause of the discrepancy. For example: Was there a problem with the estimation data? Was a utility equation misspecified? Was the estimation software not used correctly? Did the discrepancy in the ratio value represent a true difference in travel behavior of Washington, D.C. area travelers compared to other travelers in the U.S.? Or, since the values of the coefficients are, in part, a function of the other coefficients in the utility equation, would a different set of utility variables have resulted in coefficient values that met the rule of thumb? Due to issues such as these, and the increased interest in getting proposed transit projects to pass muster with the FTA, many consulting firms and agencies have started taking a new approach in calibrating mode choice models: namely, using a combination of statistically estimated coefficients and coefficients that are set by fiat, typically based on rules of thumb (See, for example, FTA discussion piece/paper #16).[60] This latter approach is what was used by AECOM when they calibrated their nested-logit mode choice model in 2004-2005, and it is also the approach used by TPB staff in calibrating the NLMC model.

The in-vehicle time (IVT) coefficients are all about -0.02 and were statistically estimated using Alogit software. These come from earlier estimation work done by TPB staff, for the 2.1C and 2.1D travel models. These values are in the range of values expected by FTA, which expects IVT coefficients in the range of -0.03 to -0.02.[61] [62] The next three time coefficients have been set as multiples of the IVT coefficient. For example, the auto access time coefficient is set equal to 1.5 times the IVT coefficient, indicating that time spent in a car for accessing transit is perceived as 1.5 times as burdensome as time spent in the transit vehicle itself. Similarly, the walk-access time coefficient is set equal to 2.0 time the IVT coefficient, indicating that time spent walking to access transit is perceived as 2.0 times as burdensome as time spent in the transit vehicle. Lastly, the other-out-of-vehicle time coefficient is set to a value of 2.5 times the IVT coefficient. These last two out-of-vehicle time coefficients conform to FTA expectations that the ratio of $C_{ovt}/C_{ivt}$ should be between 2.0 and 3.0, unless an agency can provide compelling evidence to the contrary. Next come four cost coefficients, one per household income group (income group 1, 2, 3, and 4). The first cost coefficient, like the IVT coefficient, was statistically estimated from a previous version of the regional travel model. The remaining three cost coefficients, in the case of the three home-based purposes, are set as factors of the cost coefficient for income group 1. Specifically, the cost coefficient for income group 2 is equal to ½ the cost coefficient for income group 1.

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[59] Jim Ryan, "Travel Forecasting for New Starts: The FTA Perspective", April 7, 2004, 55; Federal Transit Administration, "12 - Early Quality-of-Service Analysis of the Alternatives" (presented at the Travel Forecasting for New Starts Proposals Workshop, Minneapolis, Minnesota, June 16, 2006), 38, http://www.fta.dot.gov/planning/newstarts/planning_environment_5402.html.

[60] Federal Transit Administration, "Discussion-piece #16, Calibration and Validation of Travel Models for New Starts Forecasting" (presented at the Workshop on Travel Forecasting for New Starts Proposals, Minneapolis, Minnesota, 2006), http://www.fta.dot.gov/planning/newstarts/planning_environment_5402.html.

[61] Ryan, "Travel Forecasting for New Starts: The FTA Perspective," 53.

[62] Federal Transit Administration, "12 - Early Quality-of-Service Analysis of the Alternatives," 37.

Similarly, the cost coefficient for income group 3 is equal to 1/3 the cost coefficient for income group 1, and the cost coefficient for income group 4 is equal to 1/4 the cost coefficient for income group 1.

**Income constants**

The TPB NLMC model also uses a set of income constants, which were developed for the AECOM/WMATA NLMC model and retained for use in the TPB model (See Table 52). AECOM introduced the income constants to help reduce the high number of modeled boardings in Northwest DC.[63]

**Table 52 Income constants used in the TPB Ver. 2.3 NLMC model**

| | Income stratification | | |
|---|---|---|---|
| **Mode** | **Low** | **Middle** | **High** |
| All auto modes | 0.0 | 0.0 | 0.0 |
| Walk to commuter rail | 2.0 | 0.0 | -2.0 |
| Walk to all bus | 2.0 | 0.0 | -2.0 |
| Walk to bus/Metrorail | 2.0 | 0.0 | -2.0 |
| Walk to all Metrorail | 2.0 | 0.0 | -2.0 |
| PNR and KNR to transit | 0.0 | 0.0 | 0.0 |

Ref: O:\model_dev\nest_log\NLmcTimeCostCoef5.xlsx

The income constants apply to all trip purposes. "Low income" means income group 1. "Middle income" means income groups 2 and 3. "High income" means income group 4. These income constants have the effect of increasing the probability (due to the +2.0) that low income travelers will choose walk to transit and decreasing the probability (due to the -2.0) that high income travelers will choose walk to transit.

**Nesting coefficients**

As stated earlier, the NL model gives rise to a parameter which is not part of the MNL model: nesting coefficients. Nesting coefficients are often denoted by the Greek letter theta (θ, which we will use) or sometimes the Greek letter phi (Φ) or mu (μ). Nesting coefficients are known by a number of different terms, including logsum parameters, logsum coefficients, dissimilarity parameters, or inclusive value parameters. The nesting coefficients (θ) in a nested-logit mode choice model are a function of the underlying correlation between the unobserved components for pairs of alternatives in a nest, and they characterize the degree of substitutability between those alternatives. The values of the nesting constants should lie between 0 and 1, as indicated in Table 53.

[63] Bruce Williams, "Revised Calibration Results with Additional Revisions to Transit Components of Washington Regional Demand Forecasting Model" (presented at the Transit Modeling Meeting, held at the Metropolitan Washington Council of Governments, Washington, D.C., March 2, 2005), 5.

**Table 53 Interpretation of nesting coefficient values in nested-logit mode choice models**

| Nesting coefficient value | Implication |
|---|---|
| $0 < \theta < 1$ | The range of acceptable values for θ. Decreasing values of θ indicate increased substitution among alternatives in a nest. |
| $\theta = 0$ | Implies perfect correlation between pairs of alternatives in the nest |
| $\theta = 1$ | Zero correlation among mode pairs in the nest. This means the nested-logit (NL) model becomes a multinomial logit (MNL) model. |
| $\theta > 1$ | Reject the nested-logit model |

The TPB Ver. 2.3 NL mode choice model has seven nests, which are numbered as shown in Figure 15. The number of nesting coefficients in a nest is equal to the number of choices in each nest. The model has seven nests, but the number of choices in each nest varies from two to four. The total number of nesting coefficients in the model is 21. All the nesting coefficients in the TPB NL MC model have been set, by fiat, to a value of either 0.5 or 1.0, as can be seen in Figure 15. The nodes shown with a nesting coefficient value of 1.0 are those at the bottom of a tree (i.e., without any sub-nodes), which is effectively the same as having no nesting coefficient. By contrast, those nodes with nesting constants values of 0.5 are those which have sub-nodes. The top-level equivalent of the nesting coefficients can be calculated by multiplying the nesting coefficient values of the two layers, i.e., 0.5 * 0.5 = 0.25, which is in the range of what would be considered reasonable by the FTA.

**Nesting constants**

In general, the maximum number of alternative-specific constants is equal to the number of alternatives minus one (N - 1). In the case of the Version 2.3 mode choice model, since the model is market segmented by 20 geographic market areas, the maximum number of nesting constants per trip purpose is 20 * (15 – 1) = 280. Calibrating the nested-logit mode choice model essentially consists of estimating these nesting constant values.

### 6.4.4 Other details

Information about revised transit access coding conventions, transit path-building procedures, and the treatment of parking costs and terminal times can be found in the user's guide.

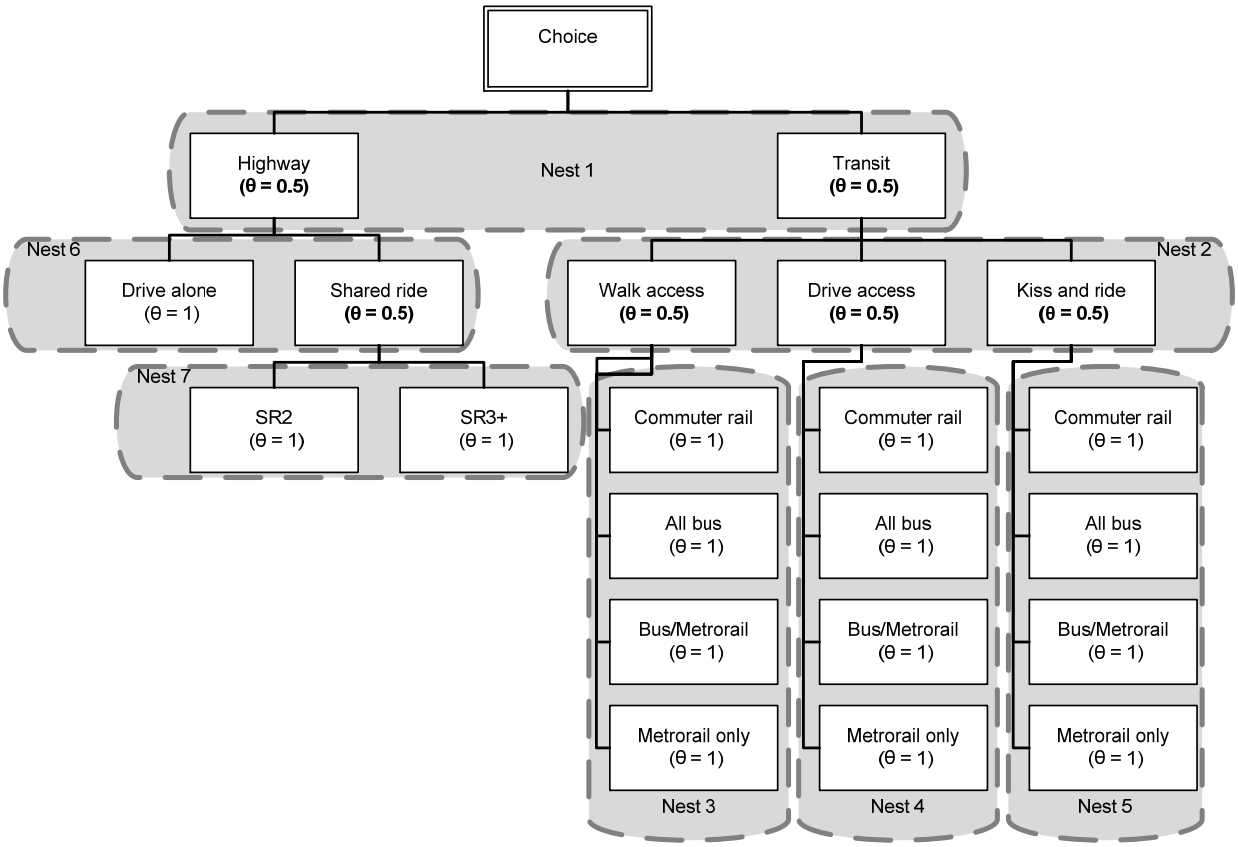


**Figure 15 Nesting coefficient values used in the TPB Ver. 2.3 NL mode choice model**

Ref: "I:\ateam\nest_log\test_nest_struct_v6_nests_v5.vsd"

## 6.5 Calibration process

In late June 2011, the TPB's models application staff began using the new Version 2.3 Travel Model in its first production use at COG, namely the air quality conformity (AQC) determination of the 2011 CLRP. This production work was first undertaken with "build" 27 of the model, i.e., Version 2.3.27. While performing this work, staff on the models application team noticed that the new model seemed to be underestimating high-occupancy vehicle (HOV) trips in the I-395/I-95 corridor in Virginia. Since the auto person trip targets used for the NLMC model calibration had come from the 2007/2008 HTS, it appeared that the HTS did not have a sufficient number of samples to adequately portray HOV behavior in that corridor. Consequently, TPB staff developed a way to adjust the HOV trips based on the 2000 CTPP data. After this adjustment was made, the mode choice model was re-calibrated and a new build of the travel model, #33, was created (i.e., Ver. 2.3.33). This section of the report documents the mode choice model calibration that was done following the HOV adjustment. The details of the latest mode choice model calibration can be found in a draft technical report.[64]

[64] Mark S. Moran, *TPB Version 2.3 Travel Model: Calibrating the nested-logit mode choice model after making adjustments to HOV auto person trip targets*, Draft Internal Technical Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, October 27, 2011).

To calibrate the TPB NLMC model, one assumes that the time and cost coefficients are known. One also assumes that the income constants and nesting coefficients are known. Thus, the calibration consists of finding a set of nesting constants that allow the NLMC model to most closely replicate the observed market shares (known as "targets"). An automated routine, implemented as a Fortran program named CALIBMS, is used to perform the calibration.[65] The output of the CALIBMS calibration process is a set of nesting constants (280 constants for each of the five trip purposes). Once one has run CALIBMS, one should ideally check the values of the output nesting constants to make sure that none of the constants is overly large. In cases where overly large nesting constants are found, their values should be overridden with more moderate values. Checking and possibly overriding the value of the output nesting constants is very time consuming, since it involves lots of professional judgment and there are no hard and fast rules dictating which values are too large. Consequently, for this current calibration effort, due to time limitations, the nesting constants estimated by CALIBMS have been taken as is and no override values have been used.

### 6.5.1 Observed data and calibration targets

A "calibration target" is a control total representing the number of person trips, for an average weekday, for each trip purpose (5), travel mode (15), and geographic market segment (20). Calibration targets can be divided into two groups: transit person trips and auto person trips. Our transit person trip calibration targets come from on-board transit surveys. Our auto person trip calibration targets come from the 2007/2008 HTS. Although it would be more consistent to get both transit person trip targets and auto person trip targets from one source, such as the HTS, the reality is that by using on-board transit surveys for the transit person trip targets, we were able to take advantage of more data (compare ca. 5,000 unweighted transit person trips in the HTS verus ca. 50,000 unweighted transit person trips in the on-board transit surveys; see Table 58). The HTS was used for the auto person trip targets, since it was the best known source of information. However, as stated ealier, it appears that the HTS did not have a sufficient number of samples to adequately portray HOV behavior in the I-95/I-395 corridor in Virginia. Consequently, TPB staff developed a way to adjust the HOV trips based on the 2000 CTPP data.

**Transit person trip targets**

The following on-board transit surveys were used to develop transit person trip targets:

- 2008 Metrorail Survey[66]
- 2008 Regional Bus Survey (supplemented by the Fairfax Connector Bus Survey)[67] [68] [69]

[65] AECOM Consult, Inc., *CALIBMS: Nested Mode Split Model Constant Calibrator for AEMS (AECOM Consult Mode Choice Computation Programs), Users Guide*, Draft report (AECOM Consult, Inc., June 2006).
[66] WB&A Market Research, "2008 Metrorail Passenger Survey", 2008.
[67] Robert E. Griffiths, "2008 Regional Bus Survey: Preliminary Results" (presented at the Travel Forecasting Subcommittee of the Technical Committee of the National Capital Region Transportation Planning Board, held at the Metropolitan Washington Council of Governments, Washington, D.C., May 22, 2009).
[68] NuStats, *2008 Regional Bus Survey: Draft Report* (Austin, Texas: Metropolitan Washington Council of Governments, June 2009).

- 2007-2008 On-Board Survey of Maryland Transit Administration (MTA) Riders, which would include survey information from riders of the Maryland Area Regional Commuter (MARC) train service[70]
- 2005 Virginia Railway Express (VRE) Passenger Survey[71]

Since the calibration year is 2007, it is preferable to have a survey from that year. In some cases this was not possible (e.g., no survey was conducted in 2007) or not desirable (e.g., a survey in another year was of better quality), or both. In the case of Metrorail, there was, in fact, a 2007 Metrorail Passenger Survey,[72] but it was believed that the 2008 survey had more complete information. For example, the 2008 survey, in contrast with the 2007 survey, included production-end mode of access to the first transit vehicle for every observation.[73] The 2008 Metrorail survey[74] was collected by WB&A, geocoded by Rummel, Klepper & Kahl, LLP (RK&K), and cleaned by Parsons Brinckerhoff (PB). The final survey included 35,966 records, which were expanded to 786,813 daily Metrorail trips (the average number of trips in September 2008).[75] Survey results were not factored to 2007 conditions, given the closeness of the two years.

Information about bus-only trips was obtained from the 2008 Regional Bus Survey (supplemented by the Fairfax Connector Bus Survey). Again, data was not explicitly factored to year-2007 conditions. Details can be found in a recent memo.[76] Commuter rail information was obtained from the 2007-2008 MTA survey (which included MARC commuter rail riders) and the 2005 VRE survey (which included VRE commuter rail riders). The MTA survey was collected by NuStats and provided to MWCOG by PB. The total number of MARC survey records after it was cleaned and geocoded by PB was 1,915, which were then expanded to 26,451 trips. Although VRE conducts a survey on an annual basis, the 2007 survey was "Deemed Statistically Invalid," according to the VRE website (http://www.vre.org/feedback/cs_survey/survey_results_index.htm). We have used the 2005 survey and factored the results to year-2007 conditions.[77] The transit person trip control totals ("targets") can be seen in Table 54.

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[69] Clara Reschovsky, *Analysis of 2008 Bus Survey Data, WMATA On-Board Survey*, Internal Report (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, June 30, 2010).

[70] NuStats, *Baltimore 2007-2008 On-Board Study: Final Report* (Austin, Texas: Maryland Transit Administration, December 2008).

[71] Virginia Railway Express, *2005 Passenger Survey* (Virginia Railway Express, n.d.), http://www.vre.org/feedback/cs_survey/survey_results_index.htm.

[72] WB&A Market Research, *2007 Metrorail Passenger Survey Final Report* (Washington Metropolitan Area Transit Authority, October 16, 2007).

[73] Mary Martchouk to Mark S. Moran, "Developing Transit Calibration Targets for 2007," Memorandum, June 2, 2010, 5.

[74] WB&A Market Research, "2008 Metrorail Passenger Survey."

[75] Martchouk to Mark S. Moran, "Developing Transit Calibration Targets for 2007."

[76] Mary Martchouk to Mark Moran, "Developing Bus-only Calibration Targets for 2007," Memorandum, August 17, 2010.

[77] Martchouk to Mark S. Moran, "Developing Transit Calibration Targets for 2007," 8–9.

**Table 54 Transit person trip control totals ("targets") for 2007, average weekday**

| | HBW (Peak) | HBS (Midday) | HBO (Midday) | NHBW (Midday) | NHBO (Midday) | TOTAL |
|---|---|---|---|---|---|---|
| WK-CR | 1,851 | 21 | 210 | 0 | 400 | 2,483 |
| PNR-CR | 16,645 | 0 | 259 | 0 | 208 | 17,112 |
| KNR-CR | 1,473 | 0 | 197 | 0 | 217 | 1,887 |
| ALL CR | 19,970 | 21 | 666 | 0 | 825 | 21,482 |
| WK-BUS | 171,836 | 18,432 | 87,043 | 23,685 | 16,226 | 317,222 |
| PNR-BUS | 15,966 | 81 | 3,029 | 354 | 1,522 | 20,953 |
| KNR-BUS | 4,554 | 199 | 2,004 | 1,425 | 880 | 9,063 |
| ALL BUS | 192,356 | 18,712 | 92,077 | 25,465 | 18,628 | 347,238 |
| WK-BUS/MR | 132,144 | 2,486 | 23,694 | 12,417 | 3,960 | 174,701 |
| PNR-BUS/MR | 27,525 | 112 | 2,700 | 1,482 | 560 | 32,379 |
| KNR-BUS/MR | 9,248 | 136 | 1,731 | 1,211 | 1,003 | 13,329 |
| ALL BUS/MR | 168,916 | 2,733 | 28,125 | 15,110 | 5,524 | 220,408 |
| WK-MR | 194,164 | 4,854 | 46,905 | 56,578 | 16,428 | 318,928 |
| PNR-MR | 137,984 | 469 | 15,658 | 7,270 | 1,562 | 162,943 |
| KNR-MR | 42,791 | 145 | 4,437 | 4,378 | 1,832 | 53,582 |
| ALL MR | 374,939 | 5,468 | 66,999 | 68,226 | 19,822 | 535,454 |
| **GRAND TOTAL** | **756,181** | **26,934** | **187,867** | **108,801** | **44,798** | **1,124,582** |

Ref: "I:\ateam\nest_log\calibms_2011-09hov\Mode_choice_targets2.xlsx"

**Auto person trip targets**

As stated earlier, the auto person trip targets have generally been developed from COG's 2007/2008 Household Travel Survey (HTS). In the beginning of 2011, the mode choice model was calibrated twice – first, to an observed auto person trip table and then, second, to a simulated auto person trip table that was based on the observed trip table from the HTS. In the first of these two calibrations, conducted in January 2011, the auto person trip targets were developed by loading the weighted HTS on a year-2007 highway network. In the second of these two calibrations, instead of using an observed trip table, TPB staff used a simulated trip table. A third re-calibration was done in April 2011 as part of an update to the Version 2.3 travel model (Ver2.3.17_3722TAZ). Finally, this is the forth re-calibration in 2011 of the mode choice model.

Table 55 shows the regional control totals for the auto person targets before the HOV adjustment was made. Table 56 shows the regional control totals for the auto person targets after the HOV adjustment was made. And Table 57 shows the difference in regional control totals for the auto person targets (after HOV adjustment minus before HOV adjustment).

**Table 55 Year-2007 auto targets from a simulated trip table: Before updating HOV trips**

| | HBW (Peak) | HBS (Midday) | HBO (Midday) | NHBW (Midday) | NHBO (Midday) | TOTAL |
|---|---|---|---|---|---|---|
| DRIVE ALONE | 2,488,139 | 1,310,755 | 2,142,698 | 1,172,254 | 1,261,823 | 8,375,669 |
| SR2 | 274,299 | 936,969 | 2,353,079 | 261,343 | 977,302 | 4,802,992 |
| SR3+ | 9,228 | 593,357 | 1,770,683 | 6,393 | 615,484 | 2,995,145 |
| **TOTAL AUTO** | **2,771,666** | **2,841,081** | **6,266,460** | **1,439,990** | **2,854,609** | **16,173,806** |

Sources:

O:\model_dev\Ver2.3.16_3722TAZ\Prepare_MC_Targets\Create_Targets_3722to7Mrkts.s

Create_Targets_3722to7Mrkts.s/txt

Ref: "I:\ateam\nest_log\calibms_2011-09hov\Mode_choice_targets2.xlsx"

**Table 56 Year-2007 auto targets from a simulated trip table: After updating HOV trips**

| | HBW (Peak) | HBS (Midday) | HBO (Midday) | NHW (Midday) | NHO (Midday) | TOTAL |
|---|---|---|---|---|---|---|
| DRIVE ALONE | 2,341,573 | 1,247,599 | 2,489,989 | 1,061,425 | 1,300,863 | 8,441,449 |
| SR2 | 311,741 | 866,266 | 1,998,391 | 210,143 | 895,477 | 4,282,018 |
| SR3+ | 119,813 | 727,923 | 1,778,874 | 169,857 | 658,899 | 3,455,366 |
| **TOTAL AUTO** | **2,773,127** | **2,841,788** | **6,267,254** | **1,441,425** | **2,855,239** | **16,178,833** |

Sources:

X:\modelRuns\fy12\Ver2.3.28\Prepare_MC_Targets\Create_Targets_3722to7Mrkts.s

X:\modelRuns\fy12\Ver2.3.28\Prepare_MC_Targets\Create_Targets_3722to7Mrkts.txt

Ref: "I:\ateam\nest_log\calibms_2011-09hov\Mode_choice_targets2.xlsx"

**Table 57 Year-2007 auto targets from a simulated trip table: Difference**

| | HBW (Peak) | HBS (Midday) | HBO (Midday) | NHW (Midday) | NHO (Midday) | TOTAL |
|---|---|---|---|---|---|---|
| DRIVE ALONE | -146,566 | -63,156 | 347,291 | -110,829 | 39,040 | 65,780 |
| SR2 | 37,442 | -70,703 | -354,688 | -51,200 | -81,825 | -520,974 |
| SR3+ | 110,585 | 134,566 | 8,191 | 163,464 | 43,415 | 460,221 |
| **TOTAL AUTO** | **1,461** | **707** | **794** | **1,435** | **630** | **5,027** |

Ref: "I:\ateam\nest_log\calibms_2011-09hov\Mode_choice_targets2.xlsx"

It is clear that HOV2 auto person trips (shared ride, 2-person: SR2) have increased for HBW, but decreased for the other four trip purposes. By contrast, HOV3+ auto person trips have increased for all five trip purposes.

**Comparison with the mode choice model calibration for the Version 2.2 Travel Model**

One key point to remember is that the NL MC model in the Version 2.3 travel model was calibrated using different data sources from those used to calibrate the multinomial-logit (MNL) mode choice

model in the Version 2.2 travel model. Thus the travel patterns in the calibration data are different. The Version 2.2 mode choice model was calibrated using the 1994 COG/TPB Household Travel Survey and validated using the 2000 Census Transportation Planning Package (CTPP). By contrast, the Version 2.3 mode choice model was calibrated to year-2007 conditions, with the primary data set being the 2008 Metrorail Survey. As for the Version 2.3 mode choice model, there was some debate over whether to use the 2007/2008 HTS or the most recent on-board transit surveys. It was decided to use the on-board transit surveys since they contained more observations. For example, the 2007/2008 HTS contained about 5,500 transit trip records[78] (and this survey was twice the size of the 1994 HTS – 11,000 households vs. 4,800 households). By contrast, the transit on-board surveys provided about 51,000 transit trip records, of which about 35,000 were from the Metrorail Survey (see Table 58).

**Table 58 Transit surveys used to calculate transit trip targets**

| Transit Survey | Submode Targets | Number of Records |
|---|---|---|
| 2008 Metrorail Survey | Metrorail, Metrorail/Bus | 34,852 |
| 2007 Bus Survey | Bus-only | 10,959 |
| 2007 MARC Survey (MTA Baltimore Transit Survey) | Commuter Rail | 1,594 |
| 2005 VRE Survey | Commuter Rail | 3,646 |
| **Total** | **All** | **51,051** |

## 6.5.2 Calibration results

Calibration results come in the form of both the nesting constants, which are the output of the CALIBMS process, and the resultant trips by mode coming from the calibrated model. Nesting constants are discussed first.

**Nesting constants**

The calibration result shown in this section of the report comes from the calibration to a simulated trip table, which was derived from the earlier calibration to an observed trip table, and which was adjusted so that HOV trips in the I-95/I-395 corridor would be closer to observed travel. The automated calibration process, which involves running AEMS and CALIBMS 105 times (21 times for each trip purpose), takes about 16 hours on a relatively new travel model server (TMS5).

The output of the calibration process is the set of nesting constants, which are shown on Table 59, Table 60, Table 61, Table 62 and Table 63 on pages 6-23 through 6-24. A positive nesting constant has the effect of increasing trips in the given category and a negative nesting constant has the effect of decreasing trips in the given category. The values shown on these five tables are "top-level equivalent" or "McFadden-style" nesting constants, as described later in this report.

[78] Mary Martchouk to Mark Moran, "Comparison of Transit Trips from 2007/2008 HTS to Transit Surveys," Memorandum, August 17, 2010.

**Table 59 Top-level equivalent nesting constants for HBW**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DC CORE / URBAN-DC CORE | DC CORE / URBAN-VA CORE | DC CORE / URBAN-URBAN | DC CORE / URBAN-OTHER | MD URBAN-DC CORE | MD URBAN-VA CORE | MD URBAN-URBAN | MD URBAN-OTHER | VA CORE / URBAN-DC CORE | VA CORE / URBAN-VA CORE | VA CORE / URBAN-URBAN | VA CORE / URBAN-OTHER | MD OTHER-DC CORE | MD OTHER-VA CORE | MD OTHER-URBAN | MD OTHER-OTHER | VA OTHER-DC CORE | VA OTHER-VA CORE | VA OTHER-URBAN | VA OTHER-OTHER |
| 1 | LOV | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2 | HOV2 | -0.6475 | -0.8885 | -0.7258 | -0.9290 | -0.7687 | -0.7366 | -0.8516 | -1.0610 | -0.7346 | -0.8955 | -0.9395 | -1.0988 | -0.8009 | -0.9175 | -1.0008 | -1.1245 | -1.0091 | -1.0527 | -1.2452 | -1.1986 |
| 3 | HOV3+ | -1.0368 | -1.1322 | -1.0351 | -1.2435 | -1.2138 | -1.3765 | -1.2834 | -1.3288 | -1.2215 | -1.2382 | -1.3203 | -1.3532 | -1.1325 | -1.2476 | -1.4153 | -1.4882 | -1.4039 | -1.4882 | -1.8867 | -1.7174 |
| 4 | WLK CR | 3.5226 | 3.7520 | 5.2652 | 0.5927 | 2.4165 | 1.5886 | 1.2664 | -0.2560 | 0.6870 | 0.9474 | 2.1387 | 0.1999 | 0.6617 | -0.9022 | -0.3731 | -1.3222 | -0.8786 | -0.4825 | -1.0120 | -2.4355 |
| 5 | WLK BUS | 3.3621 | 0.7368 | 4.4084 | 0.7443 | 0.8042 | -0.5625 | 0.9143 | 0.0040 | 1.7415 | 0.2990 | 0.9942 | -0.9730 | 0.4786 | 0.1050 | 0.5097 | -0.3769 | 0.0324 | 0.6315 | -0.0965 | -0.8282 |
| 6 | WLK BU/MR | 3.3594 | 2.9895 | 4.5288 | 0.6581 | 1.0518 | 0.4517 | 0.8046 | -0.2439 | 2.7286 | -0.1491 | 1.1228 | -0.7191 | 0.3402 | -0.1582 | 0.1727 | -0.7370 | 0.3058 | 0.4007 | 0.0755 | -1.2334 |
| 7 | WLK METRO | 3.7245 | 4.4161 | 6.6777 | 6.3964 | 3.3885 | 2.2606 | 2.1782 | 1.7391 | 7.0301 | 1.7313 | 5.3527 | 4.2353 | 2.5352 | 1.1731 | 2.0659 | 0.0001 | 3.5149 | 2.3678 | 2.7608 | 1.6577 |
| 8 | PNR CR | 1.7439 | 1.1563 | 2.0443 | 1.1578 | -0.1275 | -0.0741 | -1.3708 | -1.7033 | 0.8930 | -1.7066 | -0.9942 | -2.7197 | -0.2006 | -0.9141 | -1.2882 | -2.2732 | -1.2458 | -0.3778 | -1.0881 | -2.9333 |
| 9 | KNR CR | 0.9501 | -0.3696 | 1.0130 | 0.6870 | -0.8766 | -0.6199 | -2.7533 | -2.3325 | -0.1173 | -2.5799 | -1.7356 | -2.1574 | -1.7840 | -2.8841 | -2.5516 | -3.0663 | -2.5593 | -1.7863 | -2.3885 | -4.0106 |
| 10 | PNR BUS | 1.2296 | 1.1563 | 0.2375 | -0.7797 | -1.3329 | -0.0741 | -2.1327 | -1.4883 | 0.9620 | -1.3830 | -1.2903 | -2.1637 | -1.4998 | 0.2222 | -0.7523 | -2.0418 | -0.5947 | 0.1492 | -0.7623 | -3.7583 |
| 11 | KNR BUS | 0.3721 | -0.3696 | 0.0649 | -0.0819 | -0.7092 | -0.6199 | -1.6631 | -1.3812 | -0.1173 | -2.5799 | -1.7356 | -1.6621 | -2.3454 | -0.8670 | -1.4715 | -2.3484 | -1.6635 | -1.1464 | -1.7715 | -3.2251 |
| 12 | PNR BU/MR | 2.0549 | 1.3523 | 0.6590 | -0.3941 | 0.2423 | 0.0821 | -1.4609 | -1.9400 | 0.9445 | -1.7066 | -0.8751 | -2.7197 | 0.0624 | 0.2087 | -0.6898 | -1.9721 | -0.3605 | -0.1731 | -0.7226 | -3.1537 |
| 13 | KNR BU/MR | 1.4927 | 1.8540 | 1.2523 | -0.5941 | 0.8316 | -0.6199 | -0.9510 | -2.0382 | 2.0120 | -2.5799 | -1.7170 | -2.8128 | -1.0181 | -0.8589 | -1.4571 | -2.4166 | -1.4020 | -1.2014 | -1.6813 | -3.6261 |
| 14 | PNR METRO | 1.8423 | 1.3398 | 2.6326 | 1.1883 | 0.0417 | 0.1450 | -1.0457 | -1.2029 | 0.7958 | -1.2090 | -0.9391 | -0.4426 | 0.1423 | 0.5162 | -0.3259 | -1.8244 | -0.4196 | -0.1242 | -0.5981 | -2.2028 |
| 15 | KNR METRO | 0.0568 | -0.4652 | 1.0409 | 0.3674 | -0.9545 | -0.4838 | -1.6602 | -2.4586 | -0.1838 | -2.5074 | -1.5965 | -1.6178 | -0.6760 | -0.5804 | -0.8838 | -1.9996 | -0.9161 | -0.5918 | -0.9130 | -1.7239 |

Ref: "I:\ateam\nest_log\calibms_2011-09hov\newSegSumm5purps2007_2011-09.xlsx", sheet= NSTC2

**Table 60 Top-level equivalent nesting constants for HBS**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DC CORE / URBAN-DC CORE | DC CORE / URBAN-VA CORE | DC CORE / URBAN-URBAN | DC CORE / URBAN-OTHER | MD URBAN-DC CORE | MD URBAN-VA CORE | MD URBAN-URBAN | MD URBAN-OTHER | VA CORE / URBAN-DC CORE | VA CORE / URBAN-VA CORE | VA CORE / URBAN-URBAN | VA CORE / URBAN-OTHER | MD OTHER-DC CORE | MD OTHER-VA CORE | MD OTHER-URBAN | MD OTHER-OTHER | VA OTHER-DC CORE | VA OTHER-VA CORE | VA OTHER-URBAN | VA OTHER-OTHER |
| 1 | LOV | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2 | HOV2 | -0.2181 | 0.1246 | -0.3638 | -0.0280 | -1.8025 | 0.0000 | -0.2774 | -0.2092 | 0.0407 | 0.0875 | -0.2103 | -0.2743 | -0.5100 | 0.7810 | 0.0318 | -0.1004 | -0.1576 | -0.0820 | -0.1571 | 0.0266 |
| 3 | HOV3+ | -0.4391 | -0.6890 | -0.5409 | -0.1268 | -1.8024 | 0.0000 | -0.3380 | -0.4800 | -0.7497 | -0.0770 | -0.3778 | -0.6392 | -1.3217 | 0.5363 | -0.0827 | -0.1491 | -0.1809 | -0.0275 | -0.5797 | -0.0055 |
| 4 | WLK CR | -1.4928 | -3.3614 | -1.3004 | -1.5545 | -1.2625 | 3.4099 | -1.6224 | -3.5022 | -1.2153 | -2.8401 | -1.7222 | -3.3057 | -3.0106 | -2.3672 | -1.1163 | -1.7360 | -0.5315 | -13.6922 | -1.8627 | -2.4004 |
| 5 | WLK BUS | -1.3389 | -3.3614 | -1.4014 | -1.5289 | -1.7177 | 3.4099 | -1.5759 | -2.9079 | -1.2153 | -1.5160 | -2.0717 | -2.6120 | -1.7998 | -2.3672 | -1.0677 | -1.6711 | 0.1539 | -6.9792 | -2.1257 | -1.9842 |
| 6 | WLK BU/MR | -1.3277 | -3.3614 | -1.2434 | -2.3707 | -1.0285 | 3.4099 | -1.3290 | -3.5022 | -1.2153 | -2.8401 | -2.1495 | -3.3057 | -1.8744 | -0.7047 | -1.6500 | -2.8297 | -0.5315 | -13.6922 | -1.7785 | -15.5283 |
| 7 | WLK METRO | -1.8033 | -2.4159 | -1.1502 | -1.9728 | -1.3060 | 6.3627 | -2.1533 | -3.5499 | 0.0857 | -2.8401 | -0.9580 | -3.3057 | -3.0106 | -2.3672 | -0.8805 | -3.0810 | 2.0025 | -13.6922 | -0.7788 | -2.2279 |
| 8 | PNR CR | -3.3402 | -3.5711 | -3.9673 | -3.0870 | -4.0713 | 1.7768 | -4.3941 | -4.3462 | -2.5372 | -4.9591 | -5.9279 | -4.5681 | -2.6457 | -4.3471 | -4.5335 | -9.6759 | -2.4953 | -21.2351 | -6.9078 | -48.7669 |
| 9 | KNR CR | -4.5282 | -3.5711 | -3.7396 | -3.0870 | -4.0713 | 1.7768 | -4.3941 | -4.5472 | -4.1181 | -4.9591 | -3.8815 | -4.5681 | -2.8085 | -4.3471 | -4.8979 | -6.7078 | -3.8446 | -21.2740 | -5.9793 | -50.9109 |
| 10 | PNR BUS | -3.3402 | -3.5711 | -3.9673 | -3.0870 | -4.0713 | 1.7768 | -4.3941 | -4.3462 | -2.5372 | -4.9591 | -5.9279 | -4.5681 | -0.7967 | -4.3471 | -4.5335 | -6.4989 | -2.4953 | -16.9609 | -6.9078 | -43.5299 |
| 11 | KNR BUS | -4.5282 | -3.5711 | -3.4459 | -3.0870 | -4.0713 | 1.7768 | -4.3941 | -2.2755 | -4.1181 | -4.9591 | -3.8815 | -4.5681 | -2.8085 | -4.3471 | -4.8979 | -4.8555 | -3.8446 | -21.2740 | -5.9793 | -45.1316 |
| 12 | PNR BU/MR | -3.3402 | -3.5711 | -2.6245 | -3.0870 | -4.0713 | 1.7768 | -4.3941 | -4.3462 | -2.5372 | -4.9591 | -5.9279 | -4.5681 | -1.4084 | -4.3471 | -4.5335 | -9.6759 | -0.1697 | -21.2351 | -6.9078 | -48.7669 |
| 13 | KNR BU/MR | -4.5282 | -3.5711 | -3.0237 | -3.0870 | -4.0713 | 1.7768 | -4.3941 | -4.5472 | 0.5982 | -4.9591 | -3.8815 | -4.5681 | -1.6098 | -4.3471 | -3.5251 | -6.7078 | -3.8446 | -21.2740 | -5.9793 | -50.9109 |
| 14 | PNR METRO | -2.6756 | -3.5711 | -3.0172 | -3.0870 | -4.0714 | 1.7768 | -4.3941 | -4.3462 | -2.5372 | -4.9591 | -3.9481 | -4.5681 | -2.9740 | -4.3471 | -3.7347 | -9.6759 | -3.1030 | -21.2351 | -5.5357 | -48.7669 |
| 15 | KNR METRO | -4.3494 | -3.5711 | -4.4245 | -3.0870 | -4.0714 | 1.7768 | -4.3941 | -4.5472 | -4.1181 | -4.9591 | -3.8815 | -4.5681 | -3.0673 | -4.3471 | -4.7914 | -6.7078 | -3.8446 | -21.2740 | -5.9793 | -50.9109 |

Ref: "I:\ateam\nest_log\calibms_2011-09hov\newSegSumm5purps2007_2011-09.xlsx", sheet= NSTC2

**Table 61 Top-level equivalent nesting constants for HBO**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DC CORE / URBAN-DC CORE | DC CORE / URBAN-VA CORE | DC CORE / URBAN-URBAN | DC CORE / URBAN-OTHER | MD URBAN-DC CORE | MD URBAN-VA CORE | MD URBAN-URBAN | MD URBAN-OTHER | VA CORE / URBAN-DC CORE | VA CORE / URBAN-VA CORE | VA CORE / URBAN-URBAN | VA CORE / URBAN-OTHER | MD OTHER-DC CORE | MD OTHER-VA CORE | MD OTHER-URBAN | MD OTHER-OTHER | VA OTHER-DC CORE | VA OTHER-VA CORE | VA OTHER-URBAN | VA OTHER-OTHER |
| 1 | LOV | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2 | HOV2 | 0.0034 | -0.2118 | -0.0935 | -0.3155 | -0.2409 | 0.0000 | 0.0102 | 0.0339 | 0.0300 | 0.0250 | -0.0211 | -0.1062 | -0.1469 | -0.2942 | -0.1269 | 0.0255 | -0.3325 | 0.0512 | -0.1185 | 0.0285 |
| 3 | HOV3+ | -0.1795 | -0.4702 | -0.1578 | -0.3385 | -0.5435 | 0.0000 | -0.0795 | -0.1473 | -0.0615 | -0.0158 | -0.1036 | -0.1653 | -0.1659 | -0.0649 | -0.2046 | -0.0262 | -0.8013 | 0.0122 | -0.2453 | 0.0012 |
| 4 | WLK CR | 0.4667 | 0.1148 | -0.2602 | -0.0131 | 0.9060 | 5.8749 | -0.1976 | -1.2549 | 3.3086 | -1.1812 | -0.6963 | -0.6633 | 3.3733 | -0.1920 | -0.2506 | -1.1209 | 2.1275 | -0.1814 | -0.0266 | -1.1798 |
| 5 | WLK BUS | 0.4563 | -1.6518 | -0.1991 | -0.9584 | 0.0398 | 4.9872 | -0.4361 | -1.2518 | 1.2751 | -3.3999 | -1.3550 | -1.8236 | 0.4450 | -0.1920 | -0.1254 | -0.6810 | 1.7382 | -1.1023 | -0.7758 | -1.0207 |
| 6 | WLK BU/MR | 0.5675 | -0.2731 | -0.3744 | -1.0003 | 0.4680 | 6.2542 | -0.5338 | -1.5312 | 1.6494 | -2.9351 | -0.2677 | -1.4974 | -0.1028 | -0.6484 | -0.5055 | -0.9605 | 1.4764 | -1.2245 | 0.3266 | -2.6095 |
| 7 | WLK METRO | 0.4532 | 0.2791 | -0.3183 | -0.1886 | 1.3047 | 6.0828 | 0.3838 | -0.8687 | 3.9252 | -0.6841 | 0.2250 | 0.6455 | 0.6328 | 0.4117 | -0.6152 | -1.3785 | 3.1486 | 0.9706 | 1.4791 | -0.6079 |
| 8 | PNR CR | -0.8570 | -0.8819 | -2.1790 | -2.6533 | -1.5736 | 2.0556 | -2.9215 | -2.6526 | -0.2220 | -4.1839 | -4.3915 | -5.0254 | 0.1019 | -0.0277 | -1.5197 | -4.2895 | -0.6041 | -2.0205 | -2.1351 | -26.6494 |
| 9 | KNR CR | -2.2446 | -1.8904 | -3.0535 | 0.9144 | -2.4825 | 2.0556 | -4.2611 | -4.2814 | -1.1019 | -4.1839 | -4.5417 | -3.6492 | -1.4714 | -0.3236 | -1.7240 | -4.1518 | -1.3749 | -3.3118 | -2.6030 | -27.0285 |
| 10 | PNR BUS | -1.4624 | -0.8819 | -2.9743 | -1.5313 | -1.5736 | 2.0556 | -2.6022 | -0.4789 | -0.2220 | -4.1839 | -4.3915 | -5.0254 | 0.6523 | -0.0277 | -1.9082 | -3.3783 | 0.2861 | -3.2869 | -2.4818 | -24.6711 |
| 11 | KNR BUS | -1.4289 | -0.8449 | -2.7167 | -2.3011 | -2.4825 | 2.0556 | -3.2540 | -2.3793 | -1.1019 | -4.1839 | -3.3668 | -3.9663 | -1.7535 | -0.3236 | -1.6897 | -3.2278 | -1.3749 | -3.3118 | -2.2320 | -24.7543 |
| 12 | PNR BU/MR | -1.0877 | -0.8819 | -1.8439 | -2.6533 | 0.8838 | 2.0556 | -3.1864 | -2.6526 | 0.1410 | -4.1839 | -2.2474 | -5.0254 | 1.4849 | 2.4809 | -1.6573 | -11.0084 | 0.7202 | -1.0667 | -2.0080 | -29.6818 |
| 13 | KNR BU/MR | -0.3786 | -1.8904 | -2.8338 | -2.4146 | 0.2222 | 2.0556 | -4.2611 | -3.6220 | 2.6965 | -4.1839 | -4.5417 | -3.6492 | -0.5682 | 0.2620 | -1.9287 | -3.8595 | -0.5318 | -1.2663 | -2.1152 | -29.0856 |
| 14 | PNR METRO | -0.8001 | -0.8819 | -2.0472 | -1.4026 | -1.5222 | 2.0556 | -3.1023 | -2.6526 | -0.2270 | -4.1839 | -3.0119 | -2.3781 | -0.7699 | -0.1946 | -2.0897 | -4.1104 | -0.7710 | -1.9707 | -1.8295 | -13.6230 |
| 15 | KNR METRO | -2.5774 | -1.9117 | -3.2210 | -1.9281 | -2.5435 | 2.0556 | -4.2766 | -4.2814 | -1.6634 | -4.1839 | -4.0078 | -2.4149 | -1.9475 | -0.2336 | -2.6675 | -4.1282 | -1.4864 | -3.2991 | -2.5710 | -13.7843 |

Ref: "I:\ateam\nest_log\calibms_2011-09hov\newSegSumm5purps2007_2011-09.xlsx", sheet= NSTC2

**Table 62 Top-level equivalent nesting constants for NHW**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DC CORE / URBAN-DC CORE | DC CORE / URBAN-VA CORE | DC CORE / URBAN-URBAN | DC CORE / URBAN-OTHER | MD URBAN-DC CORE | MD URBAN-VA CORE | MD URBAN-URBAN | MD URBAN-OTHER | VA CORE / URBAN-DC CORE | VA CORE / URBAN-VA CORE | VA CORE / URBAN-URBAN | VA CORE / URBAN-OTHER | MD OTHER-DC CORE | MD OTHER-VA CORE | MD OTHER-URBAN | MD OTHER-OTHER | VA OTHER-DC CORE | VA OTHER-VA CORE | VA OTHER-URBAN | VA OTHER-OTHER |
| 1 | LOV | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2 | HOV2 | -2.4376 | -1.5657 | -2.0310 | -2.0077 | -3.8841 | 0.0000 | -2.2594 | -1.8822 | -2.4765 | -1.9004 | -2.1911 | -2.1279 | -3.6029 | -2.2104 | -2.7180 | -1.3908 | -3.9866 | -3.9037 | -2.7655 | -1.3649 |
| 3 | HOV3+ | -3.5455 | -1.9487 | -2.3634 | -3.2005 | -3.7904 | 0.0000 | -2.7406 | -2.3435 | -3.1951 | -2.4839 | -3.1260 | -3.0600 | -5.0775 | -4.2154 | -3.9865 | -1.9164 | -5.3697 | -6.0925 | -4.1766 | -1.9571 |
| 4 | WLK CR | -1.6903 | -0.4053 | -0.3370 | 1.7025 | -2.0220 | 6.2062 | -1.5944 | -0.1703 | -2.0894 | -1.0396 | -1.6799 | -0.8202 | -1.7455 | -0.9505 | -1.4634 | -0.3105 | -1.2490 | -3.3652 | -1.6986 | -1.2128 |
| 5 | WLK BUS | -1.9595 | -0.4053 | -0.4801 | -0.5447 | -1.8584 | 6.2062 | -1.5470 | 0.1920 | -2.0894 | -1.4982 | -1.9253 | -2.0126 | -2.0160 | -0.9505 | -1.2400 | -0.0919 | -2.3222 | -3.9255 | -2.6994 | -1.3645 |
| 6 | WLK BU/MR | -0.6114 | 1.7337 | 0.1905 | 0.3267 | -1.0794 | 8.8945 | -0.1273 | -0.0709 | -0.5114 | -0.6410 | -0.6534 | -1.2615 | -1.4502 | -0.0940 | -0.8682 | -0.8592 | -1.4804 | -3.1791 | -1.5834 | -0.2274 |
| 7 | WLK METRO | -1.7094 | -0.3752 | -0.2642 | 3.0591 | -2.1822 | 6.1449 | -1.9032 | -1.1478 | -1.9452 | -0.9863 | -1.7099 | 0.6712 | -1.7701 | -1.5237 | -2.2838 | -1.6032 | -0.4143 | -2.9653 | -0.1749 | 0.9161 |
| 8 | PNR CR | -2.6406 | -0.7167 | -1.6196 | 1.6398 | -3.3384 | 2.8065 | -3.6695 | -3.1487 | -2.2962 | -2.4258 | -3.7777 | -0.7243 | -2.9853 | -2.1610 | -2.9937 | -4.1550 | -2.4409 | -3.7939 | -4.2744 | -5.8461 |
| 9 | KNR CR | -3.4200 | -1.1675 | -2.2434 | -0.2994 | -4.4639 | 2.8065 | -3.7179 | -3.3772 | -3.7569 | -5.3010 | -5.6579 | -2.5389 | -3.9190 | -2.6049 | -3.0810 | -2.2037 | -3.5800 | -4.9894 | -4.5255 | -5.6336 |
| 10 | PNR BUS | -2.7937 | -0.7167 | -3.0221 | 0.4159 | -3.3384 | 2.8065 | -4.5837 | -3.1487 | -2.2962 | -2.4258 | -3.7777 | -1.6842 | -2.9853 | -2.1610 | -2.7769 | -4.3793 | -3.8261 | -5.4111 | -4.2744 | -5.1085 |
| 11 | KNR BUS | -2.8981 | -1.1675 | -1.5993 | -0.1074 | -4.4639 | 2.8065 | -2.6372 | -3.3772 | -3.7569 | -2.6255 | -3.2875 | -1.2885 | -2.8625 | -2.6049 | -2.0398 | -1.3391 | -3.5800 | -4.9894 | -4.5255 | -4.3488 |
| 12 | PNR BU/MR | -2.1902 | -0.7244 | -2.0208 | 0.0927 | -1.4416 | 2.8065 | -1.9062 | -3.1487 | -0.3921 | 0.1998 | -1.3897 | -1.3045 | 0.2511 | -2.1610 | -0.5615 | -3.8897 | -0.8536 | -1.7350 | -1.8885 | -6.0620 |
| 13 | KNR BU/MR | -1.1556 | -1.1675 | -0.8441 | -1.1516 | -4.4639 | 2.8065 | -1.2887 | -3.3772 | -2.3751 | -5.3010 | -5.6579 | -2.9415 | -2.1199 | -0.6721 | -1.6133 | -1.7721 | -2.3873 | -2.8043 | -2.9213 | -5.4754 |
| 14 | PNR METRO | -2.6848 | -0.6501 | -1.4107 | 2.2379 | -3.4506 | 2.8065 | -4.3716 | -2.6083 | -2.7644 | -1.9506 | -3.6536 | 0.0965 | -3.2444 | -2.1325 | -3.3581 | -4.0099 | -2.5813 | -3.7801 | -3.8424 | -5.8461 |
| 15 | KNR METRO | -3.7972 | -1.1531 | -2.7023 | -0.0656 | -4.4231 | 2.8065 | -5.4254 | -2.8775 | -3.8119 | -5.6346 | -5.9060 | -3.6840 | -4.0520 | -2.8441 | -4.0099 | -4.6996 | -3.2268 | -4.4158 | -4.2103 | -5.6336 |

Ref: "I:\ateam\nest_log\calibms_2011-09hov\newSegSumm5purps2007_2011-09.xlsx", sheet= NSTC2

**Table 63 Top-level equivalent nesting constants for NHO**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DC CORE / URBAN-DC CORE | DC CORE / URBAN-VA CORE | DC CORE / URBAN-URBAN | DC CORE / URBAN-OTHER | MD URBAN-DC CORE | MD URBAN-VA CORE | MD URBAN-URBAN | MD URBAN-OTHER | VA CORE / URBAN-DC CORE | VA CORE / URBAN-VA CORE | VA CORE / URBAN-URBAN | VA CORE / URBAN-OTHER | MD OTHER-DC CORE | MD OTHER-VA CORE | MD OTHER-URBAN | MD OTHER-OTHER | VA OTHER-DC CORE | VA OTHER-VA CORE | VA OTHER-URBAN | VA OTHER-OTHER |
| 1 | LOV | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2 | HOV2 | -2.2404 | -1.2452 | -1.3467 | -1.1410 | -3.1344 | 0.0000 | -1.1515 | -0.9380 | -2.5265 | -1.8987 | -1.5496 | -1.0076 | -2.2877 | 0.0000 | -1.3530 | -0.4546 | -3.3001 | -1.1960 | -1.7771 | -0.4119 |
| 3 | HOV3+ | -3.3165 | -2.7461 | -1.9886 | -2.0087 | -4.8406 | 0.0000 | -2.0389 | -1.7496 | -4.2143 | -3.0188 | -2.3954 | -1.5215 | -3.3084 | 0.0000 | -2.0412 | -0.7840 | -5.2859 | -1.8159 | -2.7387 | -0.7341 |
| 4 | WLK CR | -2.7103 | 14.4532 | -1.3012 | 3.8052 | -3.8066 | 5.6246 | -2.0853 | 0.8939 | 4.5942 | -2.7925 | -1.8710 | -0.5412 | 5.8333 | 5.8435 | 2.2363 | 0.4785 | -2.0189 | -2.8030 | -2.5317 | -2.2029 |
| 5 | WLK BUS | -2.7298 | 2.1756 | -1.3548 | -0.3841 | -3.6153 | 5.6246 | -1.9184 | -0.6535 | -0.6371 | -3.9149 | -2.5782 | -2.9590 | -2.9345 | 5.8435 | -1.5897 | -0.8081 | -2.0189 | -2.3898 | -3.1561 | -1.9266 |
| 6 | WLK BU/MR | -1.5929 | 14.6844 | -1.0196 | 0.2155 | -3.8372 | 5.6246 | -1.5135 | -0.7223 | 0.8046 | -2.7925 | -1.7510 | -2.9326 | -2.8937 | 5.8435 | -1.3104 | -2.1187 | -1.4854 | -1.4768 | -1.2410 | -8.5635 |
| 7 | WLK METRO | -2.8907 | 14.8040 | -1.2693 | 0.9272 | -3.8252 | 7.1431 | -2.6014 | -2.6241 | 5.3324 | -2.4153 | -1.3204 | -1.2713 | -3.7450 | 7.4533 | -2.8427 | -3.1104 | -0.6206 | -2.8030 | -2.3442 | -0.4109 |
| 8 | PNR CR | -3.2036 | 11.3868 | -2.7009 | 5.5366 | -5.1009 | 2.7278 | -4.4368 | -3.3171 | 0.1334 | -3.9554 | -3.2669 | -3.0443 | -1.4415 | 9.9027 | -2.0066 | -3.6171 | -2.7488 | -5.0527 | -5.0799 | -25.0794 |
| 9 | KNR CR | -4.0443 | 12.4264 | -2.9376 | 6.5793 | -5.8969 | 2.7278 | -4.5538 | -4.1205 | -1.7831 | -4.1493 | -3.8767 | -5.2161 | -3.0747 | 10.3516 | -2.9328 | -5.1200 | -3.2226 | -5.8118 | -5.3164 | -20.7873 |
| 10 | PNR BUS | -3.1549 | 11.3868 | -2.8778 | -1.7849 | -5.1009 | 2.7278 | -2.3237 | -3.3171 | 0.1334 | -3.9554 | -3.2669 | -3.0443 | -3.7766 | 9.0661 | -3.7922 | -1.9278 | -2.7488 | -5.0527 | -5.0799 | -19.6462 |
| 11 | KNR BUS | -2.9282 | 12.4264 | -2.4805 | -0.5501 | -5.8969 | 2.7278 | -3.2365 | -1.3829 | -1.7831 | -4.1493 | -3.8767 | -2.7129 | -3.7336 | 6.6043 | -2.9570 | -2.9143 | -3.2226 | -5.8118 | -5.3164 | -17.1340 |
| 12 | PNR BU/MR | -2.1972 | 11.3868 | -1.5707 | -1.7849 | -2.9949 | 2.7278 | -4.4368 | -3.3171 | 0.7842 | -3.9554 | -3.2669 | -3.0443 | -1.9992 | 19.2582 | -1.1466 | -3.6171 | -1.4001 | -5.0527 | -3.9203 | -25.0794 |
| 13 | KNR BU/MR | -2.8527 | 12.4264 | -1.7376 | -0.8011 | -5.8969 | 2.7278 | -4.5538 | -4.1205 | 2.6833 | 0.9938 | -1.7953 | -5.2161 | -2.4275 | 6.6043 | -1.1044 | -5.1200 | -1.4696 | -5.8118 | -5.3164 | -20.7873 |
| 14 | PNR METRO | -3.3138 | 12.0154 | -3.8882 | -1.6944 | -5.3412 | 2.7278 | -4.4368 | -3.3171 | 0.3752 | -3.9554 | -3.2669 | -3.0443 | -4.4164 | 5.3409 | -4.3497 | -3.6171 | -2.6974 | -4.3444 | -3.8118 | -25.0794 |
| 15 | KNR METRO | -4.4196 | 12.6442 | -3.3930 | -1.6450 | -5.8166 | 2.7278 | -5.0141 | -4.1205 | -2.6233 | -4.8077 | -5.3551 | -5.2161 | -5.2742 | 4.9954 | -4.4617 | -5.1200 | -3.7608 | -5.8118 | -4.2009 | -17.6239 |

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**Computing top-level nesting constants and calculating implied minutes of impedance**

As stated earlier, the default for the AEMS mode choice model application program is to use the McFadden UMNL model for coefficient values (specified in the AEMS control file using the COEF command) and the Daly NNNL model format for nesting coefficients and nesting constants (specified in the AEMS control file using the NSTC command). Consequently, one will often want to convert from the Daly-style nesting constant values to the McFadden-style nesting constant values (also known as "top-level" nesting constant values). This section of the report describes how to do this transformation, which is also done in formulas found on the spreadsheet page entitled "NSTCconst" found in the newSegSumm5purps*.xlsx Excel file.

To compute the top-level value of the nesting constants, we use the formula shown in Equation 11.

**Equation 11 Equation for calculating the top-level equivalent value of a nesting constant**

| Higher level constant = { (lower level nest constant) * (higher level nest coefficient) + (higher level nest constant) } and so on, up to top nest level |
|---|

To help illustrate this, we will perform a sample calculation. Figure 16 contains a nested-logit mode choice model with the same structure as the TPB NLMC model, but with hypothetical values for the nesting constants and nesting coefficients. Nest 4 is the PNR or drive-access to transit nest. The nesting constant values shown on the branches of the tree are in Daly format (e.g., the raw values that are produced by the CALIBMS program) and need to be converted to McFadden (top-level) format. Figure 16, the lower-level nesting constant for the PNR bus/Metrorail choice is -2.50368. To convert this value to its upper-level equivalent, we multiply it by the nesting *coefficient* of the next higher level (the PNR nest, which has a nesting coefficient value of 0.5). Then we add the nesting constant value of the PNR nest (-3.25564). Next, we multiply the result by the nesting coefficient of the next level up (the transit nest, whose nesting coefficient value is also 0.5). And finally, we add the nesting coefficient for the transit nest (3.01841), giving a result of 0.7647. This calculation can be seen below and on Figure 16.

Sample calculation:

PNR BU/MR (top level) = { (-2.50368)*(0.5) + (-3.25564) } * (0.5) + (3.01841) = 0.7647

In addition, to calculate the implied minutes of impedance, we divide the top-level constant value by the IVT coefficient, as shown in Equation 12.

**Equation 12 Equation for calculating the implied minutes of impedance of a top-level nesting constant**

| Implied minutes of impedance = (top level const) / IVT coefficient |
|---|

Thus, continuing with the example,

Implied minutes of impedance = 0.7647/-0.02128 = 35.9 minutes.

**Top-level constants are computed as follows**:

Higher level constant = { (lower level nest constant) * (higher level nest coefficient) + (higher level nest constant) } and so on, up to top nest level

**Sample calculations with hypothetical values**:

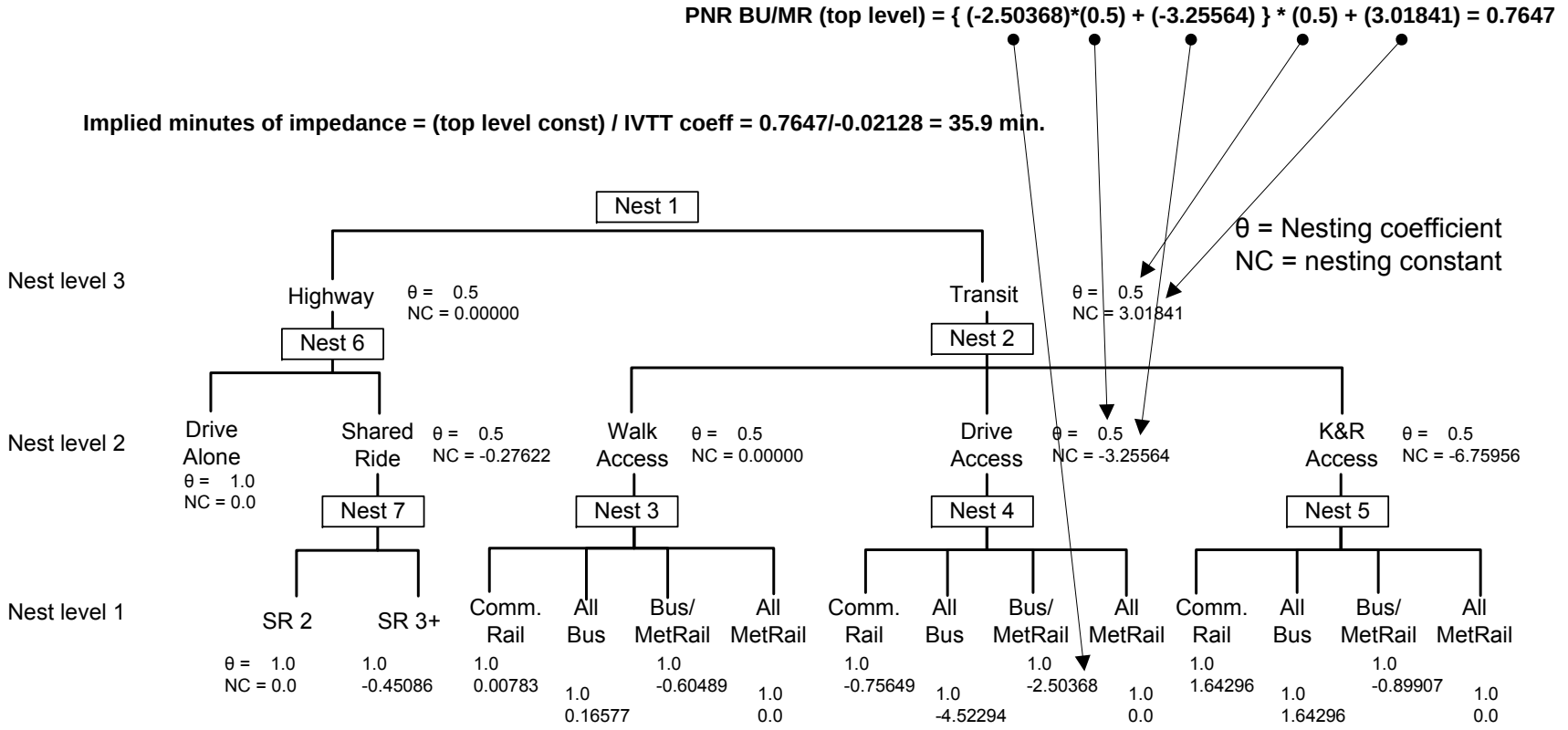


**Figure 16 Example of calculating top-level nesting constant values and implied minutes of impedance**

Ref: "I:\ateam\nest_log\NestedChoice_Struct4.vsd"

### Trips by mode

Table 64 shows person trips summarized by travel mode and trip purpose, summarized for all 20 geographic market segments. The total number of year-2007 estimated person trips is 17,330,543. The total number of year-2007 estimated transit person trips in Table 64 is 1,107,185, which is about 1.6% below the observed target value.

**Table 64 Person trips summarized by travel mode and trip purpose, summed for all 20 geographic market segments**

| | | HBW | | HBS | | HBO | | NHW | | NHO | | ALL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mode | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| All 20 Segments | DR ALONE | 2,341,574 | 2,360,603 | 1,247,598 | 1,250,215 | 2,489,986 | 2,492,548 | 1,061,426 | 1,063,213 | 1,300,863 | 1,303,491 | 8,441,447 | 8,470,070 |
| | SR2 | 311,741 | 315,351 | 866,268 | 868,063 | 1,998,390 | 2,000,328 | 210,142 | 210,410 | 895,478 | 897,067 | 4,282,019 | 4,291,219 |
| | SR3+ | 119,813 | 121,668 | 727,922 | 729,607 | 1,778,874 | 1,780,536 | 169,857 | 170,225 | 658,899 | 660,034 | 3,455,365 | 3,462,070 |
| | WK-CR | 1,849 | 1,809 | 21 | 77 | 210 | 399 | 0 | 407 | 400 | 368 | 2,480 | 3,059 |
| | WK-BUS | 171,834 | 176,138 | 18,433 | 16,784 | 87,044 | 86,047 | 23,685 | 24,067 | 16,224 | 15,907 | 317,220 | 318,944 |
| | WK-BU/MR | 132,142 | 138,821 | 2,487 | 2,709 | 23,696 | 23,882 | 12,417 | 12,330 | 3,960 | 4,248 | 174,702 | 181,989 |
| | WK-MR | 194,165 | 159,582 | 4,853 | 4,720 | 46,904 | 46,109 | 56,579 | 55,968 | 16,428 | 15,826 | 318,929 | 282,206 |
| | PNR-CR | 16,647 | 16,948 | 0 | 57 | 260 | 529 | 0 | 67 | 208 | 248 | 17,115 | 17,849 |
| | KNR-CR | 1,472 | 1,515 | 0 | 27 | 197 | 265 | 0 | 60 | 216 | 345 | 1,885 | 2,212 |
| | PNR-BUS | 15,967 | 16,325 | 82 | 684 | 3,030 | 3,127 | 355 | 409 | 1,523 | 1,625 | 20,957 | 22,169 |
| | KNR-BUS | 4,553 | 4,768 | 199 | 323 | 2,004 | 2,440 | 1,426 | 1,475 | 880 | 1,020 | 9,062 | 10,027 |
| | PNR-BU/MR | 27,525 | 27,972 | 112 | 467 | 2,700 | 3,086 | 1,482 | 1,462 | 559 | 687 | 32,378 | 33,673 |
| | KNR-BU/MR | 9,248 | 9,652 | 136 | 350 | 1,733 | 1,997 | 1,210 | 1,200 | 1,003 | 1,136 | 13,330 | 14,335 |
| | PNR-MR | 137,984 | 139,762 | 469 | 496 | 15,657 | 15,721 | 7,271 | 7,248 | 1,563 | 1,942 | 162,944 | 165,168 |
| | KNR-MR | 42,794 | 44,292 | 146 | 417 | 4,436 | 4,456 | 4,378 | 4,379 | 1,831 | 2,011 | 53,585 | 55,554 |
| | Total Person | 3,529,308 | 3,535,205 | 2,868,726 | 2,874,995 | 6,455,121 | 6,461,470 | 1,550,228 | 1,552,920 | 2,900,035 | 2,905,954 | 17,303,418 | 17,330,543 |
| | Total Transit | 756,180 | 737,582 | 26,938 | 27,111 | 187,871 | 188,058 | 108,803 | 109,072 | 44,795 | 45,362 | 1,124,587 | 1,107,185 |
| | Transit Pct | 21.4% | 20.9% | 0.9% | 0.9% | 2.9% | 2.9% | 7.0% | 7.0% | 1.5% | 1.6% | 6.5% | 6.4% |

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Table 65 shows the total person trips summarized by market segment. The model seems to replicate the observed data well at the geographic market segment level, which is not surprising, since the model was calibrated to the geographic market segments.

**Table 65 Total person trips summarized by market segment**

| Market | HBW | | HBS | | HBO | | NHW | | NHO | | ALL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| 1 | 134,401 | 134,443 | 19,489 | 19,516 | 87,614 | 87,638 | 73,639 | 73,702 | 40,293 | 40,326 | 355,436 | 355,625 |
| 2 | 12,048 | 12,052 | 2,259 | 2,263 | 9,262 | 9,263 | 8,584 | 8,592 | 1,963 | 1,959 | 34,116 | 34,129 |
| 3 | 79,327 | 79,375 | 85,883 | 85,882 | 290,451 | 290,407 | 87,235 | 87,404 | 109,738 | 109,835 | 652,634 | 652,902 |
| 4 | 50,639 | 51,001 | 43,584 | 44,229 | 83,410 | 83,779 | 57,228 | 57,477 | 46,839 | 48,080 | 281,700 | 284,565 |
| 5 | 27,134 | 27,140 | 1,951 | 1,949 | 11,089 | 11,090 | 4,712 | 4,720 | 3,567 | 3,574 | 48,453 | 48,473 |
| 6 | 2,690 | 2,690 | 32 | 149 | 183 | 874 | 192 | 637 | 35 | 174 | 3,132 | 4,525 |
| 7 | 34,407 | 34,463 | 31,704 | 31,724 | 87,461 | 87,468 | 32,336 | 32,367 | 36,942 | 36,985 | 222,850 | 223,007 |
| 8 | 28,197 | 28,310 | 29,115 | 29,247 | 63,122 | 63,256 | 26,792 | 26,831 | 39,057 | 39,204 | 186,283 | 186,849 |
| 9 | 52,353 | 52,362 | 2,285 | 2,291 | 16,151 | 16,141 | 11,905 | 11,913 | 2,986 | 2,983 | 85,680 | 85,690 |
| 10 | 16,258 | 16,259 | 8,202 | 8,203 | 21,647 | 21,647 | 16,987 | 16,986 | 7,613 | 7,613 | 70,707 | 70,708 |
| 11 | 40,690 | 40,744 | 53,655 | 53,749 | 119,875 | 119,902 | 44,977 | 45,013 | 45,523 | 45,611 | 304,720 | 305,018 |
| 12 | 37,238 | 37,308 | 33,573 | 33,746 | 68,500 | 68,685 | 33,800 | 33,876 | 39,006 | 39,318 | 212,117 | 212,933 |
| 13 | 253,810 | 253,898 | 9,499 | 9,632 | 62,394 | 62,457 | 18,619 | 18,741 | 12,216 | 12,428 | 356,538 | 357,156 |
| 14 | 31,972 | 31,992 | 1,250 | 1,272 | 8,456 | 8,469 | 2,700 | 2,713 | 295 | 803 | 44,673 | 45,250 |
| 15 | 255,819 | 256,817 | 65,623 | 66,141 | 257,639 | 258,249 | 51,200 | 51,505 | 71,695 | 72,349 | 701,976 | 705,059 |
| 16 | 1,153,303 | 1,155,451 | 1,377,580 | 1,378,889 | 2,935,938 | 2,938,054 | 575,180 | 575,774 | 1,411,540 | 1,412,393 | 7,453,541 | 7,460,562 |
| 17 | 177,725 | 177,806 | 6,142 | 6,342 | 39,527 | 39,584 | 9,448 | 9,530 | 2,441 | 2,588 | 235,283 | 235,850 |
| 18 | 48,637 | 48,645 | 6,448 | 6,468 | 22,379 | 22,394 | 6,951 | 6,968 | 4,190 | 4,205 | 88,605 | 88,681 |
| 19 | 162,085 | 162,713 | 45,211 | 46,140 | 127,689 | 128,316 | 28,602 | 28,712 | 32,517 | 33,007 | 396,104 | 398,888 |
| 20 | 930,575 | 931,736 | 1,045,241 | 1,047,163 | 2,142,334 | 2,143,798 | 459,141 | 459,459 | 991,579 | 992,516 | 5,568,870 | 5,574,673 |
| Total Person | 3,529,308 | 3,535,205 | 2,868,726 | 2,874,995 | 6,455,121 | 6,461,470 | 1,550,228 | 1,552,920 | 2,900,035 | 2,905,954 | 17,303,418 | 17,330,543 |
| Total Transit | 756,180 | 737,582 | 26,938 | 27,111 | 187,871 | 188,058 | 108,803 | 109,072 | 44,795 | 45,362 | 1,124,587 | 1,107,185 |
| Transit Pct | 21.4% | 20.9% | 0.9% | 0.9% | 2.9% | 2.9% | 7.0% | 7.0% | 1.5% | 1.6% | 6.5% | 6.4% |

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Table 66 shows *transit* person trips summarized by market segment. As stated before, at the regional level, the model appears to be underestimating total transit by about 1.6%. In terms of the five trip purposes, the estimated transit person trips for all five trip purposes match reasonably well at the regional level, with the largest discrepancy being a 2.5% underestimation of HBW transit person trips compared to the observed target.

**Table 66 Transit person trips summarized by market segment**

| Market | HBW | | HBS | | HBO | | NHW | | NHO | | ALL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| 1 | 121,156 | 121,179 | 2,516 | 2,519 | 32,693 | 32,702 | 29,816 | 29,856 | 9,430 | 9,440 | 195,611 | 195,696 |
| 2 | 10,475 | 10,399 | 145 | 144 | 3,142 | 3,130 | 4,281 | 4,292 | 1,880 | 1,818 | 19,923 | 19,784 |
| 3 | 71,016 | 70,358 | 6,941 | 6,940 | 41,914 | 41,908 | 24,992 | 25,043 | 11,535 | 11,545 | 156,398 | 155,795 |
| 4 | 20,938 | 18,330 | 1,238 | 1,254 | 5,028 | 5,032 | 6,633 | 6,433 | 2,681 | 2,751 | 36,518 | 33,801 |
| 5 | 20,376 | 20,133 | 202 | 201 | 3,493 | 3,477 | 2,089 | 2,094 | 467 | 468 | 26,627 | 26,372 |
| 6 | 1,753 | 1,739 | 32 | 126 | 183 | 773 | 192 | 581 | 35 | 153 | 2,195 | 3,372 |
| 7 | 15,410 | 15,271 | 900 | 898 | 6,656 | 6,633 | 2,084 | 2,087 | 1,014 | 1,015 | 26,064 | 25,905 |
| 8 | 6,056 | 5,953 | 390 | 391 | 2,659 | 2,663 | 1,901 | 1,904 | 1,056 | 1,061 | 12,062 | 11,972 |
| 9 | 46,277 | 45,188 | 197 | 196 | 7,689 | 7,575 | 5,427 | 5,431 | 2,540 | 2,442 | 62,130 | 60,832 |
| 10 | 7,160 | 7,086 | 247 | 253 | 938 | 930 | 2,977 | 2,976 | 586 | 585 | 11,908 | 11,830 |
| 11 | 20,454 | 18,903 | 1,397 | 1,386 | 5,681 | 5,648 | 4,626 | 4,633 | 2,260 | 2,251 | 34,418 | 32,821 |
| 12 | 5,473 | 4,851 | 466 | 476 | 1,991 | 1,966 | 1,703 | 1,685 | 374 | 375 | 10,007 | 9,353 |
| 13 | 122,128 | 118,903 | 377 | 392 | 11,153 | 11,117 | 4,701 | 4,731 | 966 | 987 | 139,325 | 136,130 |
| 14 | 14,072 | 13,967 | 27 | 28 | 1,436 | 1,433 | 493 | 496 | 295 | 715 | 16,323 | 16,639 |
| 15 | 68,062 | 66,519 | 1,779 | 1,792 | 16,478 | 16,521 | 3,984 | 4,013 | 2,077 | 2,096 | 92,380 | 90,942 |
| 16 | 42,095 | 42,095 | 5,444 | 5,450 | 21,809 | 21,825 | 4,505 | 4,510 | 3,970 | 3,981 | 77,823 | 77,862 |
| 17 | 76,030 | 72,423 | 218 | 218 | 7,192 | 7,078 | 3,220 | 3,202 | 753 | 786 | 87,413 | 83,707 |
| 18 | 21,412 | 20,955 | 21 | 32 | 1,061 | 1,052 | 676 | 677 | 123 | 126 | 23,293 | 22,843 |
| 19 | 41,081 | 39,395 | 597 | 601 | 6,262 | 6,193 | 1,838 | 1,803 | 871 | 884 | 50,649 | 48,876 |
| 20 | 24,756 | 23,933 | 3,804 | 3,811 | 10,413 | 10,403 | 2,665 | 2,625 | 1,882 | 1,883 | 43,520 | 42,655 |
| Total Transit | 756,180 | 737,582 | 26,938 | 27,111 | 187,871 | 188,058 | 108,803 | 109,072 | 44,795 | 45,362 | 1,124,587 | 1,107,185 |

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Table 67 shows transit person trips summarized by transit submode. It appears that Metrorail is slightly underestimated at the regional level, summed across all five trip purposes (502,928 versus 535,458 observed, or about 6%), whereas bus and bus/Metrorail are slightly overestimated at the regional level, by about 1% for bus and 4% for bus/Metrorail.

**Table 67 Transit person trips summarized by transit submode**

| | | HBW | | HBS | | HBO | | NHW | | NHO | | ALL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mode | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| | CR | 19,968 | 20,272 | 21 | 160 | 667 | 1,193 | 0 | 534 | 824 | 961 | 21,480 | 23,120 |
| | MR | 374,943 | 343,635 | 5,468 | 5,633 | 66,997 | 66,286 | 68,228 | 67,595 | 19,822 | 19,779 | 535,458 | 502,928 |
| | BUS | 192,354 | 197,231 | 18,714 | 17,791 | 92,078 | 91,615 | 25,466 | 25,951 | 18,627 | 18,552 | 347,239 | 351,140 |
| | BUS/MR | 168,915 | 176,444 | 2,735 | 3,526 | 28,129 | 28,965 | 15,109 | 14,992 | 5,522 | 6,070 | 220,410 | 229,997 |
| | Total Person | 3,529,308 | 3,535,205 | 2,868,726 | 2,874,995 | 6,455,121 | 6,461,470 | 1,550,228 | 1,552,920 | 2,900,035 | 2,905,954 | 17,303,418 | 17,330,543 |
| | Total Transit | 756,180 | 737,582 | 26,938 | 27,111 | 187,871 | 188,058 | 108,803 | 109,072 | 44,795 | 45,362 | 1,124,587 | 1,107,185 |
| | Transit Pct | 21.4% | 20.9% | 0.9% | 0.9% | 2.9% | 2.9% | 7.0% | 7.0% | 1.5% | 1.6% | 6.5% | 6.4% |

Table 68 shows transit person trips summarized by access mode to transit. At the regional level, when summed across all five trip purposes, transit person trips by the walk-access mode are underestimated by about 3%, but transit person trips by the PNR and KNR access modes are overestimated, by about 2% and 6% respectively.

**Table 68 Transit person trips summarized by access mode to transit**

| | | HBW | | HBS | | HBO | | NHW | | NHO | | ALL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mode | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| | WALK | 499,990 | 476,349 | 25,794 | 24,290 | 157,854 | 156,437 | 92,681 | 92,772 | 37,012 | 36,349 | 813,331 | 786,198 |
| | PNR | 198,123 | 201,006 | 663 | 1,704 | 21,647 | 22,462 | 9,108 | 9,185 | 3,853 | 4,502 | 233,394 | 238,859 |
| | KNR | 58,067 | 60,226 | 481 | 1,116 | 8,370 | 9,159 | 7,014 | 7,115 | 3,930 | 4,511 | 77,862 | 82,128 |
| | Total Person | 3,529,308 | 3,535,205 | 2,868,726 | 2,874,995 | 6,455,121 | 6,461,470 | 1,550,228 | 1,552,920 | 2,900,035 | 2,905,954 | 17,303,418 | 17,330,543 |
| | Total Transit | 756,180 | 737,582 | 26,938 | 27,111 | 187,871 | 188,058 | 108,803 | 109,072 | 44,795 | 45,362 | 1,124,587 | 1,107,185 |
| | Transit Pct | 21.4% | 20.9% | 0.9% | 0.9% | 2.9% | 2.9% | 7.0% | 7.0% | 1.5% | 1.6% | 6.5% | 6.4% |

# Chapter 7 Time-of-Day Model

The time-of-day model for the Version 2.3 travel model apportions daily vehicle trips among four modeled time-of-day periods, prior to the traffic assignment step. This chapter presents the details of the model and the development of the peaking factors. The actual peak-hour factors for the four time-of-day periods can be found on Table 77 on page 8-18.

## 7.1 Model Structure

The time-of-day model, which follows the mode choice model, addresses the temporal dimension of travel. The model distributes daily trips by purpose and mode to specific periods of the day, in preparation for the traffic assignment step. The four modeled time periods considered in the Version 2.3 model are defined as the AM peak period (6 – 9 AM), the midday period (9 AM – 3 PM), the PM peak period (3 PM – 7 PM) and the nighttime/early morning period (7 PM – 6 AM). Note that the AM peak period is defined as being three hour long (as it was in Version 2.2), but the PM peak period is now defined as being four hours long (compared to three hours in Version 2.2).[79]

The distribution of daily trips to specific time periods are made with time-in-motion factors developed from the 2007/2008 HTS. The factors, shown as Table 70, have been developed on the basis of purpose, mode, and directionality of the trip (with respect to the home-end and non-home ends of the trip). After applying the travel model, including the time-of-day-specific traffic assignment, it was found that the model was overestimating travel in the AM and PM peaks, and underestimating travel in the midday and night periods. Consequently, the time-of-day factors were adjusted so that the traffic assignment more closely matched the observed VMT. The resulting, adjusted time-of-day factors are shown in Table 71.

The truck and various non-modeled auto driver travel markets are also converted from daily trip tables to the four time periods using a system of temporal factors. The factors are summarized in Table 69.

[79] Mark S. Moran to Ronald Milone, "Choosing the breakpoints for and duration of time-of-day periods used in the Version 2.3 travel model," Memorandum, October 21, 2010.

**Table 69 Version 2.3 Temporal Factors (Percentages) For Truck and Non-Modeled Travel Markets**

| Time Period | Travel Market | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Comm. Vehicle | Medium Truck | Heavy Truck | X-X Auto Dr | Taxi Auto Dr | Tourist Auto Dr | School Auto Dr | Airport Auto Dr |
| **AM** | 18.70 | 25.00 | 20.00 | 18.70 | 18.70 | 18.70 | 18.70 | 23.10 |
| **MD** | 32.63 | 45.00 | 50.00 | 32.63 | 32.63 | 32.63 | 32.63 | 36.57 |
| **PM** | 32.89 | 20.00 | 10.00 | 32.89 | 32.89 | 32.89 | 32.89 | 25.38 |
| **NT** | 15.78 | 10.00 | 20.00 | 15.78 | 15.78 | 15.78 | 15.78 | 14.95 |

Note: Medium & Heavy truck factors were updated as part of the truck modeling update

The temporal factors shown for medium and heavy trucks were recently updated as part of the revised truck modeling effort.[80] The remaining temporal factors were based on professional judgment. The directional splits for the above auto trips are 50/50 (all time periods). The directional X/I and IX split for external commercial and truck trips 70/30, 30/70, and 50/50, for the AM, PM, and off-peak periods, respectively.

In application, these factors are assumed to remain *constant* over time. Although it is reasonable to expect, that congestion will encourage traffic spreading from the AM and PM periods to the off-peak, the peak spreading phenomenon is complex and not well understood in the profession. Instead of addressing this issue in the regional model, TPB accounts for peak spreading issues in its travel model post-processor (also known as the mobile emissions post processor), where hourly volume and speed estimates are formulated.[81]

[80] Allen, *Development of a Model for Truck Trips*.

[81] Hamid Humeida, "Emissions post processor used for the Air Quality Conformity Determination of the 2008 CLRP and the FY2009-2014 TIP," Memorandum, April 27, 2009; Ronald Milone and Hamid Humeida to Files, "Mobile Emissions Post-Processor Description and Results," Memorandum, May 26, 2009.

**Table 70 Initial, Household Travel Survey-based temporal travel distributions by purpose, mode, and direction**

| Purpose | Mode | Direction | AM | MD | PM | NT |
|---|---|---|---|---|---|---|
| HBW | Auto Driver | Home-NonHome | 66.53 | 19.99 | 4.17 | 9.31 |
| | | NonHome-Home | 1.41 | 8.16 | 70.77 | 19.66 |
| | Drive Alone | Home-NonHome | 67.06 | 19.69 | 3.89 | 9.36 |
| | | NonHome-Home | 1.59 | 8.20 | 69.67 | 20.54 |
| | Carpool Person | Home-NonHome | 58.06 | 25.85 | 7.90 | 8.19 |
| | | NonHome-Home | 0.25 | 8.69 | 75.95 | 15.11 |
| | Transit | Home-NonHome | 74.63 | 16.70 | 0.81 | 7.86 |
| | | NonHome-Home | 0.19 | 2.78 | 79.88 | 17.15 |
| HBS | Auto Driver | Home-NonHome | 15.43 | 41.71 | 28.17 | 14.69 |
| | | NonHome-Home | 1.49 | 32.12 | 38.24 | 28.15 |
| | Drive Alone | Home-NonHome | 20.84 | 43.46 | 22.08 | 13.62 |
| | | NonHome-Home | 2.10 | 33.17 | 39.24 | 25.49 |
| | Carpool Person | Home-NonHome | 6.38 | 37.49 | 40.09 | 16.04 |
| | | NonHome-Home | 0.30 | 29.26 | 35.89 | 34.55 |
| | Transit | Home-NonHome | 35.42 | 43.24 | 14.49 | 6.85 |
| | | NonHome-Home | 0.36 | 25.76 | 38.85 | 35.03 |
| HBO | Auto Driver | Home-NonHome | 24.26 | 38.71 | 25.24 | 11.79 |
| | | NonHome-Home | 6.96 | 27.53 | 35.58 | 29.93 |
| | Drive Alone | Home-NonHome | 22.43 | 42.19 | 23.05 | 12.33 |
| | | NonHome-Home | 9.34 | 29.41 | 31.68 | 29.57 |
| | Carpool Person | Home-NonHome | 33.57 | 30.60 | 26.06 | 9.77 |
| | | NonHome-Home | 2.37 | 22.94 | 45.92 | 28.77 |
| | Transit | Home-NonHome | 41.28 | 41.23 | 13.20 | 4.29 |
| | | NonHome-Home | 0.52 | 23.33 | 43.54 | 32.61 |
| NHW | Auto Driver | Home-NonHome | 12.33 | 43.14 | 38.80 | 5.73 |
| | | NonHome-Home | 12.33 | 43.14 | 38.80 | 5.73 |
| | Drive Alone | Home-NonHome | 12.93 | 42.82 | 38.36 | 5.89 |
| | | NonHome-Home | 12.93 | 42.82 | 38.36 | 5.89 |
| | Carpool Person | Home-NonHome | 12.46 | 41.92 | 39.87 | 5.75 |
| | | NonHome-Home | 12.46 | 41.92 | 39.87 | 5.75 |
| | Transit | Home-NonHome | 17.35 | 24.71 | 51.08 | 6.86 |
| | | NonHome-Home | 17.35 | 24.71 | 51.08 | 6.86 |
| NHO | Auto Driver | Home-NonHome | 4.07 | 55.33 | 29.87 | 10.73 |
| | | NonHome-Home | 4.07 | 55.33 | 29.87 | 10.73 |
| | Drive Alone | Home-NonHome | 4.92 | 57.58 | 28.17 | 9.33 |
| | | NonHome-Home | 4.92 | 57.58 | 28.17 | 9.33 |
| | Carpool Person | Home-NonHome | 3.69 | 47.29 | 35.48 | 13.54 |
| | | NonHome-Home | 3.69 | 47.29 | 35.48 | 13.54 |
| | Transit | Home-NonHome | 5.92 | 39.82 | 45.49 | 8.77 |
| | | NonHome-Home | 5.92 | 39.82 | 45.49 | 8.77 |

Ref: I:\ateam\docum\FY11\Ver2.3\modelDoc\01_calib\todcomp_2008HTS_V23.xlsx

**Table 71 Final temporal travel distributions by purpose, mode, and direction**

| Purpose | Mode | Direction | AM | MD | PM | NT |
|---|---|---|---|---|---|---|
| HBW | Auto Driver | Home-NonHome | 57.88 | 22.89 | 3.76 | 15.47 |
| | | NonHome-Home | 1.14 | 8.73 | 59.62 | 30.51 |
| | Drive Alone | Home-NonHome | 58.38 | 22.56 | 3.50 | 15.56 |
| | | NonHome-Home | 1.28 | 8.72 | 58.32 | 31.68 |
| | Carpool Person | Home-NonHome | 50.09 | 29.35 | 7.07 | 13.49 |
| | | NonHome-Home | 0.21 | 9.59 | 66.01 | 24.19 |
| | Transit | Home-NonHome | 66.36 | 19.55 | 0.74 | 13.35 |
| | | NonHome-Home | 0.16 | 3.06 | 69.35 | 27.43 |
| HBS | Auto Driver | Home-NonHome | 12.09 | 43.04 | 22.89 | 21.98 |
| | | NonHome-Home | 1.10 | 30.82 | 28.90 | 39.18 |
| | Drive Alone | Home-NonHome | 16.42 | 45.06 | 18.03 | 20.49 |
| | | NonHome-Home | 1.57 | 32.31 | 30.10 | 36.02 |
| | Carpool Person | Home-NonHome | 4.99 | 38.58 | 32.49 | 23.94 |
| | | NonHome-Home | 0.21 | 27.13 | 26.20 | 46.46 |
| | Transit | Home-NonHome | 29.42 | 47.26 | 12.46 | 10.86 |
| | | NonHome-Home | 0.25 | 23.98 | 28.47 | 47.30 |
| HBO | Auto Driver | Home-NonHome | 19.58 | 41.12 | 21.11 | 18.19 |
| | | NonHome-Home | 5.07 | 26.41 | 26.87 | 41.65 |
| | Drive Alone | Home-NonHome | 17.89 | 44.28 | 19.05 | 18.78 |
| | | NonHome-Home | 6.81 | 28.18 | 23.91 | 41.10 |
| | Carpool Person | Home-NonHome | 28.09 | 33.70 | 22.60 | 15.61 |
| | | NonHome-Home | 1.76 | 22.35 | 35.23 | 40.66 |
| | Transit | Home-NonHome | 35.16 | 46.21 | 11.65 | 6.98 |
| | | NonHome-Home | 0.37 | 22.15 | 32.56 | 44.92 |
| NHW | Auto Driver | Home-NonHome | 10.26 | 47.22 | 33.44 | 9.08 |
| | | NonHome-Home | 10.26 | 47.22 | 33.44 | 9.08 |
| | Drive Alone | Home-NonHome | 10.75 | 46.85 | 33.05 | 9.35 |
| | | NonHome-Home | 10.75 | 46.85 | 33.05 | 9.35 |
| | Carpool Person | Home-NonHome | 10.39 | 46.01 | 34.45 | 9.15 |
| | | NonHome-Home | 10.39 | 46.01 | 34.45 | 9.15 |
| | Transit | Home-NonHome | 14.97 | 28.06 | 45.68 | 11.29 |
| | | NonHome-Home | 14.97 | 28.06 | 45.68 | 11.29 |
| NHO | Auto Driver | Home-NonHome | 3.17 | 56.75 | 24.12 | 15.96 |
| | | NonHome-Home | 3.17 | 56.75 | 24.12 | 15.96 |
| | Drive Alone | Home-NonHome | 3.85 | 59.34 | 22.86 | 13.95 |
| | | NonHome-Home | 3.85 | 59.34 | 22.86 | 13.95 |
| | Carpool Person | Home-NonHome | 2.89 | 48.41 | 28.60 | 20.10 |
| | | NonHome-Home | 2.89 | 48.41 | 28.60 | 20.10 |
| | Transit | Home-NonHome | 4.85 | 42.88 | 38.57 | 13.70 |
| | | NonHome-Home | 4.85 | 42.88 | 38.57 | 13.70 |

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# Chapter 8 Traffic Assignment/Feedback

The traffic assignment step is used to load a trip table onto the highway network in order to produce network link flows and speeds. The traffic assignment process of the Version 2.3 model is detailed in this chapter.

## 8.1 Updated features

Table 72 compares how traffic assignment features have changed from Version 2.2 to Version 2.3. Following the table is 1) a brief discussion of some of these items, and 2) more detailed descriptions of some features.

**Table 72 A comparison of traffic assignment features in the Version 2.2 and 2.3 travel models**

| Feature | Version 2.2 | Version 2.3 |
|---|---|---|
| Methodology | Static, user equilibrium traffic assignment | Same |
| Algorithm | Frank-Wolfe | Bi-conjugate Frank-Wolfe |
| Volume delay function | Conical | Same |
| Queuing delay function | Yes, sigmoid curve | None |
| User classes | 5 | 6 (added commercial vehicles) |
| Time of day periods | AM, PM, off peak | AM, PM, midday, and night time |
| Number of time-of-day/user-class traffic assignments | 5 (See Figure 18) | 6 (See Figure 19) |
| Convergence criterion | 60 user equilibrium iterations per time-of-day period | A relative gap of $10^{-3}$ (0.001) or 300 user equilibrium iterations, whichever is attained first |
| Speed feedback iterations | 7 (pump prime, i1, i2, i3, i4, i5, i6) | 5 (pump prime, i1, i2, i3, i4) |
| Two-step traffic assignment (see section 8.3 on page 8-3) | Yes | Yes |
| Double run of the travel model to address Northern Virginia HOV/HOT lane policy (see section 8.4 on page 8-7 ) | Yes | Yes |
| Number of zone-to-zone interchanges | $2{,}191^2$ = 4,800,481 | $3{,}722^2$ = 13,853,284<br>(increased by a factor of 2.86 or 186%) |
| Free-flow capacity and speed lookup tables | | Updated |

The Version 2.3 travel model traffic assignment process uses a static, user-equilibrium traffic assignment, implemented with a Frank-Wolfe algorithm. The bi-conjugate Franke-Wolfe algorithm, which yields faster convergence and run times, was used in the initial model tests. However, after implementation of distributed processing (Cube Cluster), it was found to yield different results with and without distributed processing. If the issue can be resolved by the software vendor, TPB staff plans to revert back to using the bi-conjugate Frank-Wolfe algorithm in the Version 2.3 travel model. The Version 2.3 traffic assignment uses a conical volume delay function, but foregoes the queuing delay function that had been added to the Version 2.2 travel model (see discussion later in the chapter). Whereas the

Version 2.2 traffic assignment process used five user classes, the Version 2.3 model uses six user classes (commercial vehicles is now its own user class). For the Version 2.2 traffic assignment, the convergence/stopping criterion was simply to stop after 60 user equilibrium (UE) iterations. In Version 2.3, there is a dual convergence/stopping criterion: attain a relative gap of $10^{-3}$ (0.001) or 300 user equilibrium iterations, whichever comes first. This means that the Version 2.3 traffic assignment reaches a more converged solution than was the case with Version 2.2 and it also means that the six user classes should be similarly converged if the assignment stops after reaching the relative gap stopping criterion. By contrast, in Version 2.2, since each user class went to 60 UE iterations, some of the five were more converged than others, as is shown later in this chapter.

The Version 2.3 traffic assignment continues to use both the two-step traffic assignment and the double run of the travel model to address Northern Virginia HOV/HOT lane policy, both of which are discussed in greater detail later in this chapter. The maximum TAZ number has increased from 2,191 to 3,722, a 70% increase. However, traffic assignment run times scale with the matrix size, so there has been an increase of 186% or a factor of 2.86. In the past, half of the model run time was spent on traffic assignment. Although we have not computed what this percentage is for the new model, we do know that a typical run time for the entire Version 2.2 travel model (traffic assignment and other steps) on our travel model server was about 18 hours and the new model takes about 80 hours (a factor of 4.4). If the model is distributed over 4 cores (using Cube Cluster as discussed in the User's Guide), model run time decreases to 47 hours. The increased run times are primarily due to the increased size of the matrices, the increased convergence in traffic assignment, the addition of a sixth user class in traffic assignment, and the fact that we now use four time-of-day periods (up from the previous three). For reference when model run times are discussed, the specifications or "specs" of the travel model server used by the models development staff (TMS3) are shown in Table 73.

**Table 73 Specs of travel model server tms3**

| Item | Spec |
|---|---|
| Processor name and speed | Intel Xeon W5580 CPU @ 3.20GHz |
| Number of processors in system | 2 |
| Active cores per processor | 4 |
| Total number of cores | 8 |
| L2 Cache | 4 x 256 KB |
| System Bus Frequency | 133 MHz |
| Memory | 4.0 GB |
| Hard drive | Network attached storage (NAS, O drive), 1.99 TB |
| Operating system | Windows Server Standard, SP2, 32-bit |

Ref: O:\model_dev\computer_specs_2011-01.xlsx

## 8.2 Model structure

The traffic assignment step is executed five times during a given model run. The first assignment is called the "pump prime" traffic assignment. The last four traffic assignments, which occur as part of the speed feedback loop, are called iteration 1, 2, 3, and 4. For each of the five traffic assignments, there are actually four individual traffic assignments, one for each time-of-day period:

- AM peak period (3 hours: 6:00 AM to 9:00 AM)
- Midday period (6 hours: 9:00 AM to 3:00 PM)
- PM peak period (4 hours: 3:00 PM to 7:00 PM)
- Night/early morning period (11 hours: 7:00 PM to 6:00 AM)

The trips loaded in each time period are composed of all purposes, as allocated by the time-of-day model. The trip tables that are loaded to the network are segmented into six user classes:

1. Single-occupant vehicles (SOVs)
2. Two-occupant HOVs
3. Three or more-occupant HOVs
4. Commercial vehicles
5. Medium/heavy truck
6. Airport auto driver

In Version 2.2, there were only five user classes, since the commercial vehicles category was grouped with medium/heavy truck. The primary reason for distinguishing truck markets is to allow for the option of using passenger car equivalents (PCEs) in the traffic assignment process. The use of PCE's has not yet been implemented, but they will be considered in future developmental work.

## 8.3 Two-step traffic assignment

To better understand the two-step assignment, it is necessary to discuss its development as part of the Version 2.2 travel model. The Version 2.2 traffic assignment process prior to the fall of 2008 consisted of three separate assignment executions: AM peak period, PM peak period, and the off-peak period (See Figure 17). The stopping criterion used was a fixed number UE iterations per time period (i.e., 60). To respect the various highway path options and prohibitions in the Washington region, five separate markets or "user classes" (trip tables) were loaded during each assignment execution:

1. Single-occupant vehicles, including commercial vehicles (SOV),
2. 2-occupant vehicles (HOV2),
3. 3+occupant vehicles (HOV3+),
4. Trucks (medium and heavy), and
5. Airport passenger vehicles.

| | # UE Iterations | Period | Trip Markets Assigned |
|---|---|---|---|
| Assignment 1 | 60 | AM | 1 SOV<br>2 HOV 2-Occ.<br>3 HOV 3+-Occ.<br>4 Trucks<br>5 Airport Pax |
| Assignment 2 | 60 | PM | 1 SOV<br>2 HOV 2-Occ.<br>3 HOV 3+-Occ.<br>4 Trucks<br>5 Airport Pax |
| Assignment 3 | 60 | Off-Peak | 1 SOV<br>2 HOV 2-Occ.<br>3 HOV 3+-Occ.<br>4 Trucks<br>5 Airport Pax |

**Figure 17 Traffic assignment in the Version 2.2 Travel Model prior to fall 2008: three assignments, each with five market segments (user classes), resulting in 180 user equilibrium iterations**

Source: Ronald Milone and Mark Moran, "TPB Models Development Status Report" (Presentation at the Travel Forecasting Subcommittee presented at the Travel Forecasting Subcommittee, Washington, D.C., November 21, 2008).

This type of assignment is known as a multi-class assignment. Although separate link volumes are developed for each of the five markets, the final loaded links file ultimately contains total volumes, speeds, and volume-to-capacity (V/C) ratios for each time period. The Version 2.2 travel model includes a speed feedback loop. The AM and off-peak SOV restrained times resulting from the traffic assignment step are fed back into trip generation (via transit accessibility), trip distribution, and mode choice. In standard application of the travel model, the four-step process is executed a total of seven times, hence seven traffic assignments.[82] The first of these traffic assignments is known as the "pump prime" assignment, since it primes the pump, or gets the process started. The pump prime assignment uses free-flow link speeds (based on a lookup table) and exogenous mode choice percentages (i.e., the mode choice model is not run). In the six subsequent applications of the four-step model, congested link speeds are used and the mode choice model is executed. A link-level "method of successive averaging" (MSA) process is applied after each successive highway assignment process to ensure that highway volumes (and hence speeds) will stabilize. The MSA averaging is performed on the basis of total (non-segmented) link volumes, and is performed individually for each time period.

In the fall of 2008, as part of air quality conformity work, the traffic assignment process was modified to improve the assignment of HOV/HOT traffic on the Capital Beltway in Virginia and the I-395 Shirley

[82] The total number of all-or-nothing traffic assignments is 1,260 (= 7 speed feedback loops x 3 time-of-day periods x 60 UE iterations). Traffic assignment accounts for over half of the model run time.

Highway.[83] The previous process, describe above included three traffic assignments by time period with five user classes, resulting in 180 UE iterations per speed feedback iteration, or 1,260 UE iterations per model run. The revised process, shown in Figure 18, splits the AM traffic assignment into two parts: non-HOV 3+ (i.e., SOV, HOV2, trucks, and airport passengers) and HOV 3+. Similarly, the PM traffic assignment is also split into the same two parts: non-HOV 3+ and HOV3+. This new traffic assignment process is sometimes referred to as the "two-step assignment," since it splits the AM and PM assignment each into two parts.[84] The result is five (not three) traffic assignments, with either four, one, or five user classes, depending on which assignment is being conducted. The fifth traffic assignment, representing the off-peak period, includes all five trip markets – it is only the AM and PM peak assignments where the non-HOV 3+ and HOV 3+ are split out. This results in 300 UE iterations per speed feedback iteration, or 2,100 UE iterations per model run (a 67% increase).

In the first step of the two-step assignment (assignments #1 and #3), non-HOV 3+ traffic (i.e., SOV, HOV 2, truck, and airport passenger trips) is assigned to all facilities (HOV and general purpose). In the second step, HOV 3+ traffic is assigned to HOT lanes and other facilities on the partially loaded network. The pre-assignment of non-HOV 3+ traffic results in congested link speeds for the general purpose lanes. This means that HOV 3+ traffic has a greater incentive to use HOV facilities, which results in improved HOV 3+ loadings on priority-use and general-use facilities.

[83] Ronald Milone and Mark Moran, "TPB Models Development Status Report" (presented at the Travel Forecasting Subcommittee of the Technical Committee of the National Capital Region Transportation Planning Board, held at the Metropolitan Washington Council of Governments, Washington, D.C., November 21, 2008).
[84] Jinchul Park to Files, "Two Step Traffic Assignment for HOT Lane Modeling in 2008 CLRP," Memorandum, December 2, 2008.

| | # UE Iterations | Period | Trip Markets Assigned |
|---|---|---|---|
| Assignment 1 | 60 | AM | 1 SOV<br>2 HOV 2-Occ.<br>3 Trucks<br>4 Airport Pax |
| Assignment 2 | 60 | AM | 1 HOV 3+-Occ. |
| Assignment 3 | 60 | PM | 1 SOV<br>2 HOV 2-Occ.<br>3 Trucks<br>4 Airport Pax |
| Assignment 4 | 60 | PM | 1 HOV 3+-Occ. |
| Assignment 5 | 60 | Off-Peak | 1 SOV<br>2 HOV 2-Occ.<br>3 HOV 3+-Occ.<br>4 Trucks<br>5 Airport Pax |

**Figure 18 Traffic assignment in the Version 2.2 Travel Model after fall 2008: five assignments, with one, four, or five user classes, resulting in 300 user equilibrium iterations**

Source: Ronald Milone and Mark Moran, "TPB Models Development Status Report" (Presentation at the Travel Forecasting Subcommittee presented at the Travel Forecasting Subcommittee, Washington, D.C., November 21, 2008).

The Version 2.3 travel model continues to use the same two-step assignment shown in Figure 18, except that there are six assignments, not five, as discussed in section 8.2 . The new traffic assignment process is described in Figure 19.

Similar to the Version 2.2, Version 2.3 travel model includes a speed feedback loop. The restrained travel times calculated in traffic assignment are fed back into trip generation, trip distribution, and mode choice steps. The model is executed five times, starting with a "pump-prime" speed feedback iteration followed by iterations 1, 2, 3, and 4. A link-level "method of successive averaging" (MSA) process is applied after each successive highway assignment process, yielding a network file <iter>hwy.net, where <iter> can have values of pp, i1, i2, i3, or i4. In addition, in the final speed feedback iteration, the trip table is directly assigned to the network resulting in a network with no volume averaging, called assign_output_i4.net. TPB staff use assign_output_i4.net to compute the emissions as a part of air quality conformity and SIP work.

| | # UE Iterations | Period | User classes |
|---|---|---|---|
| Assignment 1 | Rel. gap= $10^{-3}$ OR 300 UE | AM | 1. SOV<br>2. HOV 2<br>3. Trucks<br>4. Commercial Vehicles<br>5. Airport PAX |
| Assignment 2 | Rel. gap= $10^{-3}$ OR 300 UE | AM | 1. HOV 3+ |
| Assignment 3 | Rel. gap= $10^{-3}$ OR 300 UE | PM | 1. SOV<br>2. HOV 2<br>3. Trucks<br>4. Commercial Vehicles<br>5. Airport PAX |
| Assignment 4 | Rel. gap= $10^{-3}$ OR 300 UE | PM | 1. HOV 3+ |
| Assignment 5 | Rel. gap= $10^{-3}$ OR 300 UE | Midday | 1. SOV<br>2. HOV 2<br>3. HOV 3+<br>4. Trucks<br>5. Commercial Vehicles<br>6. Airport PAX |
| Assignment 6 | Rel. gap= $10^{-3}$ OR 300 UE | Night Time | 1. SOV<br>2. HOV 2<br>3. HOV 3+<br>4. Trucks<br>5. Commercial Vehicles<br>6. Airport PAX |

**Figure 19 Traffic assignment in the Version 2.3 Travel Model: six traffic assignments, with one, five, or six user classes**

## 8.4 Double run of the travel model to address Northern Virginia HOV/HOT lane policy

The Version 2.2 travel model requires two model runs be performed for each scenario being modeled to address the stated policy of Virginia Department of Transportation (VDOT) that HOT facilities will not degrade the operations of HOV users. The "base run" captures the travel time for unimpeded flow of HOV traffic on HOT lanes, consistent with the stated operational policy. The "conformity run" or "final run" of the travel model substitutes the HOV skims obtained for the HOV skims that would otherwise be obtained by simply skimming the networks with HOT lanes in operation. Only the HOV skims are taken from the "base run." Skims for all other modes are taken from the "conformity run." Under this

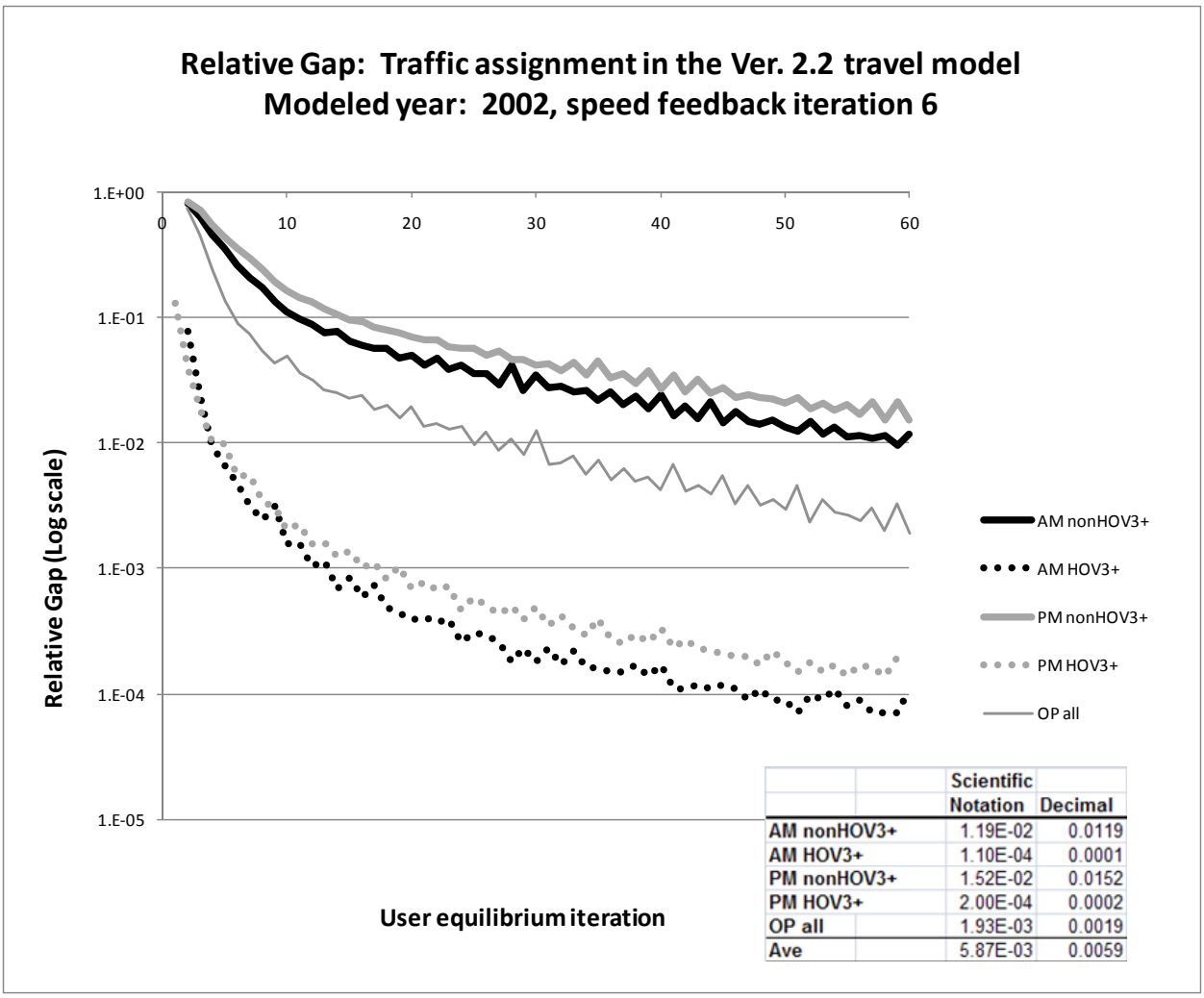
framework, the "base run" serves solely as a means for measuring times for HOV traffic on HOT facilities. This procedure, which is also called the "HOV 3+ skim substitution option," is described on page 1-10 of the Version 2.2 documentation.[85]

Cambridge Systematics, Inc. (CS) has proposed eliminating the double run of the travel model to address Northern Virginia HOV/HOT lane policy by combining the two steps into one step. The consultant cites the following benefits: less time needed for model runs and greater consistency in mode choice modeling. [86] TPB staff is currently considering the pros and cons of eliminating the double run procedures, but has not chosen to eliminate it yet. Consequently, the double run of the travel model to address Northern Virginia HOV/HOT lane policy is still a part of the Version 2.3 travel model.

## 8.5 Convergence in traffic assignment

The convergence of the traffic assignment step for the Version 2.2 travel model is shown in Figure 20. This comes from a recent air quality conformity analysis.[87] The y-axis shows the relative gap, using a logarithmic scale, and the x-axis shows the number of UE iterations.

[85] Ronald Milone et al., *TPB Travel Forecasting Model, Version 2.2: Specification, Validation, and User's Guide*, 1–10.
[86] Cambridge Systematics, Inc., *Fiscal Year 2010 Task Reports*, 3–20.
[87] Ronald Milone and Meseret Seifu to Files, "Transmittal of Version 2.2 Travel Model files as per the October 21, 2009 Amendment to the 2009 CLRP/FY 2010-2015 TIP Air Quality Conformity Determination," Memorandum, October 29, 2009.




| | Scientific Notation | Decimal |
|---|---|---|
| AM nonHOV3+ | 1.19E-02 | 0.0119 |
| AM HOV3+ | 1.10E-04 | 0.0001 |
| PM nonHOV3+ | 1.52E-02 | 0.0152 |
| PM HOV3+ | 2.00E-04 | 0.0002 |
| OP all | 1.93E-03 | 0.0019 |
| Ave | 5.87E-03 | 0.0059 |

**Figure 20 Relative gap by user equilibrium traffic assignment iteration: Version 2.2 Travel Model (final speed feedback iteration, i6)**

Source: Transmittal of Version 2.2 Travel Model files as per the October 21, 2009 Amendment to the 2009 CLRP/FY 2010-2015 TIP Air Quality Conformity Determination (O:\model_dev\Version2.2_Jan08_Conformity2010Amended_Xmittal\2002_Conf). Ref: I:\ateam\from_consults\modelScanTaskOrder\2008_cs\2010\trafficAssignRelGapByIterVer2.2_2010_LogScale.pdf.

The current Version 2.2 travel model is reaching the following traffic assignment relative gaps

- about $10^{-2}$ (ca. 0.01 to 0.02) for the AM and PM non-HOV 3+ assignments
- about $10^{-3}$ (ca. 0.002) for the off-peak assignment
- about $10^{-4}$ (ca. 0.0001 to 0.0002) for the AM and PM HOV 3+ assignments

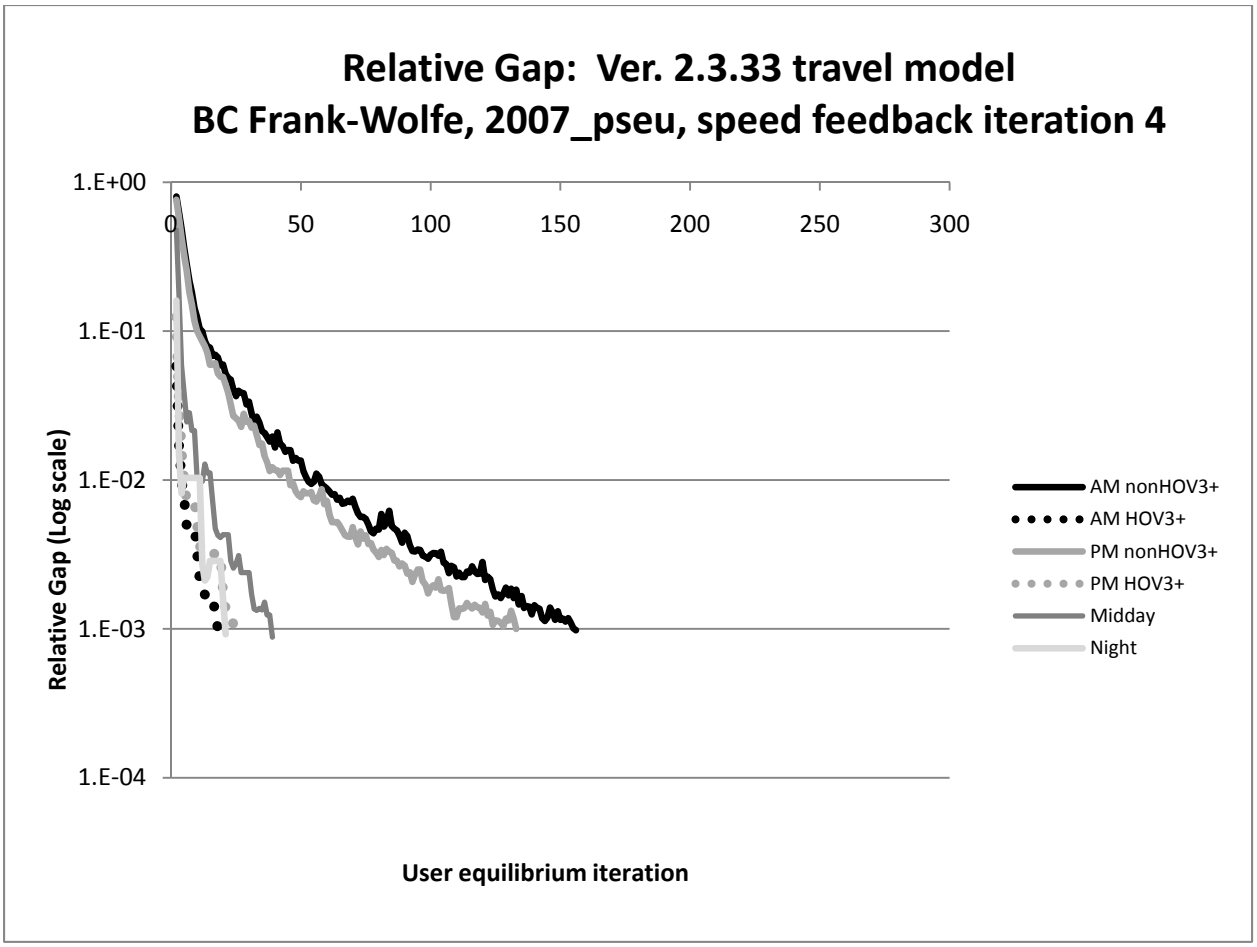



**Figure 21 Relative gap by user equilibrium traffic assignment iteration: Version 2.3 Travel Model (final speed feedback iteration, i4)**

The Version 2.3 travel model is reaching a similar level of convergence (as seen in Figure 21) for the AM nonHOV3+, PMnonHOV3+ and Night periods. Midday, AM HOV3+, and PM HOV3+ reach a relative gap of $10^{-3}$.

## 8.6 Removal of queuing delay function

The TPB, like most MPOs in the U.S., uses a static traffic assignment (STA), which means that demand is assumed to be constant during the specific assignment period (in TPB's example: AM peak period, PM peak period, midday, and night). In a static traffic assignment model, link speeds are represented by volume-delay functions (VDFs), which capture the fact that as the link becomes more congested, the time to traverse the link goes up. STAs typically do not explicitly account for intersection (node) delay, however the link's VDF can be viewed as implicitly including the sum of the link delay and intersection delay. Another well known limitation of STA models is that some of the loaded links may have assigned volumes that are greater than the physical capacity of the given links, i.e., the volume-to-capacity ratio is

greater than one.[88] One of the model enhancements done by TPB staff to minimize the number of overloaded links, particularly freeways and freeway ramps, was the introduction of a queuing delay function (QDF), such as that shown in Equation 13, which would act in conjunction with the VDF, but would be focused on intersection delay.

**Equation 13 Queuing delay function (QDF): Sigmoid**

$$t_D = a\frac{1}{1+e^{-b(x-c)}}$$

where
$t_D =$ delay time (minutes)
$x =$ link demand to capacity ratio $\left(\frac{\mathrm{V}}{\mathrm{C}}\right)$
$a =$ amplitude
$b =$ slope
$c =$ offset

The idea was to represent a phenomena that is not natively part of traditional STA models, namely that of queuing and traffic blockages, which result in reduced link speeds. TPB staff found that the addition of a QDF did, in fact, reduce the number of overloaded links. It also, however, may have resulted in some unintended consequences, such as unrealistically slow modeled speeds on freeways and an unrealistic shifting of volume from freeways to arterials, due to the way that QDFs were applied only to freeways and freeway ramps, but not to arterials and other types of roads. As noted by Cambridge Systematics, Inc. in a recent report, the queuing delay is not related to the length of the link, so it is possible for a very short link to have a very high level of queuing delay.[89]

Here is a summary of some of the findings/conclusions from CS's recent report:

- The TPB model is the only one that CS encountered which applies queuing delay only to freeway links.
- The No-QDF scenario achieves approximately the same results without the need for a QDF while using a VDF that has been validated for the Washington region.
- The Akçelik function also shows some promise in achieving TPB's goals.
- The QDF may not be the most accurate way to capture the desired network constraints.
- CS recommended TPB staff consider using a newly calibrated set of link-based VDFs that reflect the breakdown in traffic at higher volumes. Using this approach, TPB could
    - Continue use of an expanded and/or re-calibrated conical function
    - Switch to an Akçelik curve
    - Possibly employ different functional forms of VDFs on different facility types (e.g., conical functions for freeway versus Akçelik functions for surface streets).

[88] Yi-Chang Chiu et al., *A Primer for Dynamic Traffic Assignment* (Transportation Research Board, 2010), http://www.nextrans.org/ADB30/UPLOAD/ssharma/dta_primer.pdf.
[89] Cambridge Systematics, Inc., *Fiscal Year 2010 Task Reports*, 3–7.

From November 2010 to January 2011, TPB staff ran a series of test traffic assignments, some of which used Akçelik functions, such as that shown in Equation 14 and Equation 15. Staff tried implementing these curves as both function and lookup tables in the Cube Voyager scripts. However, it did not seem that the assigned volumes using the Akçelik function were any better at matching the observed volumes and the run times for the Akçelik function were considerably longer. Consequently, TPB staff decided to continue using the conical volume delay function, implemented as a lookup table, and to drop the use of the QDF. Tests conducted by TPB staff indicated that the elimination of the QDF was beneficial for improving the traffic assignment results. Hence, based on these findings and the consultant recommendations, the QDFs were removed.

**Equation 14 Akçelik curve**

$$t = t_0 + 0.25T\left[(x-1) + \sqrt{(x-1)^2 + \frac{8J_A x}{CT}}\right]$$

where

$t$ = average travel time per unit distance (hours/mile)

$t_0$ = free-flow travel time per unit distance (hours/mile)

$T$ = flow period, i. e. , the time interval in hours, during which an average arrival flow rate V persists

C = capacity

$x$ = the degree of saturation, i. e. , V/C, or volume to capacity ratio

$J$ = the delay parameter, a calibration parameter

**Equation 15 Akçelik Delay Function (HCM 2000)**

$$R = R_0 + D_0 + D_M + 0.25NT\left[(x-1) + \sqrt{(x-1)^2 + \frac{16J * x * L^2}{N^2T^2}}\right]$$

where
$R$ = link traversal time (hours)
$R_0$ = link traversal time under free flow conditions (hours)
$D_0$ = zero-flow control delay at signalized intersection (hours)
$D_M$ = segment delay between signals- equals zero if no signals (hours)
$N$ = number of signals (=1 if no signals)
$T$ = expected duration of demand-Typically 1 hour (hours)
$x$ = link demand to capacity ratio $\left(\frac{\mathrm{V}}{\mathrm{C}}\right)$
$J$ = calibration parameter
$L$ = link length (miles)

## 8.7 Volume Delay Functions

Volume delay functions (VDFs) are used to develop link speeds at the end of each loading pass. These functions represent the ratio of congested travel time to the free-flow time as a function of the volume-to-capacity (V/C) ratio. The function typically varies by facility type. Like the Version 2.2 travel model, the Version 2.3 travel model uses conical volume delay functions (see Equation 16).[90]

**Equation 16 Conical VDF function (Spiess 1990)**

$$\frac{t}{t_0} = f(x) = 2 + \sqrt{\alpha^2(1-x)^2 + \beta^2} - \alpha(1-x) - \beta$$

where
$t$ = Congested link travel time
$t_0$ = Link free-flow travel time
$x = \frac{V}{C}$ = link volume to capacity ratio
$\alpha$ = slope of the function at $\frac{\mathrm{V}}{\mathrm{C}}$=1 (slope must be>1.0)
$\beta = \frac{2\alpha - 1}{2\alpha - 2}$

Table 74 shows, in tabular form, the conical VDFs used in the Version 2.3 travel model. There is a separate curve for each facility type, although ramps and freeways are assumed to have the same VDF.

[90] Heinz Spiess, "Conical Volume-Delay Functions," *Transportation Science* 24, no. 2 (May 1, 1990): 153-158, http://transci.journal.informs.org/cgi/content/abstract/24/2/153.

The conical VDFs are shown in graphical form in Figure 22 (for V/C >1) and Figure 23 (for V/C ≤ 1). In reality, no link would ever have a V/C ratio above one. However, in a typical regional travel model, V/C ratios above 1 do occur, so the VDF needs to account for this domain. Figure 22 shows the behavior of the Version 2.3 conical VDFs for large V/C ratios (V/C >1). The curve for freeways is the steepest, followed by expressways, then major arterials, minor arterials, and collectors. A steeper curve means more sensitivity to high V/C ratios, forcing excess traffic off of these facilities. Figure 23 shows the behavior of the Version 2.3 conical VDFs for V/Cs less than or equal to one. In this area of V/C ratio, the freeways show the least sensitivity to V/C ratio, but, as the V/C ratio approaches 1, the freeway VDFs have the steepest slope (a slope of 15).

In Figure 24, the vertical axis now shows congested speed (not ratio of congested to free-flow travel time). One can see that, for freeways, the congested speed drops to about 2 mph at a V/C ratio of 2.00.

**Table 74 Conical volume-delay functions used in the Version 2.3 travel model: Tabular format**

| | Centroid (FT=0) | Freeway (FT=1) | Maj Art (FT=2) | Min Art (FT=3) | Collector (FT=4) | Exprw (FT=5) | Ramps (FT=6) |
|---|---|---|---|---|---|---|---|
| **a** | | 15 | 7 | 5.5 | 3 | 8 | 15 |
| **b** | | 1.035714 | 1.083333 | 1.111111 | 1.25 | 1.071429 | 1.035714 |
| **v/c** | **t/t0** | **t/t0** | **t/t0** | **t/t0** | **t/t0** | **t/t0** | **t/t0** |
| 0 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 0.1 | 1.000 | 1.004 | 1.009 | 1.012 | 1.025 | 1.008 | 1.004 |
| 0.2 | 1.000 | 1.009 | 1.020 | 1.027 | 1.056 | 1.018 | 1.009 |
| 0.3 | 1.000 | 1.015 | 1.035 | 1.046 | 1.094 | 1.030 | 1.015 |
| 0.4 | 1.000 | 1.024 | 1.054 | 1.071 | 1.141 | 1.047 | 1.024 |
| 0.5 | 1.000 | 1.035 | 1.080 | 1.105 | 1.203 | 1.070 | 1.035 |
| 0.6 | 1.000 | 1.053 | 1.119 | 1.154 | 1.283 | 1.103 | 1.053 |
| 0.7 | 1.000 | 1.082 | 1.180 | 1.228 | 1.390 | 1.157 | 1.082 |
| 0.8 | 1.000 | 1.138 | 1.287 | 1.352 | 1.537 | 1.254 | 1.138 |
| 0.9 | 1.000 | 1.287 | 1.506 | 1.579 | 1.735 | 1.466 | 1.287 |
| 1 | 1.000 | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 |
| 1.1 | 1.000 | 4.287 | 2.906 | 2.679 | 2.335 | 3.066 | 4.287 |
| 1.2 | 1.000 | 7.138 | 4.087 | 3.552 | 2.737 | 4.454 | 7.138 |
| 1.3 | 1.000 | 10.082 | 5.380 | 4.528 | 3.190 | 5.957 | 10.082 |
| 1.4 | 1.000 | 13.053 | 6.719 | 5.554 | 3.683 | 7.503 | 13.053 |
| 1.5 | 1.000 | 16.035 | 8.080 | 6.605 | 4.203 | 9.070 | 16.035 |
| 1.6 | 1.000 | 19.024 | 9.454 | 7.671 | 4.741 | 10.647 | 19.024 |
| 1.7 | 1.000 | 22.015 | 10.835 | 8.746 | 5.294 | 12.230 | 22.015 |
| 1.8 | 1.000 | 25.009 | 12.220 | 9.827 | 5.856 | 13.818 | 25.009 |
| 1.9 | 1.000 | 28.004 | 13.609 | 10.912 | 6.425 | 15.408 | 28.004 |
| 2 | 1.000 | 31.000 | 15.000 | 12.000 | 7.000 | 17.000 | 31.000 |
| 2.1 | 1.000 | 33.997 | 16.393 | 13.090 | 7.579 | 18.594 | 33.997 |
| 2.2 | 1.000 | 36.994 | 17.786 | 14.182 | 8.161 | 20.188 | 36.994 |
| 2.3 | 1.000 | 39.992 | 19.181 | 15.275 | 8.745 | 21.784 | 39.992 |
| 2.4 | 1.000 | 42.990 | 20.576 | 16.369 | 9.332 | 23.380 | 42.990 |
| 2.5 | 1.000 | 45.988 | 21.972 | 17.463 | 9.920 | 24.976 | 45.988 |
| 2.6 | 1.000 | 48.987 | 23.369 | 18.559 | 10.510 | 26.573 | 48.987 |
| 2.7 | 1.000 | 51.985 | 24.766 | 19.655 | 11.101 | 28.171 | 51.985 |
| 2.8 | 1.000 | 54.984 | 26.163 | 20.751 | 11.693 | 29.768 | 54.984 |
| 2.9 | 1.000 | 57.983 | 27.561 | 21.848 | 12.285 | 31.366 | 57.983 |
| 3 | 1.000 | 60.982 | 28.959 | 22.945 | 12.879 | 32.964 | 60.982 |
| 999.9 | 1.000 | 60.982 | 28.959 | 22.945 | 12.879 | 32.964 | 60.982 |

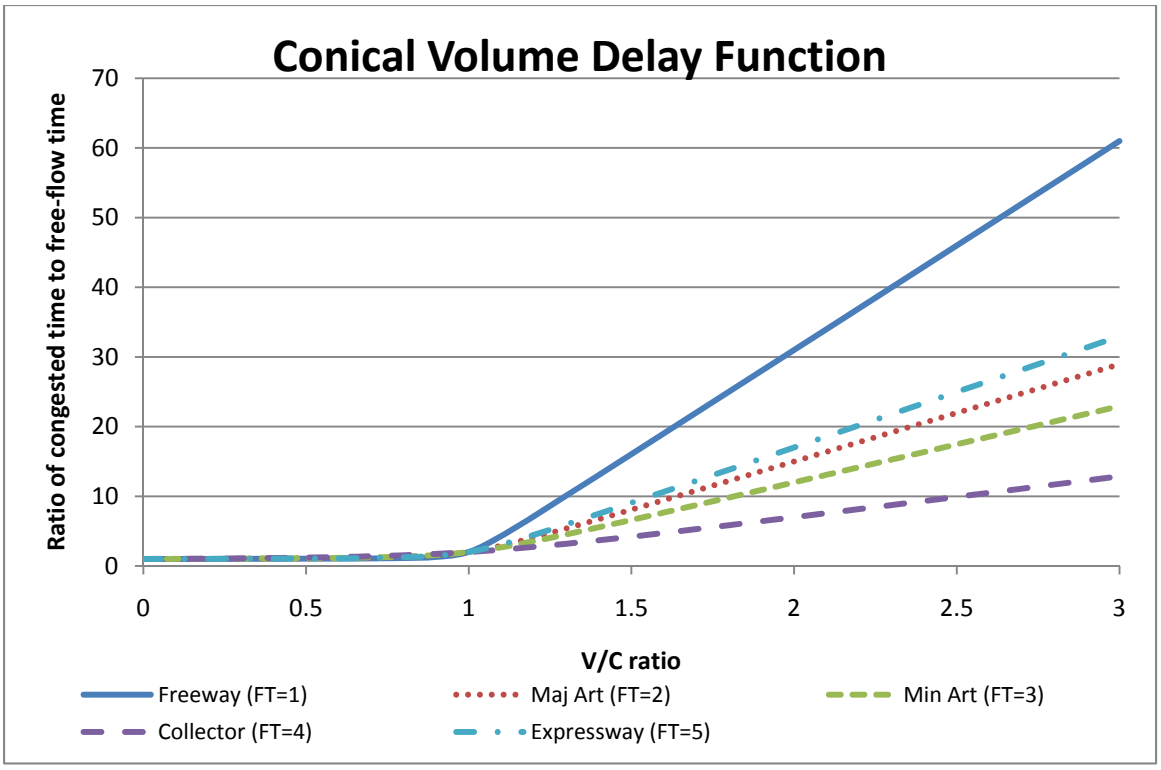



**Figure 22 Conical volume-delay functions used in the Version 2.3 travel model: V/C > 1**

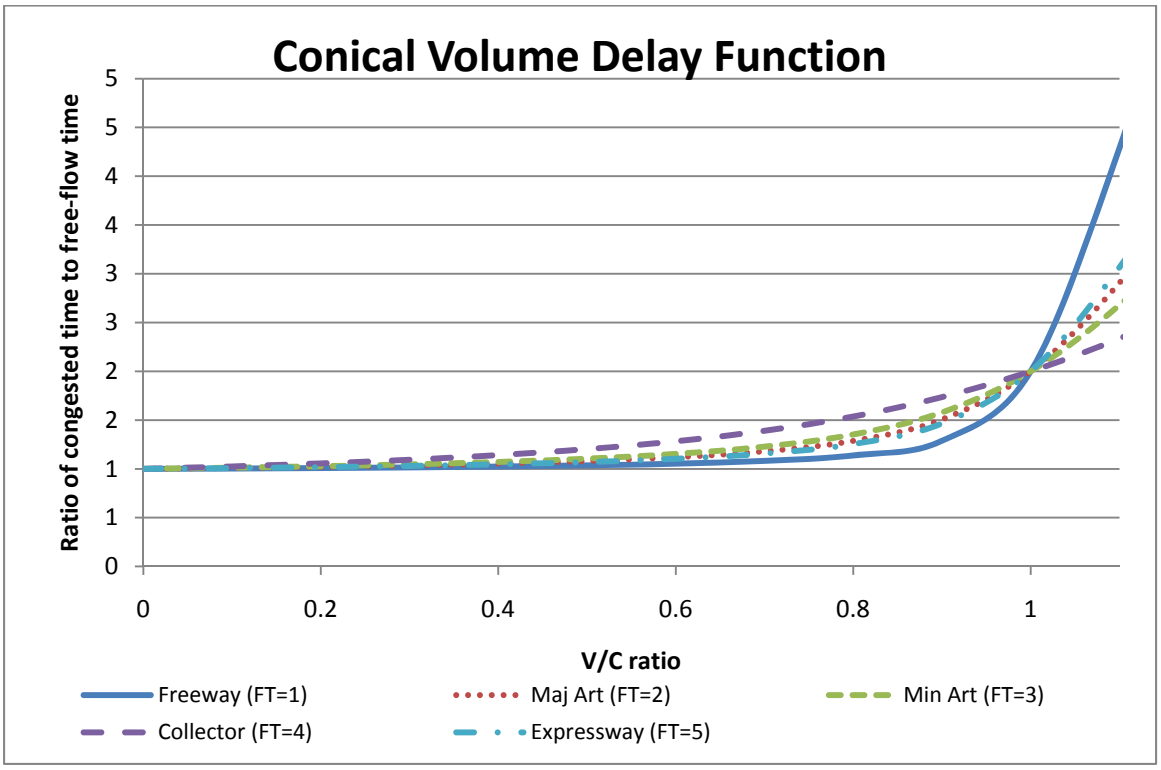



**Figure 23 Conical volume-delay functions used in the Version 2.3 travel model: V/C < 1**

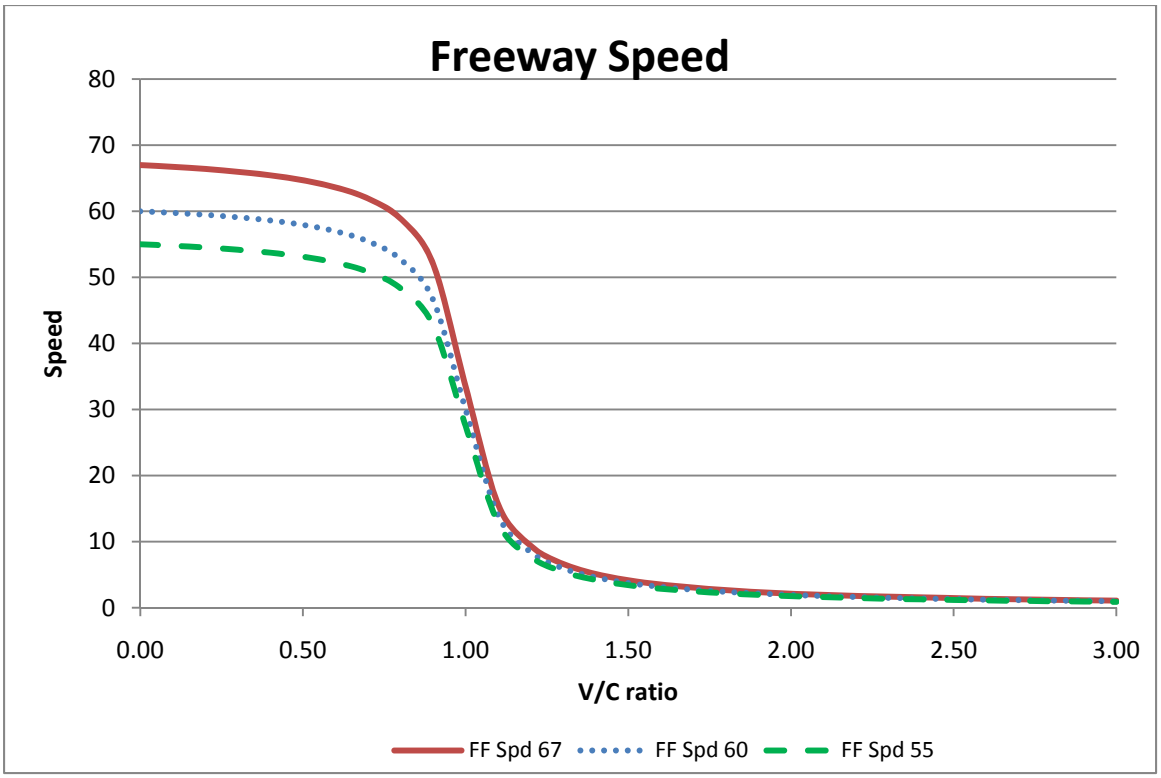



**Figure 24 Freeway Speed**

## 8.8 Speed and Capacity Tables

Two of the parameters that are necessary as inputs to the VDF are free-flow capacities and speeds. Free-flow capacity is defined as level-of-service (LOS) E capacity. The assumed free-flow speeds and capacities vary by facility type and area type. The Version 2.3 capacities and free flow speeds are defined in Table 75 and Table 76.

**Table 75 Free Flow Capacities**

| | Area type | | | | | |
|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** |
| Freeways | 1900 | 1900 | 2000 | 2000 | 2000 | 2000 |
| Major Arterials | 600 | 800 | 960 | 960 | 1100 | 1100 |
| Minor Arterials | 500 | 600 | 700 | 840 | 900 | 900 |
| Collectors | 500 | 500 | 600 | 800 | 800 | 800 |
| Expressways | 1100 | 1200 | 1200 | 1400 | 1600 | 1600 |

**Table 76 Free Flow Speeds**

| | Area type | | | | | |
|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** |
| Freeways | 55 | 55 | 60 | 60 | 65 | 65 |
| Major Arterials | 35 | 35 | 45 | 45 | 50 | 50 |
| Minor Arterials | 35 | 35 | 40 | 40 | 40 | 45 |
| Collectors | 30 | 30 | 30 | 35 | 35 | 35 |
| Expressways | 45 | 45 | 50 | 50 | 50 | 55 |

## 8.9 Peaking Factor Assumptions

Another important temporal parameter in the traffic assignment process is the peaking factor, which is the proportion of traffic in a given time period which occurs in the peak hour of the period. Link speeds are a function of the volume-to-capacity (V/C) ratio. The peaking factor is necessary for converting hourly lane capacities into "period lane capacities," from which V/C ratios are computed. The Version 2.3 model requires peaking factors for the AM, midday, PM, and night time periods. To arrive at regionally appropriate peaking factors, an analysis of total auto driver trips from the 2007/2008 HTS was summarized to the modeled time periods. The maximum hourly volume occurring within each time period was then determined. The resulting peaking factors are show in Table 77.

**Table 77 Peak- Hour Percentage by Time Period based on Total Auto Driver Trips in Motion Distribution**

| Period | Percent of Travel | Hours in Period | Peak Hour in Period | Saturation Percent | Peak Hour Percent |
|---|---|---|---|---|---|
| AM Peak (6:00 - 9:00) | 18.70% | 3 | 8:00 - 9:00 | 33.3% | 41.7% |
| Midday (9:00 - 15:00) | 32.63% | 6 | 12:00 - 13:00 | 16.7% | 17.7% |
| PM Peak (15:00 - 19:00) | 32.89% | 4 | 17:00 - 18:00 | 25.0% | 29.4% |
| All other hours | 15.78% | 11 | 19:00 – 20:00 | 9.1% | 15.0% |
| Daily | 100.00% | 24 | 17:00 - 18:00 | 4.2% | 9.7% |

Note: For the AM, midday, and PM periods, the peak-hour percent represents the worst hour of the period. For the "all other hours" period, however, the peak-hour percent represents the average hour during the period.

# Chapter 9 Validation

This chapter presents highway and transit performance results of the Version 2.3 model for 2007. The model includes five speed-feedback iterations of the four-step model (pump prime, plus iterations 1 through 4). As mentioned in Chapter 8, there is a dual convergence/stopping criterion for traffic assignment: attain a relative gap of $10^{-3}$ (0.001) or 200 user equilibrium iterations, whichever comes first. A comparison of global demographic and travel-related statistics between the Version 2.3 model and the existing Version 2.2 model is also presented. The Version 2.3 model also produces transit assignment results. Although transit assignment results for the Metrorail system have been presented at a recent TFS meeting,[91] there was insufficient time to include the updated transit assignment results in this report.

While the model is composed of the numerous calibrated parameters described earlier in this report, it also includes adjustments that were subsequently deemed necessary during initial validation tests of the model. These include trip generation adjustments and K-factors used in trip distribution. Prior experience has shown that these types of adjustments are sometimes necessary to address some observed travel patterns that are not explained well by the travel model. A detailed accounting of the adjustments is documented in Appendix A.

## 9.1 Validation summaries

Vehicle miles of travel (VMT) is a standard metric used to assess travel model performance. Simulated VMT is also essential for the estimation of mobile emissions. TPB consulted Highway Performance Monitoring System (HPMS) summaries reported by the local state DOTs to obtain "observed" VMT figures at the jurisdiction level. Care was taken to obtain VMT figures that excluded local facilities, which are not included in the regional highway network.

A summary of estimated and observed VMT for the Washington, D.C. Metropolitan Statistical Area (MSA) is shown in Table 78. The MSA area is composed of 12 of the central jurisdictions within the larger 22-jurisdiction modeled study area. The table indicates that the model presently matches the VMT in MSA. Virginia and District of Columbia portions of MSA are overestimated by 1% and 8%, respectively, while Maryland MSA VMT is underestimated by 1%.

Estimated and observed VMT for all jurisdictions within the modeled study area is shown in Table 79. The observed VMT figure of 156 million is well aligned with the VMT currently simulated by the Version 2.3 model. The simulated VMT for the region is about 1% lower than the observed figure, an excellent match overall. The table indicates that 10 of the 12 jurisdictions in the MSA match observed VMT figures

[91] Ronald Milone, "TPB Version 2.3 travel model on the 3,722-TAZ area system: Status report" (presented at the Travel Forecasting Subcommittee of the Technical Committee of the National Capital Region Transportation Planning Board, held at the Metropolitan Washington Council of Governments, Washington, D.C., April 29, 2011), 42.

within 10 percent of observed figures. Loudoun County VMT is overestimated by 12%. While Charles county VMT is underestimated by 12%.

**Table 78 2007 Estimated/Observed (HPMS) VMT for the Washington, DC MSA (in thousands)**

| State | Observed VMT | Estimated VMT | Difference | Pct. Difference |
|---|---|---|---|---|
| DC | 8,271,900 | 8,929,239 | 657,339 | 1.08 |
| MD | 56,366,301 | 55,859,589 | -506,712 | 0.99 |
| VA | 50,237,805 | 50,495,080 | 257,275 | 1.01 |
| Total | 114,876,006 | 115,283,908 | 407,902 | 1.00 |

Ref: " E:\modelRuns\fy12\Ver2.3.33\Summary\Jurisdictional_VMT.xlsx"

Note: VMT shown excludes local traffic

Jurisdictions in the MSA are: District of Columbia, Montgomery County, Prince George's County, Arlington County, City of Alexandria, Fairfax County, Loudoun County, Prince William County, Frederick County, Charles County, Calvert County, Stafford County.

**Table 79 Year 2007 Estimated and Observed VMT Summary by Jurisdiction (in thousands)**

| Jurisdiction | Observed VMT | Estimated VMT | Difference (E-O) | Ratio (E/O) |
|---|---|---|---|---|
| District of Columbia | 8,271,900 | 8,929,239 | 657,339 | 1.08 |
| Montgomery County | 19,889,589 | 20,755,761 | 866,172 | 1.04 |
| Prince George's County | 23,315,753 | 21,733,273 | -1,582,480 | 0.93 |
| Arlington County | 4,391,518 | 4,314,948 | -76,570 | 0.98 |
| City of Alexandria | 1,957,552 | 2,013,028 | 55,476 | 1.03 |
| Fairfax County | 26,799,196 | 25,712,591 | -1,086,605 | 0.96 |
| Loudoun County | 5,259,907 | 5,910,328 | 650,421 | 1.12 |
| Prince William County | 8,000,267 | 8,558,940 | 558,673 | 1.07 |
| Frederick County | 7,841,918 | 8,630,544 | 788,626 | 1.10 |
| Howard County | 10,094,384 | 10,090,905 | -3,479 | 1.00 |
| Anne Arundel County | 15,330,000 | 14,570,489 | -759,511 | 0.95 |
| Charles County | 3,348,493 | 2,951,689 | -396,804 | 0.88 |
| Carrol County | 3,394,521 | 4,227,247 | 832,726 | 1.25 |
| Calvert County | 1,970,548 | 1,788,322 | -182,226 | 0.91 |
| St. Mary's County | 2,194,932 | 2,052,550 | -142,382 | 0.94 |
| King George County | 789,089 | 656,299 | -132,790 | 0.83 |
| City of Fredericksburg | 948,495 | 777,383 | -171,112 | 0.82 |
| Stafford County | 3,829,366 | 3,985,245 | 155,879 | 1.04 |
| Spotsylvania County | 3,299,537 | 2,013,315 | -1,286,222 | 0.61 |
| Fauquier County | 3,149,136 | 2,932,644 | -216,492 | 0.93 |
| Clarke County | 769,608 | 914,487 | 144,879 | 1.19 |
| Jefferson County | 1,081,763 | 1,354,704 | 272,942 | 1.25 |
| Total | 155,927,469 | 154,873,932 | -1,053,537 | 0.99 |

Ref: " E:\modelRuns\fy12\Ver2.3.33\Summary\Jurisdictional_VMT.xlsx"

Estimated and observed daily link volumes on pre-defined "screenlines" in the regional network are also important performance indicators of the regional model. Screenline locations currently analyzed by TPB staff are shown on Figure 25 and Figure 26.

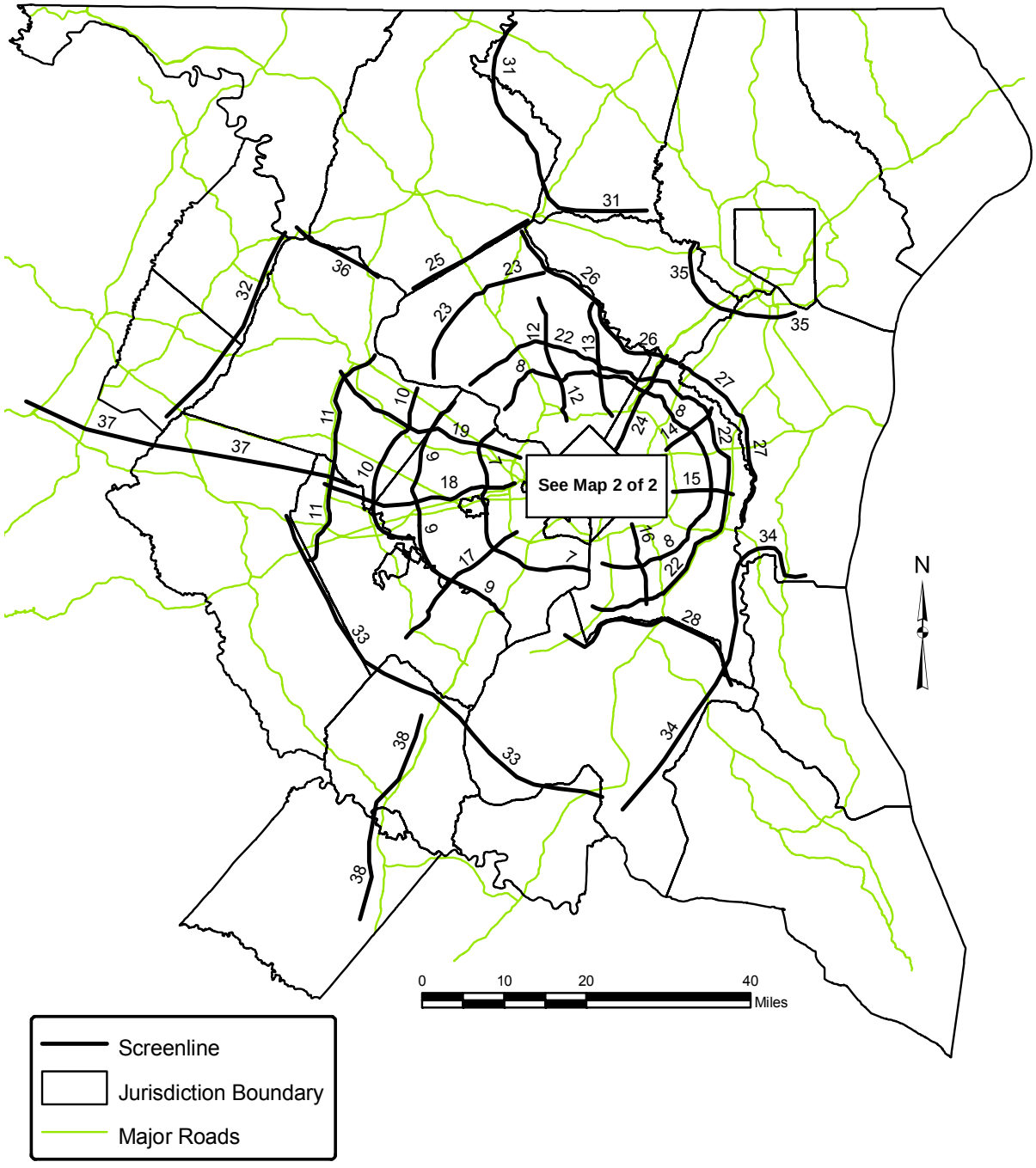



**Figure 25 Highway Network Screen lines Map 1 of 2**

Ref: "I:\ateam\docum\FY11\Ver2.3\modelDoc\01_calib\bak\Screenline_V23_WO_BItway.emf"

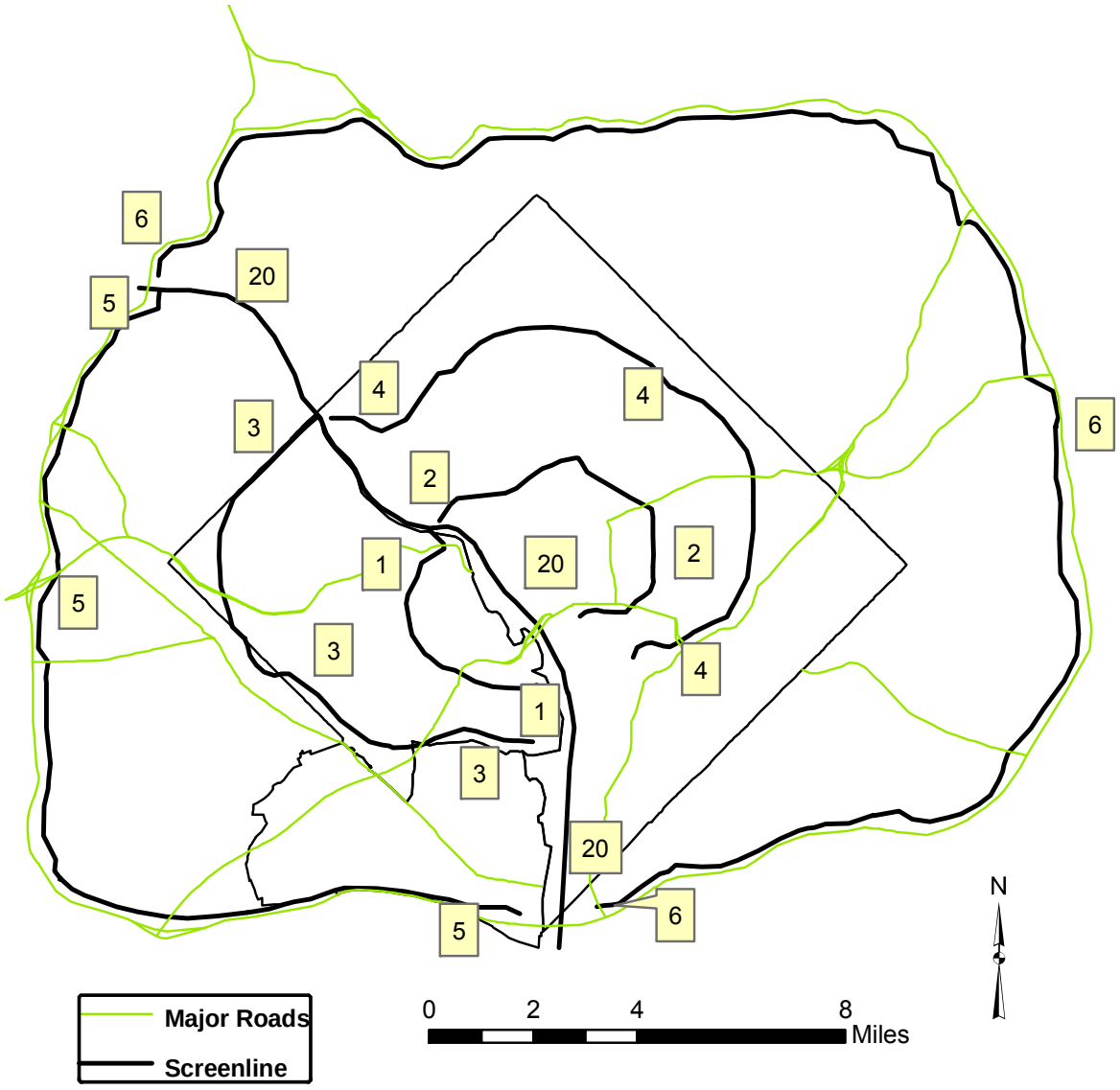



**Figure 26 Highway Network Screen lines (Inside the Capital Beltway) Map 2 of 2**

Ref: I:\ateam\docum\FY11\Ver2.3\modelDoc\Screenline_V23_BltWay.emf

The screenline performance of the Version 2.3 model is shown in Table 80. The table also indicates the total number of highway links crossing each screenline and the percentage of links with a coded daily ground count. The table indicates that 57% of all links crossing regional screenlines are coded with a ground count, which is an improvement over Version 2.2 Travel Model where 37% of screenline links had a coded ground count.[92]

[92] Ronald Milone et al., *TPB Travel Forecasting Model, Version 2.2: Specification, Validation, and User's Guide*, 9–5.

**Table 80 Year 2007 Estimated and Observed Daily Screenline Crossings**

| Screenline | Estimated | Observed | Difference | Ratio | Screenline links | Screenline links with counts | Pct. links with counts |
|---|---|---|---|---|---|---|---|
| 1 | 432,188 | 541,123 | -108,935 | 0.80 | 44 | 24 | 0.55 |
| 2 | 913,400 | 770,152 | 143,248 | 1.19 | 74 | 60 | 0.81 |
| 3 | 744,547 | 769,828 | -25,281 | 0.97 | 58 | 44 | 0.76 |
| 4 | 1,048,019 | 844,084 | 203,935 | 1.24 | 74 | 68 | 0.92 |
| 5 | 597,585 | 535,254 | 62,331 | 1.12 | 60 | 22 | 0.37 |
| 6 | 1,526,646 | 1,517,908 | 8,738 | 1.01 | 118 | 68 | 0.58 |
| 7 | 572,945 | 630,970 | -58,025 | 0.91 | 74 | 36 | 0.49 |
| 8 | 1,401,027 | 1,278,214 | 122,813 | 1.10 | 108 | 44 | 0.41 |
| 9 | 531,776 | 548,542 | -16,766 | 0.97 | 55 | 26 | 0.47 |
| 10 | 470,090 | 437,926 | 32,164 | 1.07 | 24 | 18 | 0.75 |
| 11 | 255,449 | 218,070 | 37,379 | 1.17 | 34 | 20 | 0.59 |
| 12 | 439,385 | 470,410 | -31,025 | 0.93 | 34 | 16 | 0.47 |
| 13 | 435,242 | 367,212 | 68,030 | 1.19 | 20 | 10 | 0.50 |
| 14 | 263,130 | 323,644 | -60,514 | 0.81 | 12 | 8 | 0.67 |
| 15 | 268,910 | 326,882 | -57,972 | 0.82 | 16 | 8 | 0.50 |
| 16 | 116,667 | 142,540 | -25,873 | 0.82 | 16 | 2 | 0.13 |
| 17 | 157,650 | 175,348 | -17,698 | 0.90 | 42 | 22 | 0.52 |
| 18 | 395,804 | 457,548 | -61,744 | 0.87 | 50 | 22 | 0.44 |
| 19 | 310,789 | 398,144 | -87,355 | 0.78 | 50 | 27 | 0.54 |
| 20 | 1,130,839 | 897,896 | 232,943 | 1.26 | 14 | 14 | 1.00 |
| 22 | 1,033,219 | 1,004,460 | 28,759 | 1.03 | 140 | 47 | 0.34 |
| 23 | 234,069 | 237,578 | -3,509 | 0.99 | 31 | 18 | 0.58 |
| 24 | 331,210 | 364,500 | -33,290 | 0.91 | 30 | 12 | 0.40 |
| 25 | 138,663 | 109,804 | 28,859 | 1.26 | 12 | 8 | 0.67 |
| 26 | 88,827 | 40,888 | 47,939 | 2.17 | 18 | 8 | 0.44 |
| 27 | 200,329 | 144,130 | 56,199 | 1.39 | 16 | 6 | 0.38 |
| 28 | 172,704 | 231,106 | -58,402 | 0.75 | 26 | 24 | 0.92 |
| 31 | 180,641 | 78,014 | 102,627 | 2.32 | 30 | 20 | 0.67 |
| 32 | 33,943 | 26,900 | 7,043 | 1.26 | 8 | 2 | 0.25 |
| 33 | 337,117 | 290,636 | 46,481 | 1.16 | 22 | 16 | 0.73 |
| 34 | 111,655 | 96,922 | 14,733 | 1.15 | 18 | 14 | 0.78 |
| 35 | 688,805 | 855,788 | -166,983 | 0.80 | 36 | 30 | 0.83 |
| 36 | 50,040 | 11,702 | 38,338 | 4.28 | 8 | 6 | 0.75 |
| 37 | 40,774 | 30,784 | 9,990 | 1.32 | 16 | 16 | 1.00 |
| 38 | 185,109 | 266,540 | -81,431 | 0.69 | 32 | 26 | 0.81 |
| Total | 15,839,193 | 15,441,447 | 397,746 | 1.03 | 1,420 | 812 | 0.57 |

Ref: E:\modelRuns\fy12\Ver2.3.36\Assignment_Summary\Screenline_summary.xlsx

In addition to screenline counts, percent Root Mean Square Error (RMSE) for all links with ground counts is calculated to assess model performance. RMSE values by facility type are shown in Table 81.

**Table 81 Percent RMSE by Facility Type**

| Facility Type | | % RMSE |
|---|---|---|
| FTYPE1 | Freeway | 24% |
| FTYPE2 | Major Arterial | 38% |
| FTYPE3 | Minor Arterial | 57% |
| FTYPE4 | Collector | 82% |
| FTYPE5 | Expressway | 35% |
| All FTYPEs | | 43% |

Ref: " E:\modelRuns\fy12\Ver2.3.36\Assignment_Summary\Daily_scatterplot_RMSE.xlsx" ("E:\modelRuns\fy12\Ver2.3.36\Assignment_Summary\Summarize_Est_Obs_Volume_Daily.s")

Another part of the validation effort includes comparing the assigned Metrorail trips by line segment to the observed trips as shown in Table 82 and Table 83 for the HBW and total Metrorail trips. It is evident from the tables that most of the estimated productions and attractions are within 20% of the observed values.

**Table 82 Estimated and Observed 2007/2008 HBW Metrorail Productions & Attractions by Station Group**

| | | Observed 2008 | | Estimated 2007 | | Est/Obs | Est/Obs |
|---|---|---|---|---|---|---|---|
| | **Metrorail Segment** | **Prods** | **Attrs** | **Prods** | **Attrs** | **Prods** | **Attrs** |
| 1 | Red Line - "A" route MD outside Beltway | 46,251 | 10,059 | 43,167 | 10,696 | 0.93 | 1.06 |
| 2 | Red Line - "A" route MD inside Beltway | 18,431 | 20,477 | 21,974 | 25,211 | 1.19 | 1.23 |
| 3 | Red Line - "A" route DC non-core | 24,498 | 8,537 | 22,724 | 9,202 | 0.93 | 1.08 |
| 4 | Red Line - DC core | 40,392 | 179,029 | 26,303 | 129,460 | 0.65 | 0.72 |
| 5 | Red Line - "B" route DC non-core | 27,069 | 10,339 | 31,142 | 10,255 | 1.15 | 0.99 |
| 6 | Red Line - "B" route MD | 36,344 | 8,095 | 43,425 | 11,056 | 1.19 | 1.37 |
| 7 | Green Line - "E" route MD | 28,573 | 5,525 | 20,763 | 5,909 | 0.73 | 1.07 |
| 8 | Green Line - "E" route DC non-core | 19,728 | 8,949 | 18,094 | 9,185 | 0.92 | 1.03 |
| 9 | Green Line - DC core | 10,216 | 44,883 | 8,504 | 40,783 | 0.83 | 0.91 |
| 10 | Green Line - "F" route DC non-core | 17,294 | 20,695 | 16,825 | 14,482 | 0.97 | 0.70 |
| 11 | Green Line - "F" route MD | 41,114 | 4,583 | 25,634 | 1,891 | 0.62 | 0.41 |
| 12 | Blue/Yellow Line - VA Fairfax | 36,743 | 2,044 | 34,460 | 2,254 | 0.94 | 1.10 |
| 13 | Blue/Yellow Line - VA Alexandria | 14,922 | 12,374 | 10,512 | 11,603 | 0.70 | 0.94 |
| 14 | Blue/Yellow Line - VA Core | 37,297 | 39,966 | 39,831 | 28,848 | 1.07 | 0.72 |
| 15 | Orange Line - VA Fairfax | 43,366 | 7,392 | 43,464 | 6,655 | 1.00 | 0.90 |
| 16 | Orange Line - VA Arlington non-core | 33,914 | 18,001 | 33,945 | 26,457 | 1.00 | 1.47 |
| 17 | Orange/Blue Line - VA/DC core | 21,282 | 152,374 | 23,409 | 167,727 | 1.10 | 1.10 |
| 18 | Orange/Blue Line - DC non-core | 12,001 | 4,451 | 16,851 | 4,824 | 1.40 | 1.08 |
| 19 | Orange Line - DC/MD | 30,806 | 4,459 | 19,913 | 3,615 | 0.65 | 0.81 |
| 20 | Blue Line - DC/MD | 24,456 | 2,460 | 20,829 | 1,831 | 0.85 | 0.74 |
| | **Total** | 564,694 | 564,694 | 521,769 | 521,944 | 0.92 | 0.92 |
| | **DC/VA Core Total** | 109,186 | 416,252 | 98,047 | 366,818 | 0.90 | 0.88 |

Ref: "X:\modelRuns\fy12\Ver2.3.36\2007_pseu\transum\mrBoardingSum2007.xlsx"

**Table 83 Estimated and Observed 2007/2008 Total Metrorail Productions & Attractions by Station Group**

| | | Observed 2008 | | Estimated 2007 | | Est/Obs | Est/Obs |
|---|---|---|---|---|---|---|---|
| | **Metrorail Segment** | **Prods** | **Attrs** | **Prods** | **Attrs** | **Prods** | **Attrs** |
| 1 | Red Line - "A" route MD outside Beltway | 56,808 | 14,571 | 49,565 | 16,070 | 0.87 | 1.10 |
| 2 | Red Line - "A" route MD inside Beltway | 26,662 | 27,751 | 30,394 | 36,148 | 1.14 | 1.30 |
| 3 | Red Line - "A" route DC non-core | 39,433 | 20,366 | 32,473 | 15,246 | 0.82 | 0.75 |
| 4 | Red Line - DC core | 77,420 | 244,253 | 50,469 | 172,417 | 0.65 | 0.71 |
| 5 | Red Line - "B" route DC non-core | 37,861 | 18,574 | 46,870 | 16,287 | 1.24 | 0.88 |
| 6 | Red Line - "B" route MD | 45,877 | 12,223 | 48,987 | 15,639 | 1.07 | 1.28 |
| 7 | Green Line - "E" route MD | 35,182 | 10,346 | 26,124 | 8,173 | 0.74 | 0.79 |
| 8 | Green Line - "E" route DC non-core | 28,928 | 15,757 | 28,080 | 16,058 | 0.97 | 1.02 |
| 9 | Green Line - DC core | 21,386 | 58,090 | 19,794 | 60,153 | 0.93 | 1.04 |
| 10 | Green Line - "F" route DC non-core | 27,328 | 25,498 | 28,800 | 21,276 | 1.05 | 0.83 |
| 11 | Green Line - "F" route MD | 46,024 | 6,575 | 32,128 | 3,470 | 0.70 | 0.53 |
| 12 | Blue/Yellow Line - VA Fairfax | 43,511 | 3,382 | 41,580 | 4,387 | 0.96 | 1.30 |
| 13 | Blue/Yellow Line - VA Alexandria | 19,638 | 15,575 | 15,953 | 17,833 | 0.81 | 1.14 |
| 14 | Blue/Yellow Line - VA Core | 53,475 | 62,198 | 52,937 | 43,877 | 0.99 | 0.71 |
| 15 | Orange Line - VA Fairfax | 51,403 | 10,798 | 50,208 | 9,449 | 0.98 | 0.88 |
| 16 | Orange Line - VA Arlington non-core | 45,199 | 25,858 | 47,620 | 37,708 | 1.05 | 1.46 |
| 17 | Orange/Blue Line - VA/DC core | 47,110 | 195,738 | 50,202 | 219,259 | 1.07 | 1.12 |
| 18 | Orange/Blue Line - DC non-core | 17,677 | 7,161 | 26,146 | 8,776 | 1.48 | 1.23 |
| 19 | Orange Line - DC/MD | 35,728 | 6,552 | 25,714 | 5,740 | 0.72 | 0.88 |
| 20 | Blue Line - DC/MD | 28,970 | 4,354 | 26,516 | 3,017 | 0.92 | 0.69 |
| | **Total** | 785,621 | 785,621 | 730,560 | 730,983 | 0.93 | 0.93 |
| | **DC/VA Core Total** | 199,391 | 560,279 | 173,402 | 495,706 | 0.87 | 0.88 |

Ref: "X:\modelRuns\fy12\Ver2.3.36\2007_pseu\transum\mrBoardingSum2007.xlsx"

A comparison of year-2007 estimated and observed trips by purpose and mode is shown in Table 84. The table includes estimated and observed on-board transit surveys collected in or around 2007. The Version 2.3 mode choice model was calibrated to targets established by the on-board surveys. Overall estimated regional transit percentage is less than the observed target percentage (6.23% versus 6.50%).

A global comparison of control totals (land use, demographic, and travel) from the Version 2.2 model and Version 2.3 model results is displayed in Table 85. A direct comparison of 2007 results was not possible as the Version 2.2 model has not been executed for that particular year. Instead, the nearest available Version 2.2 simulation years were used for the comparison (2005 and 2011). Staff offers the following observations from the comparison table:

- The 2007 land use used in the Version 2.3 simulation reflects a lower average household size than that reflected in the Version 2.2 land use (about 2.5 versus 2.6). This is because the 2007 "Pseudo Round 8.0" land use was informed by recent ACS data. The Round 8.0 Cooperative land use used in the Version 2.2 model is based on 2000 Census data.
- The 2007 external travel data used in the Version 2.3 model reflects actual 2007 traffic counts. The Version 2.2 external travel is based on earlier traffic count data.
- The proportion of transit trips between the travel models, by purpose, is different as noted above.

- The HBW car occupancies are notably lower in the Version 2.3 model, in comparison with those of Version 2.2. However, the *reverse* is true for the non-work purposes -- The 2007/08 HTS reports notably larger auto occupancies, for non-work purposes, particularly for the HBO purpose. Overall, the Version 2.3 average auto occupancy is higher than that of the Version 2.2 model simulation (1.40 versus 1.26).
- The Version 2.3 motorized trip rate is about 7.39/HH, in contrast to the Version 2.2 model rate of about 10.2. This is a substantial difference and may be due, in part, to the lower average household size assumed in the Version 2.3 land activity inputs.
- Version 2.3 vehicle trip lengths are longer than that those in the Version 2.2 model (66.2 miles/HH versus 64.9 shown for the 2005 Version 2.2 model).
- The VMT appears to track well in the comparison.

**Table 84 Comparison of 2007 Estimated and Observed Trips by Purpose and Mode**

| | | Simulated V2.3.36 | Observed (2007/08 HTS & Trn On-Board Surveys) | | |
|---|---|---|---|---|---|
| | | Trips | Trips | Diff (E-O) | Ratio (E/O) |
| HBW | Transit | 716,400 | 755,700 | -39,300 | 0.95 |
| | Auto Person | 2,806,600 | 2,856,600 | -50,000 | 0.98 |
| | Auto Driver | 2,576,400 | 2,609,000 | -32,600 | 0.99 |
| | Motorized Person | 3,522,900 | 3,612,300 | -89,400 | 0.98 |
| | Avg. Auto Occupancy | 1.09 | 1.09 | 0.00 | 1.00 |
| | Transit Percentage | 20.33 | 20.90 | -0.57 | 0.97 |
| HBS | Transit | 25,600 | 26,900 | -1,300 | 0.95 |
| | Auto Person | 2,845,200 | 2,957,600 | -112,400 | 0.96 |
| | Auto Driver | 1,891,100 | 1,966,900 | -75,800 | 0.96 |
| | Motorized Person | 2,870,800 | 2,984,500 | -113,700 | 0.96 |
| | Avg. Auto Occupancy | 1.51 | 1.50 | 0.01 | 1.00 |
| | Transit Percentage | 0.89 | 0.90 | -0.01 | 0.99 |
| HBO | Transit | 184,900 | 187,900 | -3,000 | 0.98 |
| | Auto Person | 6,268,500 | 6,007,300 | 261,200 | 1.04 |
| | Auto Driver | 3,998,200 | 3,827,900 | 170,300 | 1.04 |
| | Motorized Person | 6,453,500 | 6,195,200 | 258,300 | 1.04 |
| | Avg. Auto Occupancy | 1.57 | 1.57 | 0.00 | 1.00 |
| | Transit Percentage | 2.87 | 3.03 | -0.53 | 0.94 |
| NHW | Transit | 107,100 | 108,800 | -1,700 | 0.98 |
| | Auto Person | 1,438,800 | 1,602,800 | -164,000 | 0.90 |
| | Auto Driver | 1,214,400 | 1,353,400 | -139,000 | 0.90 |
| | Motorized Person | 1,545,800 | 1,711,600 | -165,800 | 0.90 |
| | Avg. Auto Occupancy | 1.19 | 1.18 | 0.01 | 1.01 |
| | Transit Percentage | 6.93 | 6.40 | 0.53 | 1.08 |
| NHO | Transit | 43,500 | 44,800 | -1,300 | 0.97 |
| | Auto Person | 2,856,700 | 2,825,900 | 30,800 | 1.01 |
| | Auto Driver | 1,936,900 | 1,919,100 | 17,800 | 1.01 |
| | Motorized Person | 2,900,200 | 2,870,700 | 29,500 | 1.01 |
| | Avg. Auto Occupancy | 1.47 | 1.47 | 0.00 | 1.00 |
| | Transit Percentage | 1.50 | 1.60 | -0.10 | 0.94 |
| Total | Transit | 1,077,500 | 1,124,100 | -46,600 | 0.96 |
| | Auto Person | 16,215,700 | 16,250,100 | -34,400 | 1.00 |
| | Auto Driver | 11,617,000 | 11,676,300 | -59,300 | 0.99 |
| | Motorized Person | 17,293,200 | 17,374,300 | -81,100 | 1.00 |
| | Avg. Auto Occupancy | 1.40 | 1.38 | 0.02 | 1.01 |
| | Transit Percentage | 6.23 | 6.50 | -0.27 | 0.96 |

Source: "X:\modelRuns\fy12\Ver2.3.36\Summary\Compare_Mode_Choice_Adj.tab"; Ref: "I:\ateam\docum\FY12\Ver2.3\modelDoc_v3\01_calib\Compare_Mode_Choice_V2.3.36.xlsx"

**Table 85 Summary of Version 2.2 and Version 2.3 travel model output: Years 2005, 2007 and 2011**

| | | Version 2.2 - 2010 CLRP 2005 | Version 2.3 (2.3.36) 2007 | Version 2.2 - 2010 CLRP 2011 | V2.3- V2.2- 2005 |
|---|---|---|---|---|---|
| 1 | Households | 2,344,561 | 2,339,832 | 2,524,150 | -4,729 |
| 2 | Employment | 3,700,075 | 3,801,935 | 3,982,448 | 101,860 |
| 3 | HH Population | 6,124,771 | 5,860,693 | 6,562,726 | -264,078 |
| 4 | HH & GQ Population | 6,262,508 | 5,980,362 | 6,706,665 | -282,146 |
| 5 | Extl. Productions/ HBW Auto Person | 296,405 | 294,506 | 328,893 | -1,899 |
| 6 | Extl. Productions/ HBS Auto Person | 75,000 | 70,670 | 82,309 | -4,330 |
| 7 | Extl. Productions/ HBO Auto Person | 206,939 | 226,003 | 230,075 | 19,064 |
| 8 | Extl. Productions/ NHB Auto Person | 78,096 | 87,025 | 85,912 | 8,929 |
| 9 | Extl. Productions/ Auto Person Subtotal | 656,440 | 678,204 | 727,189 | 21,764 |
| 10 | Extl. Productions/ Medium Truck | 3,965 | 11,810 | 4,405 | 2,021 |
| 11 | Extl. Productions/ Heavy Truck | 25,647 | 14,325 | 28,489 | -18,408 |
| 12 | Extl. Productions/ Truck Subtotal | 29,612 | 26,135 | 32,894 | -16,387 |
| 13 | Extl. Attractions/ HBW Auto Person | 182,548 | 183,126 | 201,047 | 578 |
| 14 | Extl. Attractions/ HBS Auto Person | 74,016 | 68,260 | 81,571 | -5,756 |
| 15 | Extl. Attractions/ HBO Auto Person | 288,889 | 320,036 | 320,442 | 31,147 |
| 16 | Extl. Attractions/ NHB Auto Person | 78,087 | 87,006 | 85,902 | 8,919 |
| 17 | Extl. Attractions/ Auto Person Subtotal | 623,540 | 658,428 | 688,962 | 34,888 |
| 18 | Extl. Attractions/ Medium Truck | 3,965 | 11,810 | 4,405 | 2,021 |
| 19 | Extl. Attractions/ Heavy Truck | 25,647 | 14,325 | 28,489 | -18,408 |
| 20 | Extl. Attractions/ Truck Subtotal | 29,612 | 26,135 | 32,894 | -16,387 |
| 21 | Inc. Grp 1 HHs | 546,725 | 635,804 | 590,646 | 89,079 |
| 22 | Inc. Grp 2 HHs | 534,824 | 726,625 | 576,826 | 191,801 |
| 23 | Inc. Grp 3 HHs | 651,606 | 483,258 | 702,106 | -168,349 |
| 24 | Inc. Grp 4 HHs | 611,405 | 494,172 | 654,570 | -117,233 |
| 25 | HHs Subtotal | 2,344,560 | 2,339,858 | 2,524,149 | -4,702 |
| 26 | 1- person HHs | 594,601 | 664,558 | 645,373 | 69,956 |
| 27 | 2- person HHs | 721,723 | 723,463 | 780,010 | 1,739 |
| 28 | 3- person HHs | 411,997 | 392,844 | 442,560 | -19,153 |
| 29 | 4+ person HHs | 616,239 | 558,994 | 656,205 | -57,245 |
| 30 | HHs Subtotal | 2,344,560 | 2,339,858 | 2,524,149 | -4,703 |
| 31 | 0 Vehicle HHs | 220,862 | 203,376 | 242,413 | -18,201 |
| 32 | 1 Vehicle HHs | 772,416 | 737,660 | 837,490 | -35,718 |
| 33 | 2 Vehicle HHs | 911,858 | 870,427 | 977,824 | -40,654 |
| 34 | 3+ Vehicle HHs | 439,423 | 528,395 | 466,423 | 89,871 |
| 35 | HHs Subtotal | 2,344,560 | 2,339,858 | 2,524,149 | -4,695 |

| | | Version 2.2 - 2010 CLRP 2005 | Version 2.3 (2.3.36) 2007 | Version 2.2 - 2010 CLRP 2011 | V2.3- V2.2- 2005 |
|---|---|---|---|---|---|
| 36 | HBW Motorized Person Trips | 4,425,947 | 3,522,945 | 4,756,097 | -899,735 |
| 37 | HBS Motorized Person Trips | 3,404,738 | 2,870,779 | 3,650,705 | -537,070 |
| 38 | HBO Motorized Person Trips | 10,480,364 | 6,453,461 | 11,215,274 | -4,026,571 |
| 39 | NHB Motorized Person Trips | 5,795,249 | 4,446,044 | 6,216,076 | -1,346,881 |
| 40 | Total Motorized Person Trips | 24,106,298 | 17,293,230 | 25,838,152 | -6,810,257 |
| 41 | Motorized Person Trips per HH | 10.28 | 7.39 | 10.24 | -2.89 |
| 42 | Motorized Person Trips per capita | 3.85 | 2.89 | 3.85 | -0.96 |
| 43 | Non-Motorized HBW Trips | 186,955 | 117,309 | 207,633 | -69,632 |
| 44 | HBW Auto Driver Trips | 3,417,806 | 2,571,616 | 3,684,230 | -763,461 |
| 45 | HBS Auto Driver Trips | 2,695,175 | 1,888,395 | 2,904,137 | -747,754 |
| 46 | HBO Auto Driver Trips | 7,684,037 | 3,997,403 | 8,239,272 | -3,855,984 |
| 47 | NHB Auto Driver Trips | 4,419,748 | 3,141,645 | 4,763,290 | -1,193,359 |
| 48 | Total Auto Driver Trips | 18,216,766 | 11,599,060 | 19,590,929 | -6,560,558 |
| 49 | HBW Auto Passenger Trips | 419,737 | 234,976 | 461,494 | -274,516 |
| 50 | HBS Auto Passenger Trips | 653,783 | 956,790 | 685,536 | 241,215 |
| 51 | HBO Auto Passenger Trips | 2,557,797 | 2,271,132 | 2,713,741 | -116,004 |
| 52 | NHB Auto Passenger Trips | 1,218,207 | 1,153,787 | 1,289,772 | -145,459 |
| 53 | Total Auto Passenger Trips | 4,849,524 | 4,616,683 | 5,150,543 | -294,764 |
| 54 | HBW Auto Occupancies | 1.12 | 1.09 | 1.13 | -0.07 |
| 55 | HBS Auto Occupancies | 1.24 | 1.51 | 1.24 | 0.22 |
| 56 | HBO Auto Occupancies | 1.33 | 1.57 | 1.33 | 0.31 |
| 57 | NHB Auto Occupancies | 1.28 | 1.37 | 1.27 | 0.05 |
| 58 | Total Auto Occupancies | 1.27 | 1.40 | 1.26 | 0.12 |
| 59 | HBW Transit Trips | 588,404 | 716,353 | 610,373 | 138,242 |
| 60 | HBS Transit Trips | 55,780 | 25,595 | 61,032 | -30,531 |
| 61 | HBO Transit Trips | 238,530 | 184,926 | 262,261 | -54,583 |
| 62 | NHB Transit Trips | 157,294 | 214,130 | 163,014 | -8,063 |
| 63 | Total Transit Trips | 1,040,008 | 1,077,487 | 1,096,680 | 45,065 |
| 64 | HBW Transit Percentage | 13.29 | 20.33 | 12.83 | 7.32 |
| 65 | HBS Transit Percentage | 1.64 | 0.89 | 1.67 | -0.76 |
| 66 | HBO Transit Percentage | 2.28 | 2.87 | 2.34 | 0.57 |
| 67 | NHB Transit Percentage | 2.71 | 4.82 | 2.62 | 0.64 |
| 68 | Total Transit Percentage | 4.31 | 6.23 | 4.24 | 1.96 |

| | | Version 2.2 - 2011 CLRP 2005 | Version 2.3 (2.3.36) 2007 | Version 2.2 - 2011 CLRP 2011 | V2.3- V2.2- 2005 |
|---|---|---|---|---|---|
| 69 | Medium Truck | 328,595 | 508,308 | 356,288 | 134,284 |
| 70 | Heavy Truck | 168,507 | 156,879 | 182,503 | -23,533 |
| 71 | Misc. Auto Driver | 636,646 | 652,238 | 685,415 | 15,592 |
| 72 | Through (X-X) Auto&Comm.Veh | 40,761 | 42,456 | 45,365 | 1,695 |
| 73 | Through (X-X) Trucks | 32,621 | 33,637 | 36,346 | 1,016 |
| 74 | Airport Passenger Auto Drivers | 49,386 | 60,681 | 56,814 | 11,295 |
| 75 | Commercial Vehicles (Int/&Extl) | 1,197,239 | 1,268,086 | 1,282,625 | 71,007 |
| 76 | Total Vehicle Trips | 20,670,521 | 15,261,363 | 22,236,285 | -5,317,784 |
| 77 | Freeway VMT | 58,798,950 | 63,875,252 | 61,635,302 | 4,680,352 |
| 78 | Major Art VMT | 57,217,037 | 54,872,253 | 59,734,047 | -1,387,312 |
| 79 | Minor Art VMT | 19,990,859 | 18,319,353 | 21,750,767 | -456,623 |
| 80 | Collector VMT | 8,417,414 | 9,999,308 | 8,966,940 | 2,764,443 |
| 81 | Express. VMT | 6,411,319 | 6,238,093 | 6,963,125 | -83,230 |
| 82 | Ramp VMT | 1,228,003 | 1,569,673 | 1,276,848 | 363,237 |
| 83 | Total VMT | 152,063,583 | 154,873,932 | 160,327,029 | 5,880,866 |
| 84 | VMT per Capita | 24.28 | 25.90 | 23.91 | 2.13 |
| 85 | VMT per HH | 64.86 | 66.19 | 63.52 | 2.64 |
| 86 | VMT per Vehicle Trip | 7.36 | 10.15 | 7.21 | 2.93 |

Ref: " X:\modelRuns\fy12\Ver2.3.36\Summary\View_From_Space_V23_2.3.36_2.3.27_2007_pseu.xlsx"

# Appendix A Model adjustment factors

The Version 2.3 travel model incorporates three sets of adjustment factors: one is applied following trip generation and two are applied to the trip distribution process.

## 1.1 Trip Generation

The first set of factors is applied to productions and attractions as shown in Table 1 and Table 2. Factors that are applied to productions and attractions are often called "p-mods" and "a-mods" since they modify the productions and attractions. In this case, we are using jurisdiction-level p-mods and a-mods.

**Table 1 Jurisdictional Production Adjustment Factors ("P-mods")**

| Jurisdiction | HBW | HBS | HBO | NNW | NHO |
|---|---|---|---|---|---|
| District of Columbia | 1.00 | 0.85 | 1.20 | 1.00 | 1.00 |
| Montgomery | 0.95 | 1.00 | 1.05 | 1.00 | 1.00 |
| Prince George's | 1.00 | 0.88 | 0.97 | 1.00 | 1.00 |
| Arlington | 1.00 | 1.11 | 1.08 | 1.00 | 1.00 |
| Alexandria | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fairfax | 1.02 | 1.02 | 1.02 | 1.00 | 1.00 |
| Loudoun | 1.00 | 0.95 | 0.92 | 1.00 | 1.00 |
| Prince William | 1.04 | 1.15 | 0.94 | 1.00 | 1.00 |
| Frederick | 1.13 | 1.00 | 1.04 | 1.00 | 1.00 |
| Howard | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 |
| Anne Arundel | 1.00 | 1.12 | 1.03 | 1.00 | 1.00 |
| Charles | 1.00 | 1.00 | 0.93 | 1.00 | 1.00 |
| Carroll | 1.00 | 1.00 | 0.92 | 1.00 | 1.00 |
| Calvert | 1.00 | 1.00 | 1.12 | 1.00 | 1.00 |
| St. Mary's | 1.36 | 1.00 | 1.00 | 1.00 | 1.00 |
| King George's | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fredericksburg | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Stafford | 1.00 | 1.14 | 0.86 | 1.00 | 1.00 |
| Spotsylvania | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fauquier | 1.00 | 1.00 | 0.88 | 1.00 | 1.00 |
| Clarke | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Jefferson | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Note: Cells < 1.0 are shown in green (dark gray). Cells > 1.0 are shown in red (light gray).

**Table 2 Jurisdictional Attraction Adjustment Factors ("A-mods")**

| Jurisdiction | HBW | HBS | HBO | NNW | NHO |
|---|---|---|---|---|---|
| District of Columbia | 1.10 | 0.60 | 0.90 | 1.10 | 0.80 |
| Montgomery | 1.02 | 1.07 | 1.10 | 0.90 | 1.13 |
| Prince George's | 1.08 | 0.78 | 0.77 | 1.00 | 0.77 |
| Arlington | 1.22 | 0.87 | 0.95 | 1.00 | 0.60 |
| Alexandria | 0.77 | 0.85 | 1.00 | 1.00 | 1.14 |
| Fairfax | 1.07 | 1.05 | 1.00 | 0.95 | 0.95 |
| Loudoun | 0.89 | 1.07 | 0.87 | 0.85 | 1.00 |
| Prince William | 1.11 | 1.05 | 0.96 | 1.00 | 1.00 |
| Frederick | 1.00 | 1.00 | 0.83 | 0.88 | 1.14 |
| Howard | 0.82 | 1.18 | 0.87 | 0.78 | 1.00 |
| Anne Arundel | 0.86 | 1.00 | 0.85 | 0.89 | 0.94 |
| Charles | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Carroll | 1.00 | 1.51 | 0.94 | 1.00 | 1.24 |
| Calvert | 1.00 | 0.78 | 1.29 | 1.00 | 1.00 |
| St. Mary's | 1.40 | 1.00 | 0.80 | 1.49 | 1.00 |
| King George's | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fredericksburg | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Stafford | 1.00 | 1.72 | 1.00 | 1.00 | 1.00 |
| Spotsylvania | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fauquier | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Clarke | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Jefferson | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

## 1.2 Trip Distribution

Trip distribution has two sets of adjustment factors. The first set is used to address physical barrier effects on trip patterns, such as the Potomac River as shown in Table 3. The second set of adjustment factors addresses jurisdictional effects (e.g., school trips and shopping trips tend to remain in a given traveler's residence jurisdiction). HBW k-factors are shown in Table 4, while all other purpose k-factors are presented in Table 5. These adjustment factors were developed by comparing estimated trip distribution results with the observed results from 2007/2008 HTS.

**Table 3 K-Factors used in Trip Distribution to Calibrate Potomac River Crossings**

| HBW | DC/SubMD | SubVA | OuterMD | OuterVA |
|---|---|---|---|---|
| DC/SubMD | 1.00 | 0.80 | 1.00 | 1.00 |
| SubVA | 0.90 | 1.00 | 0.50 | 1.00 |
| OuterMD | 1.00 | 0.70 | 1.00 | 0.50 |
| OuterVA | 0.70 | 1.00 | 0.30 | 1.00 |

| HBS | DC/SubMD | SubVA | OuterMD | OuterVA |
|---|---|---|---|---|
| DC/SubMD | 1.00 | 0.25 | 1.00 | 1.00 |
| SubVA | 0.25 | 1.00 | 0.50 | 1.00 |
| OuterMD | 1.00 | 1.00 | 1.00 | 1.00 |
| OuterVA | 1.00 | 1.00 | 1.00 | 1.00 |

| HBO | DC/SubMD | SubVA | OuterMD | OuterVA |
|---|---|---|---|---|
| DC/SubMD | 1.00 | 0.30 | 1.00 | 1.00 |
| SubVA | 0.70 | 1.00 | 0.30 | 1.00 |
| OuterMD | 1.00 | 1.00 | 1.00 | 1.00 |
| OuterVA | 1.00 | 1.00 | 1.00 | 1.00 |

| NHW | DC/SubMD | SubVA | OuterMD | OuterVA |
|---|---|---|---|---|
| DC/SubMD | 1.00 | 0.60 | 1.00 | 1.00 |
| SubVA | 0.60 | 1.00 | 0.50 | 1.00 |
| OuterMD | 1.00 | 1.00 | 1.00 | 1.00 |

| NHO | DC/SubMD | SubVA | OuterMD | OuterVA |
|---|---|---|---|---|
| DC/SubMD | 1.00 | 0.30 | 1.00 | 1.00 |
| SubVA | 0.30 | 1.00 | 0.50 | 1.00 |
| OuterMD | 1.00 | 0.40 | 1.00 | 0.50 |
| OuterVA | 1.00 | 1.00 | 1.00 | 1.00 |

**Table 4 HBW K-Factors (Overrides to Potomac River Crossing K-Factors)**

| Interchange | HBW Factor |
|---|---|
| DC non-core to DC core | 2 |
| Mtg to DC core | 2 |
| Mtg to Mtg | 2.5 |
| PG to PG | 1.5 |
| Arl core to DC core | 2.5 |
| Arl non-core to DC core | 1.7 |
| Alx to DC core | 2 |
| Ffx to DC core | 1.5 |
| Ffx to Ffx | 1.2 |
| PW to Ffx | 2 |

**Table 5 Non-HBW Intra-Jurisdictional K-Factors**

| Interchange | HBS Factor | HBO Factor | NHW Factor | NHO Factor |
|---|---|---|---|---|
| DC non-core to DC non-core | 2.5 | 2.2 | 1.5 | 2.5 |
| Mtg to Mtg | 2 | 2.2 | 2.2 | 1.5 |
| PG to PG | 2.5 | 2.5 | 1.5 | 1.7 |
| Arl non-core to Arl non-core | 2 | 2.2 | 1.7 | 1.7 |
| Alx to Alx | 2 | 2.2 | 1.7 | 1.7 |
| Ffx to Ffx | 2.5 | 2.5 | 2 | 2.1 |
| Ldn to Ldn | 1.5 | 2.2 | 1.7 | 1.5 |
| PW to PW | 1.75 | 2.2 | 1.5 | 1.5 |
| Frd to Frd | 1.5 | 2.2 | 1.5 | 1.5 |
| Car to Car | 1.5 | 2.2 | 1.5 | 1.5 |
| How to How | 1.5 | 2.2 | 1.7 | 1.7 |
| Ann to Ann | 1.5 | 2.2 | 1.5 | 1.7 |
| Calv to Calv | 1.5 | 1.5 | 1.5 | 1.7 |
| StM to StM | 1.5 | 1.5 | 1.5 | 1.7 |
| Chs to Chs | 1.5 | 1.5 | 1.5 | 1.7 |
| Fau to Fau | 1.5 | 1.5 | 1.5 | 1.7 |
| Staf to Staf | 1.5 | 1 | 1.5 | 1.7 |
| Clrk to Clrk | 1.5 | 1.5 | 1.5 | 1.3 |
| Jef to Jef | 1.5 | 1.5 | 1.5 | 1.3 |
| Frbrg to Frbrg | 1.5 | 1 | 1.5 | 1.7 |
| Spots to Spots | 1.5 | 1 | 1.5 | 1.7 |
| KingG to KingG | 1.5 | 1.5 | 1.5 | 1.5 |

# Appendix B Year 2007 mode choice summary (final, i4, iteration)



Note: Global estimated and observed totals can be found in Table 84on page 9-9.

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Est Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 10811 | 5319 | 1900 | 683 | 1428 | 2251 | 630 | 983 | 1 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24012 |
| 2 DC NC | 109010 | 36591 | 17789 | 7970 | 5551 | 9732 | 2988 | 4308 | 3 | 11 | 0 | 0 | 22 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193991 |
| 3 MTG | 71960 | 13757 | 40953 | 2917 | 3925 | 4660 | 902 | 1277 | 0 | 3 | 0 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140379 |
| 4 PG | 46648 | 19177 | 9438 | 15265 | 4834 | 6093 | 1470 | 1324 | 0 | 2 | 0 | 0 | 81 | 55 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104388 |
| 5 ARLCR | 2896 | 285 | 128 | 23 | 158 | 572 | 118 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4321 |
| 6 ARNCR | 35374 | 3845 | 1591 | 287 | 4114 | 8970 | 2448 | 2583 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59220 |
| 7 ALX | 18077 | 1949 | 718 | 153 | 2144 | 4665 | 2683 | 1766 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32162 |
| 8 FFX | 50134 | 6848 | 3413 | 454 | 8968 | 14740 | 5766 | 13368 | 70 | 63 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 103838 |
| 9 LDN | 2268 | 448 | 248 | 20 | 617 | 724 | 112 | 246 | 459 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5141 |
| 10 PW | 5560 | 1596 | 863 | 208 | 1470 | 2091 | 853 | 1993 | 33 | 1221 | 0 | 0 | 11 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15912 |
| 11 FRD | 1210 | 187 | 480 | 15 | 81 | 81 | 13 | 17 | 0 | 0 | 1086 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3172 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 4306 | 1181 | 920 | 333 | 400 | 424 | 84 | 51 | 0 | 0 | 0 | 0 | 460 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8179 |
| 14 AAR | 6292 | 1394 | 673 | 357 | 533 | 572 | 113 | 61 | 0 | 0 | 0 | 0 | 31 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10094 |
| 15 CAL | 647 | 282 | 89 | 39 | 107 | 114 | 26 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1338 |
| 16 STM | 331 | 118 | 43 | 13 | 50 | 52 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 728 |
| 17 CHS | 2777 | 893 | 276 | 122 | 318 | 360 | 90 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 5270 |
| 18 FAU | 67 | 23 | 9 | 1 | 31 | 38 | 16 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 19 STA | 799 | 213 | 76 | 9 | 278 | 383 | 125 | 38 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1960 |
| 20 CL/JF | 94 | 42 | 56 | 4 | 35 | 35 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 21 SP/FB | 615 | 191 | 75 | 11 | 225 | 319 | 146 | 61 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 1721 |
| 22 KGEO | 15 | 6 | 2 | 0 | 7 | 9 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 369891 | 94347 | 79740 | 28884 | 35273 | 56885 | 18608 | 28301 | 567 | 1421 | 1087 | 0 | 635 | 187 | 22 | 93 | 396 | 0 | 4 | 0 | 13 | 0 | 0 | 716353 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Obs Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 17296 | 6707 | 3631 | 1280 | 774 | 3422 | 1059 | 1467 | 32 | 64 | 22 | 0 | 34 | 43 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 35903 |
| 2 DC NC | 103373 | 42192 | 14393 | 5918 | 3034 | 10116 | 3969 | 3048 | 248 | 104 | 0 | 0 | 79 | 70 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 186578 |
| 3 MTG | 67810 | 23319 | 38961 | 3600 | 1471 | 4582 | 1403 | 604 | 0 | 0 | 69 | 0 | 76 | 94 | 32 | 15 | 5 | 0 | 53 | 0 | 0 | 0 | 0 | 142094 |
| 4 PG | 66663 | 24251 | 9938 | 14686 | 2898 | 10715 | 2316 | 2670 | 133 | 0 | 0 | 0 | 156 | 186 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 134619 |
| 5 ARLCR | 2844 | 894 | 161 | 222 | 13 | 627 | 283 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5233 |
| 6 ARNCR | 38525 | 8185 | 1703 | 930 | 1811 | 7631 | 1874 | 1953 | 39 | 29 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62683 |
| 7 ALX | 17922 | 4329 | 774 | 539 | 1309 | 4808 | 4306 | 1720 | 36 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35761 |
| 8 FFX | 47265 | 11473 | 1424 | 1063 | 5032 | 17147 | 4359 | 15275 | 120 | 76 | 0 | 0 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103252 |
| 9 LDN | 1159 | 492 | 13 | 27 | 142 | 638 | 133 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2701 |
| 10 PW | 6246 | 1899 | 226 | 136 | 695 | 3022 | 772 | 656 | 70 | 1466 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 15206 |
| 11 FRD | 2847 | 537 | 1787 | 120 | 22 | 252 | 31 | 0 | 0 | 0 | 846 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6442 |
| 12 CAR | 213 | 18 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 |
| 13 HOW | 3854 | 554 | 111 | 80 | 162 | 693 | 34 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 5612 |
| 14 AAR | 5265 | 1482 | 210 | 99 | 407 | 1122 | 59 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8677 |
| 15 CAL | 607 | 304 | 109 | 2 | 82 | 67 | 35 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1232 |
| 16 STM | 31 | 0 | 41 | 0 | 4 | 112 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 17 CHS | 2539 | 874 | 120 | 255 | 221 | 990 | 42 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5081 |
| 18 FAU | 174 | 111 | 3 | 0 | 78 | 121 | 19 | 46 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 554 |
| 19 STA | 825 | 269 | 44 | 6 | 83 | 381 | 182 | 208 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2044 |
| 20 CL/JF | 2 | 45 | 0 | 0 | 5 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 21 SP/FB | 222 | 265 | 11 | 46 | 59 | 264 | 184 | 163 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 1285 |
| 22 KGEO | 89 | 16 | 3 | 0 | 7 | 25 | 8 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 385771 | 128216 | 73663 | 29009 | 18310 | 66802 | 21090 | 28275 | 678 | 1867 | 937 | 0 | 359 | 410 | 32 | 15 | 29 | 92 | 66 | 0 | 63 | 0 | 0 | 755684 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Difference (Est-Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | -6485 | -1388 | -1731 | -597 | 654 | -1171 | -429 | -484 | -31 | -61 | -22 | 0 | -32 | -41 | 0 | 0 | 0 | -72 | 0 | 0 | 0 | 0 | 0 | -11891 |
| 2 DC NC | 5637 | -5601 | 3396 | 2052 | 2517 | -384 | -981 | 1260 | -245 | -93 | 0 | 0 | -57 | -53 | 0 | 0 | -17 | -17 | 0 | 0 | 0 | 0 | 0 | 7413 |
| 3 MTG | 4150 | -9562 | 1992 | -683 | 2454 | 78 | -501 | 673 | 0 | 3 | -69 | 0 | -54 | -90 | -32 | -15 | -5 | 0 | -53 | 0 | 0 | 0 | 0 | -1715 |
| 4 PG | -20015 | -5074 | -500 | 579 | 1936 | -4622 | -846 | -1347 | -133 | 2 | 0 | 0 | -75 | -131 | 0 | 0 | -6 | 0 | 0 | 0 | 0 | 0 | 0 | -30231 |
| 5 ARLCR | 52 | -609 | -33 | -199 | 145 | -55 | -165 | -49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -912 |
| 6 ARNCR | -3151 | -4340 | -112 | -643 | 2303 | 1339 | 574 | 630 | -38 | -24 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3463 |
| 7 ALX | 155 | -2380 | -56 | -386 | 835 | -143 | -1623 | 46 | -36 | -11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3599 |
| 8 FFX | 2869 | -4625 | 1989 | -610 | 3936 | -2407 | 1408 | -1906 | -50 | -13 | 0 | 0 | -4 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 586 |
| 9 LDN | 1108 | -44 | 235 | -7 | 476 | 86 | -21 | 149 | 459 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2441 |
| 10 PW | -686 | -303 | 636 | 71 | 775 | -932 | 81 | 1336 | -37 | -246 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | -3 | -4 | 0 | 1 | 0 | 0 | 706 |
| 11 FRD | -1637 | -350 | -1307 | -105 | 59 | -171 | -18 | 17 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3270 |
| 12 CAR | -213 | -18 | 0 | 0 | 0 | -64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -295 |
| 13 HOW | 452 | 627 | 809 | 253 | 238 | -269 | 50 | -16 | 0 | 0 | 0 | 0 | 460 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | -57 | 0 | 0 | 2567 |
| 14 AAR | 1027 | -88 | 463 | 258 | 126 | -550 | 54 | 28 | 0 | 0 | 0 | 0 | 31 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1417 |
| 15 CAL | 40 | -22 | -20 | 37 | 25 | 47 | -9 | -16 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 16 STM | 300 | 117 | 2 | 13 | 46 | -60 | -5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 523 |
| 17 CHS | 238 | 19 | 156 | -133 | 97 | -630 | 48 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 18 FAU | -107 | -89 | 7 | 1 | -47 | -83 | -3 | -42 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -361 |
| 19 STA | -26 | -56 | 32 | 4 | 195 | 1 | -57 | -170 | -0 | -8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -0 | 2 | 0 | -2 | 0 | 0 | -84 |
| 20 CL/JF | 92 | -3 | 56 | 4 | 29 | 32 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 21 SP/FB | 393 | -73 | 64 | -35 | 166 | 55 | -38 | -101 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -0 | -7 | 0 | 7 | 0 | 0 | 436 |
| 22 KGEO | -74 | -10 | -1 | 0 | -1 | -16 | -4 | -11 | 0 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -0 | 0 | 0 | 0 | 0 | -118 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -15880 | -33869 | 6077 | -125 | 16963 | -9918 | -2482 | 27 | -111 | -446 | 150 | 0 | 276 | -223 | -10 | 78 | 367 | -92 | -62 | 0 | -50 | 0 | 0 | -39331 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Ratio (Est/Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 0.63 | 0.79 | 0.52 | 0.53 | 1.84 | 0.66 | 0.60 | 0.67 | 0.03 | 0.04 | 0 | 0 | 0.06 | 0.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.67 |
| 2 DC NC | 1.05 | 0.87 | 1.24 | 1.35 | 1.83 | 0.96 | 0.75 | 1.41 | 0.01 | 0.11 | 0 | 0 | 0.28 | 0.24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.04 |
| 3 MTG | 1.06 | 0.59 | 1.05 | 0.81 | 2.67 | 1.02 | 0.64 | 2.11 | 0.13 | 2.75 | 0.00 | 0 | 0.29 | 0.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.99 |
| 4 PG | 0.70 | 0.79 | 0.95 | 1.04 | 1.67 | 0.57 | 0.63 | 0.50 | 0 | 1.97 | 0 | 0 | 0.52 | 0.29 | 0 | 0 | 0.21 | 0 | 0 | 0 | 0 | 0 | 0 | 0.78 |
| 5 ARLCR | 1.02 | 0.32 | 0.80 | 0.10 | 12.14 | 0.91 | 0.42 | 0.74 | 0.06 | 0.31 | 0 | 0 | 0 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.83 |
| 6 ARNCR | 0.92 | 0.47 | 0.93 | 0.31 | 2.27 | 1.18 | 1.31 | 1.32 | 0.02 | 0.17 | 0 | 0 | 0.03 | 0.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.94 |
| 7 ALX | 1.01 | 0.45 | 0.93 | 0.28 | 1.64 | 0.97 | 0.62 | 1.03 | 0.00 | 0.36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.90 |
| 8 FFX | 1.06 | 0.60 | 2.40 | 0.43 | 1.78 | 0.86 | 1.32 | 0.88 | 0.59 | 0.83 | 0.03 | 0 | 0.57 | 0.74 | 0 | 0 | 0 | 0 | 0 | 0 | 0.63 | 0 | 0 | 1.01 |
| 9 LDN | 1.96 | 0.91 | 19.06 | 0.74 | 4.36 | 1.13 | 0.84 | 2.54 | 459.26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.90 |
| 10 PW | 0.89 | 0.84 | 3.81 | 1.52 | 2.12 | 0.69 | 1.10 | 3.04 | 0.47 | 0.83 | 0.04 | 0 | 3.11 | 2.41 | 0 | 0 | 0 | 0 | 0 | 0 | 1.28 | 0 | 0 | 1.05 |
| 11 FRD | 0.43 | 0.35 | 0.27 | 0.13 | 3.67 | 0.32 | 0.43 | 17.35 | 0 | 0 | 1.28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.49 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 1.12 | 2.13 | 8.28 | 4.16 | 2.47 | 0.61 | 2.47 | 0.76 | 0 | 0.04 | 0 | 0 | 460.03 | 20.70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.46 |
| 14 AAR | 1.20 | 0.94 | 3.21 | 3.61 | 1.31 | 0.51 | 1.91 | 1.84 | 0 | 0.07 | 0 | 0 | 30.94 | 68.17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.16 |
| 15 CAL | 1.07 | 0.93 | 0.81 | 19.70 | 1.30 | 1.70 | 0.76 | 0.37 | 0 | 0 | 0 | 0 | 0 | 1.33 | 21.49 | 0.34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.09 |
| 16 STM | 10.83 | 2938.25 | 1.04 | 12.95 | 12.54 | 0.46 | 0.70 | 6.68 | 0 | 0 | 0 | 0 | 0 | 0 | 0.95 | 89.24 | 12.97 | 0 | 0 | 0 | 0 | 0 | 0 | 3.56 |
| 17 CHS | 1.09 | 1.02 | 2.30 | 0.48 | 1.44 | 0.36 | 2.15 | 1.27 | 0 | 0 | 0 | 0 | 0.04 | 0.02 | 0 | 2.98 | 381.43 | 0 | 0 | 0 | 0 | 0 | 0 | 1.04 |
| 18 FAU | 0.39 | 0.20 | 3.45 | 1.11 | 0.39 | 0.31 | 0.84 | 0.09 | 0 | 1.86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.35 |
| 19 STA | 0.97 | 0.79 | 1.71 | 1.68 | 3.35 | 1.00 | 0.69 | 0.18 | 0 | 0.82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.33 | 0 | 0.35 | 0 | 0 | 0.96 |
| 20 CL/JF | 48.91 | 0.93 | 55.89 | 3.60 | 6.51 | 11.31 | 1.36 | 240.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.69 |
| 21 SP/FB | 2.76 | 0.72 | 6.86 | 0.24 | 3.80 | 1.21 | 0.79 | 0.38 | 0 | 1.09 | 0 | 0 | 0.05 | 0.05 | 0 | 0 | 0 | 0 | 0.23 | 0 | 3.43 | 0 | 0 | 1.34 |
| 22 KGEO | 0.17 | 0.40 | 0.75 | 0.25 | 0.91 | 0.35 | 0.57 | 0.14 | 0 | 0.56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.01 | 0 | 0 | 0.29 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.96 | 0.74 | 1.08 | 1.00 | 1.93 | 0.85 | 0.88 | 1.00 | 0.84 | 0.76 | 1.16 | 0 | 1.77 | 0.46 | 0.70 | 6.17 | 13.65 | 0 | 0.07 | 0 | 0.21 | 0 | 0 | 0.95 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Est Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 3942 | 546 | 647 | 816 | 121 | 128 | 127 | 1277 | 75 | 36 | 7 | 0 | 60 | 127 | 3 | 3 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 7948 |
| 2 DC NC | 9333 | 6399 | 8202 | 11154 | 1011 | 1053 | 780 | 7584 | 460 | 230 | 113 | 3 | 806 | 1679 | 74 | 45 | 376 | 15 | 5 | 2 | 4 | 1 | 0 | 49330 |
| 3 MTG | 57644 | 31275 | 200880 | 32379 | 3697 | 8709 | 3631 | 26731 | 1708 | 760 | 5255 | 485 | 7714 | 6893 | 192 | 275 | 559 | 87 | 39 | 218 | 51 | 6 | 0 | 389188 |
| 4 PG | 39186 | 41648 | 36217 | 152696 | 4223 | 9492 | 5519 | 18402 | 743 | 579 | 379 | 57 | 7124 | 15727 | 1032 | 890 | 5329 | 39 | 29 | 15 | 33 | 29 | 0 | 339388 |
| 5 ARLCR | 197 | 130 | 132 | 82 | 540 | 336 | 103 | 555 | 24 | 15 | 1 | 0 | 2 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2123 |
| 6 ARNCR | 8450 | 3950 | 3580 | 1859 | 4435 | 13614 | 4050 | 19076 | 676 | 497 | 26 | 0 | 57 | 133 | 5 | 12 | 41 | 24 | 16 | 3 | 13 | 1 | 0 | 60517 |
| 7 ALX | 9211 | 3183 | 2450 | 1743 | 2341 | 6086 | 8499 | 16498 | 450 | 623 | 17 | 0 | 44 | 116 | 8 | 16 | 63 | 21 | 28 | 3 | 20 | 1 | 0 | 51419 |
| 8 FFX | 72033 | 25257 | 29367 | 13572 | 11007 | 32704 | 26267 | 291719 | 22839 | 17816 | 403 | 21 | 513 | 1181 | 92 | 265 | 554 | 1044 | 563 | 210 | 511 | 23 | 0 | 547960 |
| 9 LDN | 9582 | 5171 | 8616 | 2508 | 2041 | 5116 | 2526 | 51594 | 53826 | 4631 | 1708 | 97 | 353 | 461 | 19 | 86 | 101 | 854 | 119 | 1603 | 142 | 7 | 0 | 151163 |
| 10 PW | 12124 | 6304 | 6879 | 3623 | 2595 | 6783 | 5219 | 89902 | 6292 | 76721 | 188 | 10 | 153 | 397 | 30 | 115 | 171 | 3022 | 2358 | 219 | 1351 | 58 | 0 | 224514 |
| 11 FRD | 4953 | 3502 | 19304 | 3097 | 666 | 1354 | 512 | 4774 | 2263 | 337 | 80091 | 5765 | 7686 | 4376 | 41 | 83 | 109 | 67 | 5 | 1160 | 8 | 1 | 0 | 140152 |
| 12 CAR | 3099 | 1935 | 7786 | 2019 | 326 | 622 | 237 | 1645 | 396 | 83 | 8624 | 44377 | 4787 | 2900 | 32 | 47 | 77 | 14 | 2 | 178 | 3 | 0 | 0 | 79187 |
| 13 HOW | 7665 | 6444 | 16222 | 11457 | 681 | 1491 | 679 | 3113 | 247 | 125 | 4079 | 1319 | 56037 | 20348 | 127 | 189 | 277 | 10 | 4 | 105 | 7 | 2 | 0 | 130625 |
| 14 AAR | 14112 | 11474 | 14119 | 21017 | 1356 | 2867 | 1404 | 4862 | 291 | 235 | 1169 | 357 | 17730 | 140153 | 1458 | 721 | 1124 | 11 | 8 | 41 | 11 | 7 | 0 | 234528 |
| 15 CAL | 4648 | 2895 | 2187 | 4419 | 412 | 834 | 460 | 1510 | 79 | 84 | 56 | 10 | 380 | 2680 | 18354 | 5904 | 2206 | 4 | 8 | 1 | 17 | 19 | 0 | 47166 |
| 16 STM | 3564 | 2192 | 1499 | 3332 | 346 | 668 | 406 | 1307 | 62 | 94 | 32 | 4 | 219 | 978 | 4061 | 51426 | 5596 | 10 | 30 | 0 | 56 | 93 | 0 | 75974 |
| 17 CHS | 8925 | 5953 | 3539 | 10336 | 852 | 1749 | 1123 | 3398 | 144 | 176 | 67 | 9 | 444 | 1788 | 1796 | 3305 | 31121 | 8 | 22 | 1 | 49 | 97 | 0 | 74903 |
| 18 FAU | 1505 | 725 | 1012 | 364 | 434 | 1024 | 601 | 7848 | 2095 | 5798 | 53 | 2 | 20 | 40 | 4 | 24 | 22 | 10465 | 923 | 199 | 704 | 34 | 0 | 33895 |
| 19 STA | 2524 | 1301 | 1309 | 836 | 677 | 1736 | 1361 | 8963 | 949 | 9253 | 26 | 1 | 31 | 91 | 21 | 121 | 124 | 1720 | 20758 | 72 | 10573 | 374 | 0 | 62821 |
| 20 CL/JF | 706 | 409 | 1957 | 310 | 188 | 445 | 212 | 4158 | 3781 | 940 | 1502 | 94 | 297 | 179 | 1 | 2 | 4 | 442 | 27 | 16886 | 28 | 1 | 0 | 32570 |
| 21 SP/FB | 1404 | 723 | 806 | 514 | 372 | 1012 | 785 | 5940 | 678 | 5313 | 18 | 1 | 17 | 52 | 26 | 127 | 159 | 1414 | 8230 | 58 | 31199 | 458 | 0 | 59307 |
| 22 KGEO | 723 | 405 | 277 | 494 | 154 | 308 | 193 | 1130 | 116 | 917 | 2 | 0 | 13 | 52 | 43 | 155 | 317 | 212 | 1022 | 9 | 1404 | 3968 | 0 | 11913 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 275531 | 161822 | 366987 | 278625 | 38477 | 98132 | 64692 | 571985 | 98192 | 125265 | 103813 | 52612 | 104482 | 200357 | 27419 | 63811 | 48359 | 19489 | 34197 | 20983 | 46183 | 5179 | 0 | 2806592 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Obs Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1740 | 284 | 386 | 130 | 0 | 417 | 0 | 623 | 254 | 0 | 0 | 0 | 0 | 447 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4281 |
| 2 DC NC | 12791 | 2168 | 7347 | 11193 | 1111 | 1595 | 1341 | 7886 | 936 | 334 | 0 | 0 | 116 | 3006 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49938 |
| 3 MTG | 48287 | 34541 | 243503 | 26384 | 2437 | 9989 | 1758 | 27514 | 2146 | 725 | 3187 | 0 | 8957 | 8185 | 0 | 0 | 0 | 0 | 457 | 821 | 0 | 0 | 0 | 418889 |
| 4 PG | 51967 | 39513 | 45941 | 156780 | 1296 | 8989 | 3789 | 23187 | 1657 | 442 | 111 | 1070 | 6491 | 12343 | 0 | 0 | 6620 | 0 | 0 | 0 | 0 | 0 | 0 | 360195 |
| 5 ARLCR | 0 | 341 | 401 | 0 | 186 | 126 | 0 | 1411 | 0 | 347 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2991 |
| 6 ARNCR | 12858 | 5173 | 4633 | 653 | 4266 | 13822 | 3012 | 22185 | 1490 | 503 | 0 | 0 | 0 | 279 | 91 | 0 | 0 | 0 | 287 | 0 | 0 | 0 | 0 | 69252 |
| 7 ALX | 14251 | 3229 | 1847 | 2528 | 1711 | 6062 | 10762 | 14035 | 263 | 1301 | 0 | 0 | 0 | 311 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56300 |
| 8 FFX | 67526 | 20930 | 17450 | 5794 | 20447 | 35172 | 27099 | 324648 | 21332 | 19794 | 0 | 0 | 2563 | 238 | 424 | 0 | 336 | 816 | 1052 | 471 | 0 | 132 | 0 | 566223 |
| 9 LDN | 5843 | 2218 | 4248 | 0 | 607 | 4034 | 925 | 64363 | 59149 | 2229 | 0 | 0 | 0 | 382 | 0 | 0 | 0 | 663 | 0 | 480 | 0 | 0 | 0 | 145140 |
| 10 PW | 12985 | 9392 | 4274 | 3686 | 5520 | 6920 | 7527 | 86697 | 5418 | 80339 | 0 | 0 | 0 | 0 | 0 | 761 | 295 | 2909 | 2916 | 0 | 636 | 0 | 0 | 230273 |
| 11 FRD | 951 | 2246 | 27495 | 2619 | 107 | 227 | 201 | 1986 | 2572 | 296 | 87417 | 3891 | 3895 | 1204 | 0 | 0 | 0 | 0 | 0 | 465 | 0 | 0 | 0 | 135572 |
| 12 CAR | 553 | 87 | 9459 | 2962 | 0 | 0 | 164 | 164 | 0 | 0 | 2251 | 41478 | 10836 | 6026 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73981 |
| 13 HOW | 5535 | 2561 | 15538 | 22679 | 165 | 285 | 526 | 3048 | 274 | 0 | 420 | 961 | 56055 | 22019 | 0 | 0 | 137 | 0 | 0 | 323 | 0 | 0 | 0 | 130528 |
| 14 AAR | 13029 | 6734 | 7861 | 26984 | 950 | 1569 | 1792 | 5109 | 0 | 202 | 0 | 797 | 20126 | 140038 | 607 | 80 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 226021 |
| 15 CAL | 2995 | 1771 | 722 | 5190 | 152 | 888 | 0 | 3022 | 0 | 360 | 0 | 0 | 1072 | 7577 | 15580 | 7407 | 485 | 0 | 0 | 0 | 0 | 0 | 0 | 47220 |
| 16 STM | 1678 | 2910 | 457 | 3385 | 0 | 0 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 569 | 5367 | 55394 | 6675 | 0 | 0 | 0 | 0 | 0 | 0 | 76821 |
| 17 CHS | 5534 | 4066 | 1872 | 14769 | 674 | 1931 | 1549 | 5934 | 0 | 0 | 0 | 0 | 0 | 2226 | 1809 | 1701 | 29661 | 0 | 0 | 0 | 0 | 288 | 0 | 72013 |
| 18 FAU | 524 | 0 | 567 | 0 | 0 | 766 | 374 | 8831 | 1816 | 6562 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10640 | 0 | 0 | 214 | 0 | 0 | 30295 |
| 19 STA | 1561 | 1843 | 858 | 279 | 0 | 2573 | 1186 | 9510 | 0 | 13392 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18220 | 536 | 10419 | 893 | 0 | 61271 |
| 20 CL/JF | 509 | 0 | 533 | 0 | 0 | 0 | 0 | 3934 | 6540 | 0 | 3619 | 0 | 157 | 0 | 0 | 0 | 0 | 314 | 0 | 13645 | 0 | 297 | 0 | 29549 |
| 21 SP/FB | 1865 | 2718 | 788 | 1011 | 520 | 544 | 0 | 617 | 0 | 2460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 5811 | 2235 | 32937 | 4830 | 0 | 56592 |
| 22 KGEO | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 329 | 0 | 804 | 0 | 0 | 0 | 367 | 0 | 244 | 1001 | 244 | 839 | 0 | 1018 | 8183 | 0 | 13302 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 263256 | 142721 | 396179 | 287025 | 40148 | 95909 | 62005 | 615422 | 103848 | 130089 | 97005 | 48196 | 110445 | 205217 | 23994 | 65587 | 45209 | 15845 | 29580 | 19120 | 45225 | 14624 | 0 | 2856648 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Difference (Est-Obs) Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 2202 | 262 | 261 | 685 | 121 | -289 | 127 | 654 | -179 | 36 | 7 | 0 | 60 | -319 | 3 | 3 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 3667 |
| 2 DC NC | -3458 | 4232 | 855 | -39 | -99 | -542 | -561 | -302 | -476 | -104 | 113 | 3 | 690 | -1327 | -41 | 45 | 376 | 15 | 5 | 2 | 4 | 1 | 0 | -608 |
| 3 MTG | 9357 | -3266 | -42623 | 5994 | 1260 | -1279 | 1873 | -782 | -437 | 35 | 2068 | 485 | -1243 | -1293 | 192 | 275 | 559 | 87 | -418 | -603 | 51 | 6 | 0 | -29702 |
| 4 PG | -12781 | 2136 | -9724 | -4085 | 2927 | 504 | 1730 | -4786 | -914 | 137 | 268 | -1013 | 633 | 3384 | 1032 | 890 | -1291 | 39 | 29 | 15 | 33 | 29 | 0 | -20807 |
| 5 ARLCR | 197 | -211 | -269 | 82 | 354 | 210 | 103 | -856 | 24 | -332 | 1 | 0 | -176 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | -867 |
| 6 ARNCR | -4408 | -1222 | -1054 | 1206 | 169 | -208 | 1038 | -3109 | -814 | -6 | 26 | 0 | 57 | -146 | -86 | 12 | 41 | 24 | -270 | 3 | 13 | 1 | 0 | -8735 |
| 7 ALX | -5040 | -47 | 603 | -785 | 629 | 24 | -2263 | 2463 | 187 | -677 | 17 | 0 | 44 | -196 | 8 | 16 | 63 | 21 | 28 | 3 | 20 | 1 | 0 | -4881 |
| 8 FFX | 4507 | 4327 | 11917 | 7779 | -9440 | -2468 | -832 | -32929 | 1507 | -1977 | 403 | 21 | -2051 | 943 | -332 | 265 | 218 | 229 | -489 | -261 | 511 | -109 | 0 | -18263 |
| 9 LDN | 3739 | 2954 | 4369 | 2508 | 1435 | 1082 | 1601 | -12769 | -5323 | 2403 | 1708 | 97 | 353 | 79 | 19 | 86 | 101 | 192 | 119 | 1123 | 142 | 7 | 0 | 6022 |
| 10 PW | -861 | -3088 | 2605 | -63 | -2924 | -137 | -2307 | 3205 | 873 | -3618 | 188 | 10 | 153 | 397 | 30 | -645 | -124 | 113 | -558 | 219 | 715 | 58 | 0 | -5759 |
| 11 FRD | 4002 | 1256 | -8191 | 479 | 558 | 1127 | 311 | 2788 | -310 | 41 | -7325 | 1875 | 3791 | 3172 | 41 | 83 | 109 | 67 | 5 | 695 | 8 | 1 | 0 | 4580 |
| 12 CAR | 2546 | 1848 | -1673 | -943 | 326 | 622 | 72 | 1481 | 396 | 83 | 6373 | 2899 | -6050 | -3127 | 32 | 47 | 77 | 14 | 2 | 178 | 3 | 0 | 0 | 5206 |
| 13 HOW | 2130 | 3883 | 684 | -11222 | 515 | 1207 | 152 | 65 | -27 | 125 | 3658 | 358 | -18 | -1671 | 127 | 189 | 140 | 10 | 4 | -219 | 7 | 2 | 0 | 98 |
| 14 AAR | 1083 | 4740 | 6259 | -5967 | 405 | 1299 | -388 | -247 | 291 | 33 | 1169 | -440 | -2396 | 115 | 851 | 641 | 1124 | 11 | 8 | -102 | 11 | 7 | 0 | 8508 |
| 15 CAL | 1653 | 1124 | 1465 | -771 | 260 | -54 | 460 | -1513 | 79 | -275 | 56 | 10 | -692 | -4897 | 2774 | -1503 | 1721 | 4 | 8 | 1 | 17 | 19 | 0 | -54 |
| 16 STM | 1886 | -718 | 1043 | -53 | 346 | 668 | 406 | 918 | 62 | 94 | 32 | 4 | 219 | 409 | -1306 | -3968 | -1079 | 10 | 30 | 0 | 56 | 93 | 0 | -847 |
| 17 CHS | 3391 | 1888 | 1667 | -4433 | 179 | -182 | -426 | -2536 | 144 | 176 | 67 | 9 | 444 | -437 | -13 | 1604 | 1460 | 8 | 22 | 1 | 49 | -190 | 0 | 2890 |
| 18 FAU | 982 | 725 | 445 | 364 | 434 | 258 | 227 | -984 | 278 | -764 | 53 | 2 | 20 | 40 | 4 | 24 | 22 | -175 | 923 | 199 | 490 | 34 | 0 | 3600 |
| 19 STA | 963 | -542 | 452 | 556 | 677 | -838 | 175 | -547 | 949 | -4139 | 26 | 1 | 31 | 91 | 21 | 121 | 124 | 1720 | 2538 | -464 | 154 | -519 | 0 | 1550 |
| 20 CL/JF | 197 | 409 | 1423 | 310 | 188 | 445 | 212 | 224 | -2759 | 940 | -2117 | 94 | 139 | 179 | 1 | 2 | 4 | 128 | 27 | 3241 | 28 | -296 | 0 | 3021 |
| 21 SP/FB | -460 | -1994 | 18 | -497 | -147 | 468 | 785 | 5323 | 678 | 2854 | 18 | 1 | 17 | 52 | 26 | 127 | 159 | 1156 | 2419 | -2176 | -1739 | -4372 | 0 | 2715 |
| 22 KGEO | 450 | 405 | 277 | 494 | 154 | 308 | 193 | 802 | 116 | 113 | 2 | 0 | 13 | -315 | 43 | -90 | -684 | -33 | 184 | 9 | 386 | -4216 | 0 | -1389 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 12276 | 19100 | -29192 | -8400 | -1672 | 2223 | 2687 | -43437 | -5656 | -4824 | 6808 | 4416 | -5963 | -4860 | 3426 | -1776 | 3150 | 3644 | 4617 | 1863 | 958 | -9444 | 0 | -50057 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Ratio (Est/Obs) Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 2.27 | 1.92 | 1.68 | 6.26 | 120.54 | 0.31 | 126.58 | 2.05 | 0.30 | 36.46 | 7.15 | 0.01 | 59.92 | 0.29 | 3.43 | 3.06 | 29.20 | 2.10 | 0.63 | 0.01 | 0.21 | 0.02 | 0 | 1.86 |
| 2 DC NC | 0.73 | 2.95 | 1.12 | 1.00 | 0.91 | 0.66 | 0.58 | 0.96 | 0.49 | 0.69 | 113.35 | 3.03 | 6.97 | 0.56 | 0.64 | 44.97 | 375.65 | 15.06 | 5.36 | 2.35 | 4.06 | 0.77 | 0 | 0.99 |
| 3 MTG | 1.19 | 0.91 | 0.82 | 1.23 | 1.52 | 0.87 | 2.07 | 0.97 | 0.80 | 1.05 | 1.65 | 484.97 | 0.86 | 0.84 | 192.41 | 274.83 | 559.27 | 87.03 | 0.09 | 0.27 | 50.93 | 5.89 | 0 | 0.93 |
| 4 PG | 0.75 | 1.05 | 0.79 | 0.97 | 3.26 | 1.06 | 1.46 | 0.79 | 0.45 | 1.31 | 3.42 | 0.05 | 1.10 | 1.271032.30 | 889.60 | 0.80 | 39.31 | 28.93 | 14.70 | 33.19 | 29.12 | 0 | 0 | 0.94 |
| 5 ARLCR | 196.69 | 0.38 | 0.33 | 81.78 | 2.90 | 2.67 | 102.81 | 0.39 | 23.73 | 0.04 | 0.59 | 0 | 0.01 | 5.33 | 0.15 | 0.23 | 1.49 | 0.63 | 0.36 | 0.02 | 0.14 | 0 | 0 | 0.71 |
| 6 ARNCR | 0.66 | 0.76 | 0.77 | 2.85 | 1.04 | 0.98 | 1.34 | 0.86 | 0.45 | 0.99 | 25.53 | 0.25 | 56.72 | 0.48 | 0.06 | 12.13 | 40.89 | 24.26 | 0.06 | 3.04 | 12.55 | 0.60 | 0 | 0.87 |
| 7 ALX | 0.65 | 0.99 | 1.33 | 0.69 | 1.37 | 1.00 | 0.79 | 1.18 | 1.71 | 0.48 | 16.83 | 0.23 | 43.75 | 0.37 | 7.89 | 15.79 | 63.30 | 21.18 | 27.89 | 2.59 | 19.59 | 0.99 | 0 | 0.91 |
| 8 FFX | 1.07 | 1.21 | 1.68 | 2.34 | 0.54 | 0.93 | 0.97 | 0.90 | 1.07 | 0.90 | 402.81 | 20.86 | 0.20 | 4.96 | 0.22 | 264.51 | 1.65 | 1.28 | 0.54 | 0.45 | 510.59 | 0.17 | 0 | 0.97 |
| 9 LDN | 1.64 | 2.33 | 2.032507.88 | 3.37 | 1.27 | 2.73 | 0.80 | 0.91 | 2.081707.92 | 96.52 | 352.55 | 1.21 | 18.89 | 86.49 | 100.56 | 1.29 | 118.66 | 3.34 | 142.33 | 6.94 | 0 | 1.04 |
| 10 PW | 0.93 | 0.67 | 1.61 | 0.98 | 0.47 | 0.98 | 0.69 | 1.04 | 1.16 | 0.95 | 187.76 | 9.86 | 152.53 | 397.09 | 29.57 | 0.15 | 0.58 | 1.04 | 0.81 | 218.80 | 2.12 | 57.83 | 0 | 0.97 |
| 11 FRD | 5.21 | 1.56 | 0.70 | 1.18 | 6.20 | 5.96 | 2.55 | 2.40 | 0.88 | 1.14 | 0.92 | 1.48 | 1.97 | 3.63 | 40.62 | 82.52 | 108.86 | 66.80 | 5.31 | 2.49 | 7.52 | 0.54 | 0 | 1.03 |
| 12 CAR | 5.60 | 22.22 | 0.82 | 0.68 | 326.35 | 622.29 | 1.44 | 10.00 | 396.40 | 82.56 | 3.83 | 1.07 | 0.44 | 0.48 | 31.64 | 47.14 | 76.78 | 14.36 | 1.66 | 177.77 | 2.84 | 0.41 | 0 | 1.07 |
| 13 HOW | 1.38 | 2.52 | 1.04 | 0.51 | 4.12 | 5.24 | 1.29 | 1.02 | 0.90 | 124.89 | 9.70 | 1.37 | 1.00 | 0.92 | 126.59 | 189.43 | 2.02 | 9.97 | 4.05 | 0.32 | 6.81 | 1.82 | 0 | 1.00 |
| 14 AAR | 1.08 | 1.70 | 1.80 | 0.78 | 1.43 | 1.83 | 0.78 | 0.95 | 290.54 | 1.161168.62 | 0.45 | 0.88 | 1.00 | 2.40 | 9.011123.97 | 11.24 | 8.35 | 0.29 | 11.49 | 6.71 | 0 | 1.04 |
| 15 CAL | 1.55 | 1.63 | 3.03 | 0.85 | 2.71 | 0.94 | 459.52 | 0.50 | 79.09 | 0.23 | 55.67 | 9.98 | 0.35 | 0.35 | 1.18 | 0.80 | 4.55 | 4.17 | 7.78 | 1.35 | 16.86 | 18.93 | 0 | 1.00 |
| 16 STM | 2.12 | 0.75 | 3.28 | 0.98 | 346.22 | 667.73 | 406.08 | 3.37 | 61.76 | 93.75 | 31.80 | 3.70 | 218.55 | 1.72 | 0.76 | 0.93 | 0.84 | 9.99 | 29.65 | 0.48 | 56.23 | 93.37 | 0 | 0.99 |
| 17 CHS | 1.61 | 1.46 | 1.89 | 0.70 | 1.27 | 0.91 | 0.72 | 0.57 | 143.55 | 175.87 | 66.81 | 8.89 | 444.04 | 0.80 | 0.99 | 1.94 | 1.05 | 8.44 | 21.87 | 1.18 | 49.10 | 0.34 | 0 | 1.04 |
| 18 FAU | 2.87 | 725.11 | 1.79 | 363.94 | 433.62 | 1.34 | 1.61 | 0.89 | 1.15 | 0.88 | 52.55 | 2.47 | 19.56 | 40.34 | 3.59 | 23.56 | 21.57 | 0.98 | 923.23 | 199.24 | 3.29 | 34.26 | 0 | 1.12 |
| 19 STA | 1.62 | 0.71 | 1.53 | 2.99 | 677.38 | 0.67 | 1.15 | 0.94 | 948.79 | 0.69 | 26.24 | 1.40 | 30.80 | 90.62 | 21.48 | 120.64 | 123.551720.12 | 1.14 | 0.13 | 1.01 | 0.42 | 0 | 0 | 1.03 |
| 20 CL/JF | 1.39 | 409.14 | 3.67 | 310.09 | 187.82 | 444.63 | 211.81 | 1.06 | 0.58 | 940.28 | 0.42 | 93.80 | 1.89 | 179.35 | 0.86 | 2.08 | 4.34 | 1.41 | 27.16 | 1.24 | 28.41 | 0.00 | 0 | 1.10 |
| 21 SP/FB | 0.75 | 0.27 | 1.02 | 0.51 | 0.72 | 1.86 | 785.44 | 9.62 | 677.76 | 2.16 | 17.56 | 0.61 | 17.33 | 52.24 | 26.19 | 126.72 | 158.97 | 5.48 | 1.42 | 0.03 | 0.95 | 0.09 | 0 | 1.05 |
| 22 KGEO | 2.65 | 404.98 | 276.72 | 494.04 | 154.36 | 307.50 | 193.04 | 3.44 | 115.97 | 1.14 | 2.27 | 0.08 | 12.98 | 0.14 | 42.91 | 0.63 | 0.32 | 0.87 | 1.22 | 8.80 | 1.38 | 0.48 | 0 | 0.90 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.05 | 1.13 | 0.93 | 0.97 | 0.96 | 1.02 | 1.04 | 0.93 | 0.95 | 0.96 | 1.07 | 1.09 | 0.95 | 0.98 | 1.14 | 0.97 | 1.07 | 1.23 | 1.16 | 1.10 | 1.02 | 0.35 | 0 | 0.98 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Est Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 3229 | 471 | 588 | 749 | 107 | 117 | 114 | 1148 | 67 | 34 | 7 | 0 | 54 | 115 | 3 | 3 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 6836 |
| 2 DC NC | 7820 | 5578 | 7360 | 10137 | 887 | 944 | 697 | 6767 | 410 | 213 | 103 | 3 | 720 | 1491 | 70 | 41 | 343 | 14 | 5 | 2 | 4 | 1 | 0 | 43610 |
| 3 MTG | 49256 | 28522 | 186588 | 30114 | 3251 | 7873 | 3303 | 24532 | 1578 | 715 | 4894 | 460 | 7173 | 6387 | 183 | 257 | 525 | 81 | 38 | 205 | 50 | 6 | 0 | 355990 |
| 4 PG | 33194 | 37982 | 33207 | 142698 | 3691 | 8558 | 5022 | 16887 | 689 | 548 | 355 | 56 | 6615 | 14597 | 971 | 833 | 4988 | 37 | 28 | 15 | 33 | 28 | 0 | 311031 |
| 5 ARLCR | 169 | 119 | 120 | 77 | 476 | 304 | 94 | 508 | 22 | 14 | 1 | 0 | 2 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1912 |
| 6 ARNCR | 7448 | 3627 | 3293 | 1739 | 3961 | 12432 | 3720 | 17595 | 620 | 464 | 24 | 0 | 54 | 124 | 5 | 12 | 39 | 22 | 16 | 3 | 12 | 1 | 0 | 55211 |
| 7 ALX | 8058 | 2950 | 2256 | 1639 | 2093 | 5626 | 7909 | 15394 | 417 | 588 | 16 | 0 | 41 | 109 | 8 | 15 | 61 | 20 | 27 | 3 | 19 | 1 | 0 | 47249 |
| 8 FFX | 61462 | 23578 | 27506 | 12792 | 9727 | 30354 | 24826 | 275371 | 21609 | 16907 | 385 | 21 | 487 | 1111 | 90 | 252 | 532 | 990 | 540 | 201 | 489 | 22 | 0 | 509252 |
| 9 LDN | 7764 | 4714 | 8002 | 2326 | 1710 | 4561 | 2318 | 48110 | 51072 | 4386 | 1618 | 94 | 332 | 428 | 18 | 80 | 96 | 808 | 114 | 1518 | 136 | 7 | 0 | 140212 |
| 10 PW | 8065 | 5308 | 5874 | 3145 | 1862 | 5666 | 4713 | 82260 | 5912 | 72843 | 174 | 10 | 131 | 339 | 28 | 106 | 161 | 2857 | 2239 | 208 | 1279 | 56 | 0 | 203235 |
| 11 FRD | 4042 | 3118 | 17520 | 2829 | 563 | 1189 | 454 | 4260 | 2063 | 309 | 74756 | 5349 | 6968 | 3948 | 38 | 75 | 101 | 61 | 5 | 1073 | 7 | 1 | 0 | 128730 |
| 12 CAR | 2544 | 1728 | 7038 | 1853 | 277 | 545 | 210 | 1467 | 355 | 76 | 7931 | 41696 | 4393 | 2643 | 30 | 43 | 71 | 13 | 2 | 162 | 3 | 0 | 0 | 73080 |
| 13 HOW | 6478 | 5847 | 14928 | 10650 | 595 | 1341 | 615 | 2846 | 228 | 118 | 3766 | 1232 | 52510 | 18965 | 118 | 175 | 257 | 9 | 4 | 97 | 7 | 2 | 0 | 120784 |
| 14 AAR | 11748 | 10322 | 12820 | 19460 | 1171 | 2551 | 1261 | 4409 | 266 | 219 | 1065 | 331 | 16419 | 131075 | 1353 | 663 | 1038 | 10 | 8 | 38 | 11 | 6 | 0 | 216247 |
| 15 CAL | 3823 | 2588 | 1964 | 4069 | 352 | 736 | 411 | 1360 | 72 | 78 | 51 | 10 | 344 | 2454 | 17228 | 5493 | 2026 | 4 | 7 | 1 | 16 | 17 | 0 | 43103 |
| 16 STM | 2837 | 1923 | 1317 | 3027 | 287 | 577 | 357 | 1158 | 56 | 85 | 29 | 4 | 195 | 873 | 3753 | 48180 | 5144 | 9 | 28 | 0 | 52 | 86 | 0 | 69974 |
| 17 CHS | 7389 | 5356 | 3183 | 9581 | 732 | 1553 | 1014 | 3088 | 131 | 164 | 62 | 9 | 404 | 1630 | 1667 | 3071 | 29175 | 8 | 21 | 1 | 46 | 91 | 0 | 68376 |
| 18 FAU | 1036 | 608 | 886 | 316 | 318 | 839 | 530 | 7062 | 1949 | 5451 | 50 | 2 | 18 | 35 | 3 | 22 | 20 | 9920 | 872 | 187 | 662 | 32 | 0 | 30819 |
| 19 STA | 1367 | 977 | 963 | 660 | 401 | 1296 | 1156 | 7691 | 858 | 8698 | 22 | 1 | 23 | 69 | 20 | 113 | 115 | 1606 | 19744 | 67 | 10013 | 354 | 0 | 56214 |
| 20 CL/JF | 540 | 366 | 1761 | 281 | 145 | 372 | 184 | 3678 | 3468 | 854 | 1392 | 86 | 264 | 160 | 1 | 2 | 4 | 406 | 25 | 16052 | 27 | 1 | 0 | 30070 |
| 21 SP/FB | 720 | 522 | 569 | 396 | 208 | 729 | 646 | 4940 | 598 | 4932 | 15 | 1 | 12 | 38 | 25 | 118 | 148 | 1303 | 7786 | 54 | 29620 | 431 | 0 | 53812 |
| 22 KGEO | 498 | 352 | 223 | 451 | 100 | 230 | 161 | 920 | 100 | 842 | 2 | 0 | 12 | 48 | 40 | 144 | 294 | 192 | 960 | 8 | 1317 | 3776 | 0 | 10669 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 229487 | 146554 | 337967 | 258989 | 32913 | 88395 | 59713 | 531451 | 92539 | 118538 | 96717 | 49363 | 97170 | 186642 | 25653 | 59700 | 45168 | 18370 | 32469 | 19896 | 43803 | 4918 | 0 | 2576417 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Obs Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1292 | 226 | 386 | 130 | 0 | 417 | 0 | 623 | 254 | 0 | 0 | 0 | 0 | 447 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3776 |
| 2 DC NC | 10790 | 1951 | 6887 | 9414 | 1111 | 1595 | 929 | 7178 | 936 | 334 | 0 | 0 | 116 | 2505 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43862 |
| 3 MTG | 40219 | 30719 | 224648 | 25685 | 2065 | 9137 | 1758 | 25990 | 2146 | 725 | 3187 | 0 | 8957 | 7306 | 0 | 0 | 0 | 0 | 457 | 821 | 0 | 0 | 0 | 383818 |
| 4 PG | 44339 | 35248 | 41549 | 142691 | 1296 | 7982 | 3491 | 20967 | 1657 | 221 | 111 | 1070 | 6491 | 11763 | 0 | 0 | 5112 | 0 | 0 | 0 | 0 | 0 | 0 | 323986 |
| 5 ARLCR | 0 | 341 | 401 | 0 | 186 | 126 | 0 | 1411 | 0 | 347 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2991 |
| 6 ARNCR | 11171 | 4821 | 4236 | 653 | 3930 | 12314 | 2844 | 20212 | 1490 | 503 | 0 | 0 | 0 | 279 | 91 | 0 | 0 | 0 | 287 | 0 | 0 | 0 | 0 | 62832 |
| 7 ALX | 10303 | 3229 | 1665 | 1913 | 1711 | 5450 | 9330 | 12987 | 263 | 1301 | 0 | 0 | 0 | 311 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48463 |
| 8 FFX | 55303 | 18116 | 16790 | 5794 | 16414 | 32518 | 25817 | 303262 | 18639 | 19204 | 0 | 0 | 2563 | 238 | 424 | 0 | 336 | 816 | 1052 | 471 | 0 | 132 | 0 | 517887 |
| 9 LDN | 4587 | 2218 | 4248 | 0 | 607 | 2609 | 925 | 61288 | 54268 | 2229 | 0 | 0 | 0 | 382 | 0 | 0 | 0 | 663 | 0 | 480 | 0 | 0 | 0 | 134503 |
| 10 PW | 6825 | 7319 | 2701 | 2113 | 3842 | 5940 | 6405 | 80112 | 5418 | 77918 | 0 | 0 | 0 | 0 | 0 | 393 | 295 | 2909 | 2916 | 0 | 636 | 0 | 0 | 205743 |
| 11 FRD | 951 | 2246 | 25532 | 2619 | 107 | 227 | 201 | 1986 | 2572 | 296 | 80588 | 3891 | 3895 | 1204 | 0 | 0 | 0 | 0 | 0 | 465 | 0 | 0 | 0 | 126781 |
| 12 CAR | 553 | 87 | 8280 | 2678 | 0 | 0 | 164 | 164 | 0 | 0 | 2137 | 38595 | 10381 | 5623 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68663 |
| 13 HOW | 4595 | 2426 | 15199 | 20938 | 165 | 285 | 526 | 2273 | 274 | 0 | 420 | 961 | 51185 | 21307 | 0 | 0 | 137 | 0 | 0 | 323 | 0 | 0 | 0 | 121016 |
| 14 AAR | 9872 | 6734 | 6360 | 26285 | 950 | 1569 | 1792 | 4567 | 0 | 202 | 0 | 797 | 19351 | 133857 | 607 | 80 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 213166 |
| 15 CAL | 2995 | 1537 | 722 | 5190 | 152 | 444 | 0 | 3022 | 0 | 360 | 0 | 0 | 1072 | 6156 | 13696 | 7407 | 485 | 0 | 0 | 0 | 0 | 0 | 0 | 43237 |
| 16 STM | 1678 | 2459 | 457 | 3385 | 0 | 0 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 569 | 4252 | 51198 | 5483 | 0 | 0 | 0 | 0 | 0 | 0 | 69868 |
| 17 CHS | 4959 | 3924 | 1238 | 13642 | 674 | 1931 | 1549 | 5149 | 0 | 0 | 0 | 0 | 0 | 2055 | 1608 | 1303 | 27526 | 0 | 0 | 0 | 0 | 288 | 0 | 65846 |
| 18 FAU | 524 | 0 | 567 | 0 | 0 | 766 | 374 | 8831 | 1816 | 6062 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9273 | 0 | 0 | 214 | 0 | 0 | 28428 |
| 19 STA | 1561 | 1843 | 858 | 140 | 0 | 901 | 1186 | 7725 | 0 | 11574 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15822 | 536 | 9107 | 893 | 0 | 52145 |
| 20 CL/JF | 509 | 0 | 533 | 0 | 0 | 0 | 0 | 3239 | 5658 | 0 | 3619 | 0 | 157 | 0 | 0 | 0 | 0 | 314 | 0 | 12335 | 0 | 297 | 0 | 26663 |
| 21 SP/FB | 1865 | 1100 | 788 | 1011 | 520 | 544 | 0 | 617 | 0 | 2460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 5811 | 1658 | 31341 | 4830 | 0 | 52803 |
| 22 KGEO | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 329 | 0 | 804 | 0 | 0 | 0 | 367 | 0 | 244 | 1001 | 244 | 839 | 0 | 842 | 7623 | 0 | 12565 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 215164 | 126545 | 364044 | 264279 | 33730 | 84754 | 57292 | 572320 | 95393 | 124540 | 90062 | 45314 | 104345 | 194369 | 20794 | 60626 | 40374 | 14478 | 27182 | 17233 | 42141 | 14063 | 0 | 2609040 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Difference (Est-Obs) Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1937 | 245 | 201 | 619 | 107 | -300 | 114 | 525 | -187 | 34 | 7 | 0 | 54 | -332 | 3 | 3 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 3060 |
| 2 DC NC | -2970 | 3626 | 474 | 723 | -223 | -652 | -233 | -411 | -526 | -122 | 103 | 3 | 604 | -1014 | -46 | 41 | 343 | 14 | 5 | 2 | 4 | 1 | 0 | -252 |
| 3 MTG | 9037 | -2197 | -38060 | 4430 | 1186 | -1264 | 1545 | -1458 | -568 | -10 | 1707 | 460 | -1784 | -918 | 183 | 257 | 525 | 81 | -419 | -616 | 50 | 6 | 0 | -27828 |
| 4 PG | -11145 | 2734 | -8342 | 8 | 2395 | 577 | 1531 | -4080 | -968 | 327 | 244 | -1014 | 125 | 2833 | 971 | 833 | -124 | 37 | 28 | 15 | 33 | 28 | 0 | -12955 |
| 5 ARLCR | 169 | -222 | -281 | 77 | 290 | 178 | 94 | -903 | 22 | -333 | 1 | 0 | -176 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | -1078 |
| 6 ARNCR | -3723 | -1193 | -943 | 1086 | 30 | 118 | 875 | -2617 | -870 | -39 | 24 | 0 | 54 | -155 | -86 | 12 | 39 | 22 | -271 | 3 | 12 | 1 | 0 | -7621 |
| 7 ALX | -2245 | -280 | 591 | -274 | 382 | 177 | -1421 | 2408 | 154 | -713 | 16 | 0 | 41 | -203 | 8 | 15 | 61 | 20 | 27 | 3 | 19 | 1 | 0 | -1214 |
| 8 FFX | 6160 | 5462 | 10716 | 6999 | -6687 | -2164 | -990 | -27890 | 2970 | -2297 | 385 | 21 | -2077 | 873 | -334 | 252 | 197 | 174 | -512 | -270 | 489 | -110 | 0 | -8635 |
| 9 LDN | 3177 | 2497 | 3754 | 2326 | 1104 | 1953 | 1393 | -13178 | -3197 | 2157 | 1618 | 94 | 332 | 45 | 18 | 80 | 96 | 145 | 114 | 1038 | 136 | 7 | 0 | 5709 |
| 10 PW | 1241 | -2012 | 3173 | 1032 | -1980 | -274 | -1693 | 2149 | 494 | -5075 | 174 | 10 | 131 | 339 | 28 | -287 | -134 | -52 | -677 | 208 | 642 | 56 | 0 | -2507 |
| 11 FRD | 3091 | 873 | -8012 | 211 | 455 | 961 | 253 | 2274 | -509 | 13 | -5832 | 1458 | 3073 | 2744 | 38 | 75 | 101 | 61 | 5 | 608 | 7 | 1 | 0 | 1950 |
| 12 CAR | 1990 | 1640 | -1242 | -825 | 277 | 545 | 46 | 1303 | 355 | 76 | 5794 | 3101 | -5988 | -2979 | 30 | 43 | 71 | 13 | 2 | 162 | 3 | 0 | 0 | 4417 |
| 13 HOW | 1883 | 3421 | -271 | -10289 | 430 | 1056 | 89 | 573 | -46 | 118 | 3345 | 270 | 1325 | -2343 | 118 | 175 | 120 | 9 | 4 | -227 | 7 | 2 | 0 | -232 |
| 14 AAR | 1875 | 3588 | 6461 | -6825 | 220 | 983 | -531 | -158 | 266 | 17 | 1065 | -465 | -2932 | -2782 | 747 | 583 | 1038 | 10 | 8 | -105 | 11 | 6 | 0 | 3081 |
| 15 CAL | 828 | 1051 | 1242 | -1121 | 200 | 292 | 411 | -1662 | 72 | -281 | 51 | 10 | -728 | -3702 | 3532 | -1914 | 1541 | 4 | 7 | 1 | 16 | 17 | 0 | -134 |
| 16 STM | 1159 | -537 | 860 | -358 | 287 | 577 | 357 | 769 | 56 | 85 | 29 | 4 | 195 | 304 | -499 | -3018 | -340 | 9 | 28 | 0 | 52 | 86 | 0 | 106 |
| 17 CHS | 2430 | 1432 | 1945 | -4061 | 59 | -378 | -536 | -2061 | 131 | 164 | 62 | 9 | 404 | -426 | 59 | 1768 | 1649 | 8 | 21 | 1 | 46 | -197 | 0 | 2531 |
| 18 FAU | 512 | 608 | 320 | 316 | 318 | 73 | 157 | -1769 | 133 | -612 | 50 | 2 | 18 | 35 | 3 | 22 | 20 | 646 | 872 | 187 | 448 | 32 | 0 | 2391 |
| 19 STA | -194 | -866 | 106 | 520 | 401 | 396 | -30 | -33 | 858 | -2875 | 22 | 1 | 23 | 69 | 20 | 113 | 115 | 1606 | 3922 | -469 | 906 | -539 | 0 | 4069 |
| 20 CL/JF | 31 | 366 | 1228 | 281 | 145 | 372 | 184 | 439 | -2190 | 854 | -2227 | 86 | 107 | 160 | 1 | 2 | 4 | 91 | 25 | 3717 | 27 | -296 | 0 | 3407 |
| 21 SP/FB | -1144 | -578 | -218 | -615 | -312 | 185 | 646 | 4323 | 598 | 2472 | 15 | 1 | 12 | 38 | 25 | 118 | 148 | 1045 | 1975 | -1604 | -1721 | -4399 | 0 | 1009 |
| 22 KGEO | 225 | 352 | 223 | 451 | 100 | 230 | 161 | 591 | 100 | 38 | 2 | 0 | 12 | -319 | 40 | -100 | -707 | -52 | 121 | 8 | 475 | -3847 | 0 | -1896 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 14323 | 20009 | -26076 | -5290 | -817 | 3641 | 2421 | -40869 | -2854 | -6002 | 6655 | 4049 | -7175 | -7727 | 4860 | -926 | 4794 | 3893 | 5286 | 2662 | 1662 | -9145 | 0 | -32623 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Ratio (Est/Obs) Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 2.50 | 2.08 | 1.52 | 5.75 | 106.51 | 0.28 | 114.15 | 1.84 | 0.26 | 34.02 | 6.70 | 0.01 | 54.35 | 0.26 | 3.36 | 2.83 | 27.28 | 1.91 | 0.63 | 0.01 | 0.21 | 0.02 | 0 | 1.81 |
| 2 DC NC | 0.72 | 2.86 | 1.07 | 1.08 | 0.80 | 0.59 | 0.75 | 0.94 | 0.44 | 0.64 | 103.42 | 3.03 | 6.23 | 0.60 | 0.61 | 41.42 | 342.56 | 13.52 | 5.26 | 2.35 | 4.02 | 0.77 | 0 | 0.99 |
| 3 MTG | 1.22 | 0.93 | 0.83 | 1.17 | 1.57 | 0.86 | 1.88 | 0.94 | 0.74 | 0.99 | 1.54 | 459.56 | 0.80 | 0.87 | 183.33 | 256.60 | 524.90 | 80.86 | 0.08 | 0.25 | 49.80 | 5.77 | 0 | 0.93 |
| 4 PG | 0.75 | 1.08 | 0.80 | 1.00 | 2.85 | 1.07 | 1.44 | 0.81 | 0.42 | 2.48 | 3.20 | 0.05 | 1.02 | 1.24 | 970.67 | 833.36 | 0.98 | 36.91 | 28.37 | 14.59 | 32.57 | 27.65 | 0 | 0.96 |
| 5 ARLCR | 169.01 | 0.35 | 0.30 | 76.67 | 2.56 | 2.41 | 93.72 | 0.36 | 21.51 | 0.04 | 0.58 | 0 | 0.01 | 4.95 | 0.15 | 0.22 | 1.44 | 0.57 | 0.36 | 0.02 | 0.14 | 0 | 0 | 0.64 |
| 6 ARNCR | 0.67 | 0.75 | 0.78 | 2.66 | 1.01 | 1.01 | 1.31 | 0.87 | 0.42 | 0.92 | 24.45 | 0.25 | 53.60 | 0.45 | 0.06 | 11.50 | 39.16 | 22.49 | 0.05 | 3.01 | 12.23 | 0.60 | 0 | 0.88 |
| 7 ALX | 0.78 | 0.91 | 1.35 | 0.86 | 1.22 | 1.03 | 0.85 | 1.19 | 1.58 | 0.45 | 16.13 | 0.23 | 41.42 | 0.35 | 7.78 | 15.04 | 60.70 | 19.81 | 26.74 | 2.56 | 18.96 | 0.97 | 0 | 0.97 |
| 8 FFX | 1.11 | 1.30 | 1.64 | 2.21 | 0.59 | 0.93 | 0.96 | 0.91 | 1.16 | 0.88 | 384.50 | 20.73 | 0.19 | 4.67 | 0.21 | 251.84 | 1.59 | 1.21 | 0.51 | 0.43 | 488.68 | 0.17 | 0 | 0.98 |
| 9 LDN | 1.69 | 2.13 | 1.88 | 2326.35 | 2.82 | 1.75 | 2.51 | 0.78 | 0.94 | 1.97 | 1617.72 | 93.56 | 331.82 | 1.12 | 18.18 | 80.48 | 95.64 | 1.22 | 114.01 | 3.16 | 136.31 | 6.80 | 0 | 1.04 |
| 10 PW | 1.18 | 0.73 | 2.17 | 1.49 | 0.48 | 0.95 | 0.74 | 1.03 | 1.09 | 0.93 | 174.22 | 9.67 | 130.60 | 339.35 | 28.08 | 0.27 | 0.54 | 0.98 | 0.77 | 207.98 | 2.01 | 55.59 | 0 | 0.99 |
| 11 FRD | 4.25 | 1.39 | 0.69 | 1.08 | 5.24 | 5.23 | 2.26 | 2.15 | 0.80 | 1.04 | 0.93 | 1.37 | 1.79 | 3.28 | 38.43 | 75.49 | 101.08 | 61.01 | 5.12 | 2.31 | 7.32 | 0.53 | 0 | 1.02 |
| 12 CAR | 4.60 | 19.85 | 0.85 | 0.69 | 276.52 | 545.45 | 1.28 | 8.92 | 355.15 | 76.04 | 3.71 | 1.08 | 0.42 | 0.47 | 29.76 | 43.23 | 71.18 | 13.02 | 1.63 | 161.84 | 2.81 | 0.40 | 0 | 1.06 |
| 13 HOW | 1.41 | 2.41 | 0.98 | 0.51 | 3.60 | 4.71 | 1.17 | 1.25 | 0.83 | 117.52 | 8.96 | 1.28 | 1.03 | 0.89 | 118.41 | 174.91 | 1.88 | 9.17 | 3.98 | 0.30 | 6.70 | 1.77 | 0 | 1.00 |
| 14 AAR | 1.19 | 1.53 | 2.02 | 0.74 | 1.23 | 1.63 | 0.70 | 0.97 | 265.85 | 1.08 | 1064.85 | 0.42 | 0.85 | 0.98 | 2.23 | 8.27 | 1038.38 | 10.34 | 8.10 | 0.27 | 11.18 | 6.31 | 0 | 1.01 |
| 15 CAL | 1.28 | 1.68 | 2.72 | 0.78 | 2.31 | 1.66 | 410.60 | 0.45 | 72.07 | 0.22 | 51.24 | 9.63 | 0.32 | 0.40 | 1.26 | 0.74 | 4.18 | 3.81 | 7.32 | 1.34 | 15.84 | 17.48 | 0 | 1.00 |
| 16 STM | 1.69 | 0.78 | 2.88 | 0.89 | 287.05 | 577.31 | 356.54 | 2.98 | 55.60 | 85.00 | 29.17 | 3.60 | 195.34 | 1.53 | 0.88 | 0.94 | 0.94 | 8.97 | 27.77 | 0.48 | 51.97 | 86.16 | 0 | 1.00 |
| 17 CHS | 1.49 | 1.37 | 2.57 | 0.70 | 1.09 | 0.80 | 0.65 | 0.60 | 131.21 | 164.02 | 61.80 | 8.70 | 404.31 | 0.79 | 1.04 | 2.36 | 1.06 | 7.78 | 20.91 | 1.18 | 46.41 | 0.32 | 0 | 1.04 |
| 18 FAU | 1.98 | 608.25 | 1.56 | 315.77 | 317.78 | 1.10 | 1.42 | 0.80 | 1.07 | 0.90 | 49.74 | 2.45 | 17.54 | 34.70 | 3.46 | 21.99 | 20.38 | 1.07 | 871.60 | 187.21 | 3.09 | 32.38 | 0 | 1.08 |
| 19 STA | 0.88 | 0.53 | 1.12 | 4.72 | 400.93 | 1.44 | 0.97 | 1.00 | 857.66 | 0.75 | 21.86 | 1.29 | 22.60 | 68.83 | 20.16 | 113.25 | 115.46 | 1605.79 | 1.25 | 0.13 | 1.10 | 0.40 | 0 | 1.08 |
| 20 CL/JF | 1.06 | 365.62 | 3.30 | 281.01 | 145.42 | 372.17 | 183.82 | 1.14 | 0.61 | 853.65 | 0.38 | 86.47 | 1.68 | 160.33 | 0.85 | 1.95 | 4.05 | 1.29 | 25.35 | 1.30 | 26.59 | 0.00 | 0 | 1.13 |
| 21 SP/FB | 0.39 | 0.47 | 0.72 | 0.39 | 0.40 | 1.34 | 646.00 | 8.00 | 597.76 | 2.01 | 14.94 | 0.52 | 12.17 | 38.06 | 24.74 | 118.30 | 148.30 | 5.05 | 1.34 | 0.03 | 0.95 | 0.09 | 0 | 1.02 |
| 22 KGEO | 1.83 | 351.55 | 222.74 | 451.30 | 100.10 | 229.92 | 160.63 | 2.80 | 99.99 | 1.05 | 1.96 | 0.08 | 11.77 | 0.13 | 39.83 | 0.59 | 0.29 | 0.79 | 1.14 | 8.23 | 1.56 | 0.50 | 0 | 0.85 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.07 | 1.16 | 0.93 | 0.98 | 0.98 | 1.04 | 1.04 | 0.93 | 0.97 | 0.95 | 1.07 | 1.09 | 0.93 | 0.96 | 1.23 | 0.98 | 1.12 | 1.27 | 1.19 | 1.15 | 1.04 | 0.35 | 0 | 0.99 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Est Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 14753 | 5865 | 2547 | 1499 | 1548 | 2379 | 757 | 2260 | 76 | 39 | 7 | 0 | 62 | 129 | 3 | 3 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 31960 |
| 2 DC NC | 118343 | 42990 | 25991 | 19124 | 6562 | 10785 | 3768 | 11892 | 462 | 241 | 113 | 3 | 827 | 1696 | 74 | 45 | 376 | 15 | 5 | 2 | 4 | 1 | 0 | 243322 |
| 3 MTG | 129604 | 45032 | 241833 | 35295 | 7622 | 13369 | 4533 | 28008 | 1709 | 763 | 5255 | 485 | 7736 | 6897 | 192 | 275 | 559 | 87 | 39 | 218 | 51 | 6 | 0 | 529567 |
| 4 PG | 85835 | 60825 | 45655 | 167961 | 9057 | 15586 | 6989 | 19725 | 743 | 581 | 379 | 57 | 7205 | 15781 | 1032 | 890 | 5331 | 39 | 29 | 15 | 33 | 29 | 0 | 443776 |
| 5 ARLCR | 3092 | 415 | 260 | 105 | 697 | 908 | 221 | 695 | 24 | 15 | 1 | 0 | 2 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6445 |
| 6 ARNCR | 43824 | 7796 | 5171 | 2146 | 8550 | 22584 | 6498 | 21660 | 677 | 502 | 26 | 0 | 57 | 133 | 5 | 12 | 41 | 24 | 16 | 3 | 13 | 1 | 0 | 119737 |
| 7 ALX | 27287 | 5132 | 3168 | 1895 | 4485 | 10751 | 11182 | 18264 | 450 | 630 | 17 | 0 | 44 | 116 | 8 | 16 | 63 | 21 | 28 | 3 | 20 | 1 | 0 | 83581 |
| 8 FFX | 122166 | 32106 | 32780 | 14026 | 19976 | 47444 | 32033 | 305087 | 22909 | 17880 | 403 | 21 | 518 | 1188 | 92 | 265 | 554 | 1044 | 563 | 210 | 511 | 23 | 0 | 651798 |
| 9 LDN | 11850 | 5619 | 8864 | 2528 | 2659 | 5840 | 2637 | 51840 | 54286 | 4631 | 1708 | 97 | 353 | 461 | 19 | 86 | 101 | 854 | 119 | 1603 | 142 | 7 | 0 | 156304 |
| 10 PW | 17685 | 7900 | 7742 | 3831 | 4065 | 8873 | 6072 | 91895 | 6325 | 77942 | 188 | 10 | 163 | 410 | 30 | 115 | 171 | 3022 | 2358 | 219 | 1352 | 58 | 0 | 240426 |
| 11 FRD | 6164 | 3689 | 19784 | 3113 | 747 | 1436 | 525 | 4791 | 2263 | 337 | 81178 | 5765 | 7686 | 4376 | 41 | 83 | 109 | 67 | 5 | 1160 | 8 | 1 | 0 | 143325 |
| 12 CAR | 3099 | 1935 | 7786 | 2019 | 326 | 622 | 237 | 1645 | 396 | 83 | 8624 | 44377 | 4787 | 2900 | 32 | 47 | 77 | 14 | 2 | 178 | 3 | 0 | 0 | 79187 |
| 13 HOW | 11971 | 7625 | 17142 | 11790 | 1080 | 1915 | 763 | 3163 | 247 | 125 | 4079 | 1319 | 56497 | 20369 | 127 | 189 | 277 | 10 | 4 | 105 | 7 | 2 | 0 | 138804 |
| 14 AAR | 20403 | 12868 | 14793 | 21375 | 1888 | 3440 | 1517 | 4923 | 291 | 235 | 1169 | 357 | 17761 | 140221 | 1458 | 721 | 1124 | 11 | 8 | 41 | 11 | 7 | 0 | 244623 |
| 15 CAL | 5296 | 3177 | 2275 | 4458 | 519 | 948 | 486 | 1519 | 79 | 84 | 56 | 10 | 380 | 2681 | 18375 | 5905 | 2206 | 4 | 8 | 1 | 17 | 19 | 0 | 48504 |
| 16 STM | 3895 | 2310 | 1542 | 3345 | 396 | 719 | 418 | 1313 | 62 | 94 | 32 | 4 | 219 | 978 | 4062 | 51515 | 5609 | 10 | 30 | 0 | 56 | 93 | 0 | 76702 |
| 17 CHS | 11702 | 6846 | 3815 | 10457 | 1170 | 2109 | 1214 | 3449 | 144 | 176 | 67 | 9 | 444 | 1788 | 1796 | 3308 | 31502 | 8 | 22 | 1 | 49 | 97 | 0 | 80173 |
| 18 FAU | 1573 | 748 | 1021 | 365 | 464 | 1062 | 617 | 7852 | 2095 | 5802 | 53 | 2 | 20 | 40 | 4 | 24 | 22 | 10465 | 923 | 199 | 704 | 34 | 0 | 34088 |
| 19 STA | 3323 | 1514 | 1385 | 845 | 956 | 2118 | 1486 | 9001 | 949 | 9288 | 26 | 1 | 31 | 91 | 21 | 121 | 124 | 1720 | 20761 | 72 | 10574 | 374 | 0 | 64780 |
| 20 CL/JF | 800 | 451 | 2013 | 314 | 222 | 480 | 219 | 4170 | 3781 | 940 | 1502 | 94 | 297 | 179 | 1 | 2 | 4 | 442 | 27 | 16886 | 28 | 1 | 0 | 32854 |
| 21 SP/FB | 2019 | 914 | 881 | 525 | 598 | 1332 | 931 | 6002 | 678 | 5378 | 18 | 1 | 17 | 52 | 26 | 127 | 159 | 1414 | 8232 | 58 | 31209 | 458 | 0 | 61029 |
| 22 KGEO | 738 | 411 | 279 | 494 | 161 | 316 | 198 | 1132 | 116 | 920 | 2 | 0 | 13 | 52 | 43 | 155 | 317 | 212 | 1022 | 9 | 1404 | 3968 | 0 | 11961 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 645422 | 256169 | 446727 | 307508 | 73750 | 155016 | 83300 | 600286 | 98759 | 126686 | 104899 | 52612 | 105117 | 200544 | 27441 | 63904 | 48755 | 19489 | 34201 | 20983 | 46197 | 5179 | 0 | 3522945 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Obs Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 19036 | 6991 | 4017 | 1410 | 774 | 3839 | 1059 | 2090 | 286 | 64 | 22 | 0 | 34 | 490 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 40184 |
| 2 DC NC | 116164 | 44360 | 21740 | 17111 | 4145 | 11711 | 5310 | 10934 | 1184 | 438 | 0 | 0 | 195 | 3076 | 116 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 236517 |
| 3 MTG | 116097 | 57860 | 282464 | 29984 | 3908 | 14571 | 3161 | 28118 | 2146 | 725 | 3256 | 0 | 9033 | 8279 | 32 | 15 | 5 | 0 | 510 | 821 | 0 | 0 | 0 | 560983 |
| 4 PG | 118630 | 63764 | 55879 | 171466 | 4194 | 19704 | 6105 | 25857 | 1790 | 442 | 111 | 1070 | 6647 | 12529 | 0 | 0 | 6627 | 0 | 0 | 0 | 0 | 0 | 0 | 494814 |
| 5 ARLCR | 2844 | 1235 | 562 | 222 | 199 | 753 | 283 | 1600 | 0 | 347 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8224 |
| 6 ARNCR | 51383 | 13358 | 6336 | 1583 | 6077 | 21453 | 4886 | 24138 | 1529 | 532 | 0 | 0 | 0 | 282 | 91 | 0 | 0 | 0 | 287 | 0 | 0 | 0 | 0 | 131935 |
| 7 ALX | 32173 | 7559 | 2621 | 3067 | 3020 | 10870 | 15068 | 15755 | 299 | 1319 | 0 | 0 | 0 | 311 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92061 |
| 8 FFX | 114791 | 32403 | 18873 | 6857 | 25479 | 52319 | 31458 | 339922 | 21452 | 19870 | 0 | 0 | 2573 | 247 | 424 | 0 | 336 | 816 | 1052 | 471 | 0 | 132 | 0 | 669476 |
| 9 LDN | 7002 | 2710 | 4261 | 27 | 748 | 4672 | 1058 | 64460 | 59149 | 2229 | 0 | 0 | 0 | 382 | 0 | 0 | 0 | 663 | 0 | 480 | 0 | 0 | 0 | 147841 |
| 10 PW | 19232 | 11290 | 4501 | 3822 | 6215 | 9942 | 8299 | 87353 | 5488 | 81805 | 0 | 0 | 4 | 5 | 0 | 761 | 295 | 2912 | 2919 | 0 | 636 | 0 | 0 | 245479 |
| 11 FRD | 3798 | 2783 | 29282 | 2739 | 129 | 479 | 232 | 1986 | 2572 | 296 | 88263 | 3891 | 3895 | 1204 | 0 | 0 | 0 | 0 | 0 | 465 | 0 | 0 | 0 | 142014 |
| 12 CAR | 766 | 105 | 9459 | 2962 | 0 | 64 | 164 | 164 | 0 | 0 | 2251 | 41478 | 10836 | 6026 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74276 |
| 13 HOW | 9389 | 3115 | 15649 | 22759 | 327 | 978 | 560 | 3115 | 274 | 0 | 420 | 961 | 56055 | 22019 | 0 | 0 | 137 | 0 | 0 | 323 | 57 | 0 | 0 | 136140 |
| 14 AAR | 18294 | 8216 | 8071 | 27083 | 1357 | 2691 | 1851 | 5142 | 0 | 202 | 0 | 797 | 20126 | 140038 | 607 | 80 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 234698 |
| 15 CAL | 3602 | 2075 | 831 | 5192 | 234 | 955 | 35 | 3048 | 0 | 360 | 0 | 0 | 1072 | 7577 | 15580 | 7407 | 485 | 0 | 0 | 0 | 0 | 0 | 0 | 48452 |
| 16 STM | 1708 | 2910 | 498 | 3385 | 4 | 112 | 17 | 388 | 0 | 0 | 0 | 0 | 0 | 569 | 5367 | 55394 | 6675 | 0 | 0 | 0 | 0 | 0 | 0 | 77026 |
| 17 CHS | 8073 | 4940 | 1992 | 15024 | 895 | 2921 | 1591 | 5974 | 0 | 0 | 0 | 0 | 0 | 2226 | 1809 | 1701 | 29661 | 0 | 0 | 0 | 0 | 288 | 0 | 77094 |
| 18 FAU | 698 | 111 | 569 | 0 | 78 | 887 | 393 | 8878 | 1816 | 6565 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10640 | 0 | 0 | 214 | 0 | 0 | 30849 |
| 19 STA | 2386 | 2112 | 902 | 285 | 83 | 2955 | 1368 | 9718 | 0 | 13435 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18220 | 536 | 10422 | 893 | 0 | 63315 |
| 20 CL/JF | 511 | 45 | 533 | 0 | 5 | 3 | 5 | 3934 | 6540 | 0 | 3619 | 0 | 157 | 0 | 0 | 0 | 0 | 314 | 0 | 13645 | 0 | 297 | 0 | 29609 |
| 21 SP/FB | 2087 | 2982 | 799 | 1057 | 579 | 808 | 184 | 780 | 0 | 2519 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 5820 | 2235 | 32940 | 4830 | 0 | 57878 |
| 22 KGEO | 362 | 16 | 3 | 0 | 7 | 25 | 8 | 342 | 0 | 809 | 0 | 0 | 0 | 367 | 0 | 244 | 1001 | 244 | 839 | 0 | 1018 | 8183 | 0 | 13468 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 649027 | 270938 | 469842 | 316034 | 58458 | 162711 | 83095 | 643697 | 104526 | 131956 | 97942 | 48196 | 110804 | 205627 | 24026 | 65602 | 45238 | 15937 | 29646 | 19120 | 45288 | 14624 | 0 | 3612333 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Difference (Est-Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | -4283 | -1126 | -1470 | 88 | 774 | -1460 | -302 | 170 | -210 | -25 | -15 | 0 | 28 | -361 | 3 | 3 | 29 | -70 | 1 | 0 | 0 | 0 | 0 | -8224 |
| 2 DC NC | 2179 | -1370 | 4251 | 2013 | 2417 | -926 | -1541 | 958 | -721 | -197 | 113 | 3 | 633 | -1380 | -41 | 45 | 359 | -2 | 5 | 2 | 4 | 1 | 0 | 6805 |
| 3 MTG | 13507 | -12828 | -40631 | 5311 | 3714 | -1201 | 1372 | -109 | -437 | 38 | 1999 | 485 | -1297 | -1383 | 160 | 260 | 554 | 87 | -471 | -603 | 51 | 6 | 0 | -31416 |
| 4 PG | -32796 | -2939 | -10224 | -3506 | 4863 | -4118 | 884 | -6132 | -1047 | 139 | 268 | -1013 | 558 | 3253 | 1032 | 890 | -1296 | 39 | 29 | 15 | 33 | 29 | 0 | -51038 |
| 5 ARLCR | 248 | -820 | -302 | -117 | 498 | 155 | -62 | -905 | 24 | -332 | 1 | 0 | -176 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | -1779 |
| 6 ARNCR | -7559 | -5562 | -1165 | 563 | 2473 | 1131 | 1612 | -2479 | -852 | -30 | 26 | 0 | 57 | -149 | -86 | 12 | 41 | 24 | -270 | 3 | 13 | 1 | 0 | -12198 |
| 7 ALX | -4885 | -2427 | 547 | -1171 | 1465 | -119 | -3886 | 2509 | 151 | -689 | 17 | 0 | 44 | -196 | 8 | 16 | 63 | 21 | 28 | 3 | 20 | 1 | 0 | -8480 |
| 8 FFX | 7375 | -297 | 13906 | 7169 | -5504 | -4875 | 576 | -34835 | 1457 | -1990 | 403 | 21 | -2055 | 941 | -332 | 265 | 218 | 229 | -489 | -261 | 511 | -109 | 0 | -17678 |
| 9 LDN | 4848 | 2910 | 4603 | 2501 | 1911 | 1168 | 1579 | -12620 | -4864 | 2403 | 1708 | 97 | 353 | 79 | 19 | 86 | 101 | 192 | 119 | 1123 | 142 | 7 | 0 | 8463 |
| 10 PW | -1547 | -3390 | 3242 | 8 | -2149 | -1069 | -2227 | 4541 | 836 | -3863 | 188 | 10 | 160 | 405 | 30 | -645 | -124 | 110 | -562 | 219 | 716 | 58 | 0 | -5053 |
| 11 FRD | 2365 | 907 | -9498 | 374 | 617 | 956 | 293 | 2805 | -310 | 41 | -7085 | 1875 | 3791 | 3172 | 41 | 83 | 109 | 67 | 5 | 695 | 8 | 1 | 0 | 1311 |
| 12 CAR | 2333 | 1830 | -1673 | -943 | 326 | 558 | 72 | 1481 | 396 | 83 | 6373 | 2899 | -6050 | -3127 | 32 | 47 | 77 | 14 | 2 | 178 | 3 | 0 | 0 | 4911 |
| 13 HOW | 2582 | 4510 | 1492 | -10969 | 753 | 937 | 202 | 49 | -27 | 125 | 3658 | 358 | 442 | -1650 | 127 | 189 | 140 | 10 | 4 | -219 | -50 | 2 | 0 | 2665 |
| 14 AAR | 2110 | 4652 | 6722 | -5708 | 531 | 749 | -334 | -219 | 291 | 33 | 1169 | -440 | -2365 | 184 | 851 | 641 | 1124 | 11 | 8 | -102 | 11 | 7 | 0 | 9925 |
| 15 CAL | 1693 | 1102 | 1444 | -734 | 285 | -7 | 451 | -1529 | 79 | -275 | 56 | 10 | -692 | -4895 | 2795 | -1502 | 1721 | 4 | 8 | 1 | 17 | 19 | 0 | 52 |
| 16 STM | 2187 | -600 | 1044 | -40 | 392 | 607 | 401 | 925 | 62 | 94 | 32 | 4 | 219 | 409 | -1305 | -3878 | -1066 | 10 | 30 | 0 | 56 | 93 | 0 | -324 |
| 17 CHS | 3629 | 1907 | 1823 | -4567 | 275 | -812 | -378 | -2525 | 144 | 176 | 67 | 9 | 444 | -437 | -13 | 1607 | 1841 | 8 | 22 | 1 | 49 | -190 | 0 | 3079 |
| 18 FAU | 875 | 636 | 452 | 365 | 386 | 175 | 224 | -1025 | 278 | -762 | 53 | 2 | 20 | 40 | 4 | 24 | 22 | -175 | 923 | 199 | 490 | 34 | 0 | 3239 |
| 19 STA | 937 | -598 | 483 | 560 | 873 | -836 | 118 | -717 | 949 | -4147 | 26 | 1 | 31 | 91 | 21 | 121 | 124 | 1720 | 2540 | -464 | 152 | -519 | 0 | 1465 |
| 20 CL/JF | 289 | 406 | 1479 | 314 | 217 | 477 | 214 | 236 | -2759 | 940 | -2117 | 94 | 139 | 179 | 1 | 2 | 4 | 128 | 27 | 3241 | 28 | -296 | 0 | 3245 |
| 21 SP/FB | -68 | -2068 | 82 | -532 | 19 | 523 | 747 | 5222 | 678 | 2859 | 18 | 1 | 17 | 52 | 26 | 127 | 159 | 1156 | 2412 | -2176 | -1731 | -4372 | 0 | 3151 |
| 22 KGEO | 376 | 395 | 276 | 494 | 154 | 292 | 189 | 790 | 116 | 111 | 2 | 0 | 13 | -315 | 43 | -90 | -684 | -33 | 184 | 9 | 386 | -4216 | 0 | -1507 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -3604 | -14769 | -23115 | -8526 | 15292 | -7695 | 205 | -43410 | -5767 | -5270 | 6958 | 4416 | -5687 | -5083 | 3416 | -1698 | 3517 | 3552 | 4555 | 1863 | 909 | -9444 | 0 | -89387 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips  MODE: Ratio (Est/Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 0.78 | 0.84 | 0.63 | 1.06 | 2.00 | 0.62 | 0.71 | 1.08 | 0.26 | 0.61 | 0.33 | 0.01 | 1.82 | 0.26 | 3.43 | 3.06 | 29.20 | 0.03 | 0.63 | 0.01 | 0.21 | 0.02 | 0 | 0.80 |
| 2 DC NC | 1.02 | 0.97 | 1.20 | 1.12 | 1.58 | 0.92 | 0.71 | 1.09 | 0.39 | 0.55 | 113.35 | 3.03 | 4.25 | 0.55 | 0.64 | 44.97 | 22.10 | 0.89 | 5.36 | 2.35 | 4.06 | 0.77 | 0 | 1.03 |
| 3 MTG | 1.12 | 0.78 | 0.86 | 1.18 | 1.95 | 0.92 | 1.43 | 1.00 | 0.80 | 1.05 | 1.61 | 484.97 | 0.86 | 0.83 | 6.01 | 18.32 | 111.85 | 87.03 | 0.08 | 0.27 | 50.93 | 5.89 | 0 | 0.94 |
| 4 PG | 0.72 | 0.95 | 0.82 | 0.98 | 2.16 | 0.79 | 1.14 | 0.76 | 0.42 | 1.32 | 3.42 | 0.05 | 1.08 | 1.261032.30 | | 889.60 | 0.80 | 39.31 | 28.93 | 14.70 | 33.19 | 29.12 | 0 | 0.90 |
| 5 ARLCR | 1.09 | 0.34 | 0.46 | 0.47 | 3.50 | 1.21 | 0.78 | 0.43 | 23.79 | 0.04 | 0.59 | 0 | 0.01 | 5.34 | 0.15 | 0.23 | 1.49 | 0.63 | 0.36 | 0.02 | 0.14 | 0 | 0 | 0.78 |
| 6 ARNCR | 0.85 | 0.58 | 0.82 | 1.36 | 1.41 | 1.05 | 1.33 | 0.90 | 0.44 | 0.94 | 25.53 | 0.25 | 56.75 | 0.47 | 0.06 | 12.13 | 40.89 | 24.26 | 0.06 | 3.04 | 12.55 | 0.60 | 0 | 0.91 |
| 7 ALX | 0.85 | 0.68 | 1.21 | 0.62 | 1.49 | 0.99 | 0.74 | 1.16 | 1.51 | 0.48 | 16.83 | 0.23 | 43.75 | 0.37 | 7.89 | 15.79 | 63.30 | 21.18 | 27.89 | 2.59 | 19.59 | 0.99 | 0 | 0.91 |
| 8 FFX | 1.06 | 0.99 | 1.74 | 2.05 | 0.78 | 0.91 | 1.02 | 0.90 | 1.07 | 0.90 | 402.84 | 20.86 | 0.20 | 4.81 | 0.22 | 264.51 | 1.65 | 1.28 | 0.54 | 0.45 | 511.22 | 0.17 | 0 | 0.97 |
| 9 LDN | 1.69 | 2.07 | 2.08 | 93.63 | 3.55 | 1.25 | 2.49 | 0.80 | 0.92 | 2.081707.92 | | 96.52 | 352.55 | 1.21 | 18.89 | 86.49 | 100.56 | 1.29 | 118.66 | 3.34 | 142.33 | 6.94 | 0 | 1.06 |
| 10 PW | 0.92 | 0.70 | 1.72 | 1.00 | 0.65 | 0.89 | 0.73 | 1.05 | 1.15 | 0.95 | 187.80 | 9.86 | 46.69 | 75.94 | 29.57 | 0.15 | 0.58 | 1.04 | 0.81 | 218.80 | 2.13 | 57.83 | 0 | 0.98 |
| 11 FRD | 1.62 | 1.33 | 0.68 | 1.14 | 5.77 | 3.00 | 2.26 | 2.41 | 0.88 | 1.14 | 0.92 | 1.48 | 1.97 | 3.63 | 40.62 | 82.52 | 108.86 | 66.80 | 5.31 | 2.49 | 7.52 | 0.54 | 0 | 1.01 |
| 12 CAR | 4.04 | 18.42 | 0.82 | 0.68 | 326.35 | 9.72 | 1.44 | 10.00 | 396.40 | 82.56 | 3.83 | 1.07 | 0.44 | 0.48 | 31.64 | 47.14 | 76.78 | 14.36 | 1.66 | 177.77 | 2.84 | 0.41 | 0 | 1.07 |
| 13 HOW | 1.28 | 2.45 | 1.10 | 0.52 | 3.30 | 1.96 | 1.36 | 1.02 | 0.90 | 124.93 | 9.70 | 1.37 | 1.01 | 0.93 | 126.59 | 189.43 | 2.02 | 9.97 | 4.05 | 0.32 | 0.12 | 1.82 | 0 | 1.02 |
| 14 AAR | 1.12 | 1.57 | 1.83 | 0.79 | 1.39 | 1.28 | 0.82 | 0.96 | 290.54 | 1.161168.62 | | 0.45 | 0.88 | 1.00 | 2.40 | 9.011123.97 | | 11.24 | 8.35 | 0.29 | 11.49 | 6.71 | 0 | 1.04 |
| 15 CAL | 1.47 | 1.53 | 2.74 | 0.86 | 2.22 | 0.99 | 13.89 | 0.50 | 79.09 | 0.23 | 55.67 | 9.98 | 0.35 | 0.35 | 1.18 | 0.80 | 4.55 | 4.17 | 7.78 | 1.35 | 16.86 | 18.93 | 0 | 1.00 |
| 16 STM | 2.28 | 0.79 | 3.10 | 0.99 | 99.10 | 6.42 | 24.59 | 3.38 | 61.76 | 93.75 | 31.80 | 3.70 | 218.55 | 1.72 | 0.76 | 0.93 | 0.84 | 9.99 | 29.65 | 0.48 | 56.23 | 93.37 | 0 | 1.00 |
| 17 CHS | 1.45 | 1.39 | 1.91 | 0.70 | 1.31 | 0.72 | 0.76 | 0.58 | 143.55 | 175.87 | 66.81 | 8.89 | 444.08 | 0.80 | 0.99 | 1.94 | 1.06 | 8.44 | 21.87 | 1.18 | 49.10 | 0.34 | 0 | 1.04 |
| 18 FAU | 2.25 | 6.71 | 1.79 | 365.05 | 5.95 | 1.20 | 1.57 | 0.88 | 1.15 | 0.88 | 52.55 | 2.47 | 19.56 | 40.34 | 3.59 | 23.56 | 21.57 | 0.98 | 923.23 | 199.24 | 3.29 | 34.26 | 0 | 1.10 |
| 19 STA | 1.39 | 0.72 | 1.54 | 2.97 | 11.52 | 0.72 | 1.09 | 0.9394879.0 | | 0.69 | 26.24 | 1.40 | 30.80 | 90.62 | 21.48 | 120.64 | 123.55 | 172012 | 1.14 | 0.13 | 1.01 | 0.42 | 0 | 1.02 |
| 20 CL/JF | 1.57 | 10.00 | 3.77 | 313.69 | 41.81 | 154.27 | 42.98 | 1.06 | 0.58 | 940.28 | 0.42 | 93.80 | 1.89 | 179.35 | 0.86 | 2.08 | 4.34 | 1.41 | 27.16 | 1.24 | 28.41 | 0.00 | 0 | 1.11 |
| 21 SP/FB | 0.97 | 0.31 | 1.10 | 0.50 | 1.03 | 1.65 | 5.06 | 7.69 | 677.76 | 2.13 | 17.56 | 0.61 | 17.38 | 52.29 | 26.19 | 126.72 | 158.97 | 5.48 | 1.41 | 0.03 | 0.95 | 0.09 | 0 | 1.05 |
| 22 KGEO | 2.04 | 25.84 | 101.74 | 494.29 | 22.44 | 12.89 | 24.00 | 3.31 | 115.97 | 1.14 | 2.27 | 0.08 | 12.98 | 0.14 | 42.91 | 0.63 | 0.32 | 0.87 | 1.22 | 8.80 | 1.38 | 0.48 | 0 | 0.89 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.99 | 0.95 | 0.95 | 0.97 | 1.26 | 0.95 | 1.00 | 0.93 | 0.94 | 0.96 | 1.07 | 1.09 | 0.95 | 0.98 | 1.14 | 0.97 | 1.08 | 1.22 | 1.15 | 1.10 | 1.02 | 0.35 | 0 | 0.98 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Est Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.22 | 1.16 | 1.10 | 1.09 | 1.13 | 1.09 | 1.11 | 1.11 | 1.11 | 1.07 | 1.07 | 1.00 | 1.10 | 1.11 | 1.02 | 1.08 | 1.07 | 1.10 | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 1.16 |
| 2 DC NC | 1.19 | 1.15 | 1.11 | 1.10 | 1.14 | 1.12 | 1.12 | 1.12 | 1.12 | 1.08 | 1.10 | 1.00 | 1.12 | 1.13 | 1.06 | 1.09 | 1.10 | 1.11 | 1.02 | 1.00 | 1.01 | 1.00 | 0 | 1.13 |
| 3 MTG | 1.17 | 1.10 | 1.08 | 1.08 | 1.14 | 1.11 | 1.10 | 1.09 | 1.08 | 1.06 | 1.07 | 1.06 | 1.08 | 1.08 | 1.05 | 1.07 | 1.07 | 1.08 | 1.03 | 1.06 | 1.02 | 1.02 | 0 | 1.09 |
| 4 PG | 1.18 | 1.10 | 1.09 | 1.07 | 1.14 | 1.11 | 1.10 | 1.09 | 1.08 | 1.06 | 1.07 | 1.03 | 1.08 | 1.08 | 1.06 | 1.07 | 1.07 | 1.07 | 1.02 | 1.01 | 1.02 | 1.05 | 0 | 1.09 |
| 5 ARLCR | 1.16 | 1.09 | 1.09 | 1.07 | 1.13 | 1.11 | 1.10 | 1.09 | 1.10 | 1.07 | 1.02 | 0 | 1.06 | 1.08 | 1.00 | 1.05 | 1.03 | 1.11 | 1.00 | 1.00 | 1.00 | 0 | 0 | 1.11 |
| 6 ARNCR | 1.13 | 1.09 | 1.09 | 1.07 | 1.12 | 1.10 | 1.09 | 1.08 | 1.09 | 1.07 | 1.04 | 1.00 | 1.06 | 1.07 | 1.01 | 1.05 | 1.04 | 1.08 | 1.04 | 1.01 | 1.03 | 1.00 | 0 | 1.10 |
| 7 ALX | 1.14 | 1.08 | 1.09 | 1.06 | 1.12 | 1.08 | 1.07 | 1.07 | 1.08 | 1.06 | 1.04 | 1.00 | 1.06 | 1.07 | 1.01 | 1.05 | 1.04 | 1.07 | 1.04 | 1.01 | 1.03 | 1.02 | 0 | 1.09 |
| 8 FFX | 1.17 | 1.07 | 1.07 | 1.06 | 1.13 | 1.08 | 1.06 | 1.06 | 1.06 | 1.05 | 1.05 | 1.01 | 1.05 | 1.06 | 1.02 | 1.05 | 1.04 | 1.06 | 1.04 | 1.05 | 1.04 | 1.03 | 0 | 1.08 |
| 9 LDN | 1.23 | 1.10 | 1.08 | 1.08 | 1.19 | 1.12 | 1.09 | 1.07 | 1.05 | 1.06 | 1.06 | 1.03 | 1.06 | 1.08 | 1.04 | 1.07 | 1.05 | 1.06 | 1.04 | 1.06 | 1.04 | 1.02 | 0 | 1.08 |
| 10 PW | 1.50 | 1.19 | 1.17 | 1.15 | 1.39 | 1.20 | 1.11 | 1.09 | 1.06 | 1.05 | 1.08 | 1.02 | 1.17 | 1.17 | 1.05 | 1.09 | 1.07 | 1.06 | 1.05 | 1.05 | 1.06 | 1.04 | 0 | 1.10 |
| 11 FRD | 1.23 | 1.12 | 1.10 | 1.09 | 1.18 | 1.14 | 1.13 | 1.12 | 1.10 | 1.09 | 1.07 | 1.08 | 1.10 | 1.11 | 1.06 | 1.09 | 1.08 | 1.09 | 1.04 | 1.08 | 1.03 | 1.02 | 0 | 1.09 |
| 12 CAR | 1.22 | 1.12 | 1.11 | 1.09 | 1.18 | 1.14 | 1.12 | 1.12 | 1.12 | 1.09 | 1.09 | 1.06 | 1.09 | 1.10 | 1.06 | 1.09 | 1.08 | 1.10 | 1.02 | 1.10 | 1.01 | 1.02 | 0 | 1.08 |
| 13 HOW | 1.18 | 1.10 | 1.09 | 1.08 | 1.14 | 1.11 | 1.10 | 1.09 | 1.08 | 1.06 | 1.08 | 1.07 | 1.07 | 1.07 | 1.07 | 1.08 | 1.08 | 1.09 | 1.02 | 1.08 | 1.02 | 1.03 | 0 | 1.08 |
| 14 AAR | 1.20 | 1.11 | 1.10 | 1.08 | 1.16 | 1.12 | 1.11 | 1.10 | 1.09 | 1.07 | 1.10 | 1.08 | 1.08 | 1.07 | 1.08 | 1.09 | 1.08 | 1.09 | 1.03 | 1.08 | 1.03 | 1.06 | 0 | 1.08 |
| 15 CAL | 1.22 | 1.12 | 1.11 | 1.09 | 1.17 | 1.13 | 1.12 | 1.11 | 1.10 | 1.08 | 1.09 | 1.04 | 1.10 | 1.09 | 1.07 | 1.07 | 1.09 | 1.09 | 1.06 | 1.01 | 1.06 | 1.08 | 0 | 1.09 |
| 16 STM | 1.26 | 1.14 | 1.14 | 1.10 | 1.21 | 1.16 | 1.14 | 1.13 | 1.11 | 1.10 | 1.09 | 1.03 | 1.12 | 1.12 | 1.08 | 1.07 | 1.09 | 1.11 | 1.07 | 1.00 | 1.08 | 1.08 | 0 | 1.09 |
| 17 CHS | 1.21 | 1.11 | 1.11 | 1.08 | 1.16 | 1.13 | 1.11 | 1.10 | 1.09 | 1.07 | 1.08 | 1.02 | 1.10 | 1.10 | 1.08 | 1.08 | 1.07 | 1.08 | 1.05 | 1.00 | 1.06 | 1.07 | 0 | 1.10 |
| 18 FAU | 1.45 | 1.19 | 1.14 | 1.15 | 1.36 | 1.22 | 1.13 | 1.11 | 1.07 | 1.06 | 1.06 | 1.01 | 1.12 | 1.16 | 1.04 | 1.07 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 0 | 1.10 |
| 19 STA | 1.85 | 1.33 | 1.36 | 1.27 | 1.69 | 1.34 | 1.18 | 1.17 | 1.11 | 1.06 | 1.20 | 1.09 | 1.36 | 1.32 | 1.07 | 1.07 | 1.07 | 1.07 | 1.05 | 1.07 | 1.06 | 1.06 | 0 | 1.12 |
| 20 CL/JF | 1.31 | 1.12 | 1.11 | 1.10 | 1.29 | 1.19 | 1.15 | 1.13 | 1.09 | 1.10 | 1.08 | 1.08 | 1.12 | 1.12 | 1.01 | 1.07 | 1.07 | 1.09 | 1.07 | 1.05 | 1.07 | 1.05 | 0 | 1.08 |
| 21 SP/FB | 1.95 | 1.39 | 1.42 | 1.30 | 1.79 | 1.39 | 1.22 | 1.20 | 1.13 | 1.08 | 1.18 | 1.17 | 1.42 | 1.37 | 1.06 | 1.07 | 1.07 | 1.09 | 1.06 | 1.08 | 1.05 | 1.06 | 0 | 1.10 |
| 22 KGEO | 1.45 | 1.15 | 1.24 | 1.09 | 1.54 | 1.34 | 1.20 | 1.23 | 1.16 | 1.09 | 1.16 | 1.00 | 1.10 | 1.09 | 1.08 | 1.07 | 1.08 | 1.10 | 1.07 | 1.07 | 1.07 | 1.05 | 0 | 1.12 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.20 | | 1.09 | | 1.17 | | 1.08 | | 1.06 | | 1.07 | | 1.08 | | 1.07 | | 1.07 | | 1.05 | | 1.05 | | 0 | |
| | | 1.10 | | 1.08 | | 1.11 | | 1.08 | | 1.06 | | 1.07 | | 1.07 | | 1.07 | | 1.06 | | 1.05 | | 1.05 | | 1.09 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Obs Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.35 | 1.25 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.13 |
| 2 DC NC | 1.19 | 1.11 | 1.07 | 1.19 | 1.00 | 1.00 | 1.44 | 1.10 | 1.00 | 1.00 | 0 | 0 | 1.00 | 1.20 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.14 |
| 3 MTG | 1.20 | 1.12 | 1.08 | 1.03 | 1.18 | 1.09 | 1.00 | 1.06 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 1.12 | 0 | 0 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 1.09 |
| 4 PG | 1.17 | 1.12 | 1.11 | 1.10 | 1.00 | 1.13 | 1.09 | 1.11 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.05 | 0 | 0 | 1.30 | 0 | 0 | 0 | 0 | 0 | 0 | 1.11 |
| 5 ARLCR | 0 | 1.00 | 1.00 | 0 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 |
| 6 ARNCR | 1.15 | 1.07 | 1.09 | 1.00 | 1.09 | 1.12 | 1.06 | 1.10 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.10 |
| 7 ALX | 1.38 | 1.00 | 1.11 | 1.32 | 1.00 | 1.11 | 1.15 | 1.08 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.16 |
| 8 FFX | 1.22 | 1.16 | 1.04 | 1.00 | 1.25 | 1.08 | 1.05 | 1.07 | 1.14 | 1.03 | 0 | 0 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.09 |
| 9 LDN | 1.27 | 1.00 | 1.00 | 0 | 1.00 | 1.55 | 1.00 | 1.05 | 1.09 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 1.08 |
| 10 PW | 1.90 | 1.28 | 1.58 | 1.74 | 1.44 | 1.16 | 1.18 | 1.08 | 1.00 | 1.03 | 0 | 0 | 0 | 0 | 0 | 1.93 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 0 | 0 | 1.12 |
| 11 FRD | 1.00 | 1.00 | 1.08 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.08 | 1.00 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.07 |
| 12 CAR | 1.00 | 1.00 | 1.14 | 1.11 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 1.05 | 1.07 | 1.04 | 1.07 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.08 |
| 13 HOW | 1.20 | 1.06 | 1.02 | 1.08 | 1.00 | 1.00 | 1.00 | 1.34 | 1.00 | 0 | 1.00 | 1.00 | 1.10 | 1.03 | 0 | 0 | 1.00 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.08 |
| 14 AAR | 1.32 | 1.00 | 1.24 | 1.03 | 1.00 | 1.00 | 1.00 | 1.12 | 0 | 1.00 | 0 | 1.00 | 1.04 | 1.05 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.06 |
| 15 CAL | 1.00 | 1.15 | 1.00 | 1.00 | 1.00 | 2.00 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 1.00 | 1.23 | 1.14 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.09 |
| 16 STM | 1.00 | 1.18 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.26 | 1.08 | 1.22 | 0 | 0 | 0 | 0 | 0 | 0 | 1.10 |
| 17 CHS | 1.12 | 1.04 | 1.51 | 1.08 | 1.00 | 1.00 | 1.00 | 1.15 | 0 | 0 | 0 | 0 | 0 | 1.08 | 1.12 | 1.31 | 1.08 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.09 |
| 18 FAU | 1.00 | 0 | 1.00 | 0 | 0 | 1.00 | 1.00 | 1.00 | 1.00 | 1.08 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.15 | 0 | 0 | 1.00 | 0 | 0 | 1.07 |
| 19 STA | 1.00 | 1.00 | 1.00 | 2.00 | 0 | 2.86 | 1.00 | 1.23 | 0 | 1.16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.15 | 1.00 | 1.14 | 1.00 | 0 | 1.18 |
| 20 CL/JF | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.21 | 1.16 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.11 | 0 | 1.00 | 0 | 1.11 |
| 21 SP/FB | 1.00 | 2.47 | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.00 | 1.35 | 1.05 | 1.00 | 0 | 1.07 |
| 22 KGEO | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 1.21 | 1.07 | 0 | 1.06 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.22 | | 1.09 | | 1.19 | | 1.08 | | 1.09 | | 1.08 | | 1.06 | | 1.15 | | 1.12 | | 1.09 | | 1.07 | | 0 | |
| | | 1.13 | | 1.09 | | 1.13 | | 1.08 | | 1.04 | | 1.06 | | 1.06 | | 1.08 | | 1.09 | | 1.11 | | 1.04 | | 1.09 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Est Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 73.3 | 90.7 | 74.6 | 45.6 | 92.2 | 94.6 | 83.3 | 43.5 | 1.1 | 7.0 | 0 | 0 | 3.3 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75.1 |
| 2 DC NC | 92.1 | 85.1 | 68.4 | 41.7 | 84.6 | 90.2 | 79.3 | 36.2 | 0.6 | 4.5 | 0 | 0 | 2.7 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79.7 |
| 3 MTG | 55.5 | 30.5 | 16.9 | 8.3 | 51.5 | 34.9 | 19.9 | 4.6 | 0.0 | 0.4 | 0.0 | 0 | 0.3 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.5 |
| 4 PG | 54.3 | 31.5 | 20.7 | 9.1 | 53.4 | 39.1 | 21.0 | 6.7 | 0 | 0.3 | 0 | 0 | 1.1 | 0.3 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.5 |
| 5 ARLCR | 93.6 | 68.7 | 49.4 | 22.1 | 22.6 | 63.0 | 53.5 | 20.2 | 0.3 | 2.0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.1 |
| 6 ARNCR | 80.7 | 49.3 | 30.8 | 13.4 | 48.1 | 39.7 | 37.7 | 11.9 | 0.1 | 1.0 | 0 | 0 | 0.1 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49.5 |
| 7 ALX | 66.2 | 38.0 | 22.7 | 8.1 | 47.8 | 43.4 | 24.0 | 9.7 | 0.0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38.5 |
| 8 FFX | 41.0 | 21.3 | 10.4 | 3.2 | 44.9 | 31.1 | 18.0 | 4.4 | 0.3 | 0.4 | 0.0 | 0 | 1.1 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 15.9 |
| 9 LDN | 19.1 | 8.0 | 2.8 | 0.8 | 23.2 | 12.4 | 4.2 | 0.5 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 |
| 10 PW | 31.4 | 20.2 | 11.1 | 5.4 | 36.2 | 23.6 | 14.0 | 2.2 | 0.5 | 1.6 | 0.0 | 0 | 6.7 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 6.6 |
| 11 FRD | 19.6 | 5.1 | 2.4 | 0.5 | 10.8 | 5.7 | 2.6 | 0.4 | 0 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 36.0 | 15.5 | 5.4 | 2.8 | 37.0 | 22.1 | 11.0 | 1.6 | 0 | 0.0 | 0 | 0 | 0.8 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.9 |
| 14 AAR | 30.8 | 10.8 | 4.6 | 1.7 | 28.2 | 16.6 | 7.4 | 1.2 | 0 | 0.0 | 0 | 0 | 0.2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.1 |
| 15 CAL | 12.2 | 8.9 | 3.9 | 0.9 | 20.6 | 12.0 | 5.4 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.8 |
| 16 STM | 8.5 | 5.1 | 2.8 | 0.4 | 12.7 | 7.2 | 2.9 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.2 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 |
| 17 CHS | 23.7 | 13.0 | 7.2 | 1.2 | 27.1 | 17.1 | 7.4 | 1.5 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.1 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 6.6 |
| 18 FAU | 4.3 | 3.0 | 0.9 | 0.3 | 6.6 | 3.6 | 2.6 | 0.1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 |
| 19 STA | 24.0 | 14.1 | 5.5 | 1.1 | 29.1 | 18.1 | 8.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 3.0 |
| 20 CL/JF | 11.7 | 9.3 | 2.8 | 1.1 | 15.6 | 7.3 | 3.2 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 |
| 21 SP/FB | 30.5 | 20.9 | 8.5 | 2.1 | 37.7 | 24.0 | 15.7 | 1.0 | 0 | 1.2 | 0 | 0 | 0.3 | 0.1 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 2.8 |
| 22 KGEO | 2.0 | 1.5 | 0.7 | 0.1 | 4.1 | 2.7 | 2.4 | 0.2 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0.4 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 57.3 | 36.8 | 17.8 | 9.4 | 47.8 | 36.7 | 22.3 | 4.7 | 0.6 | 1.1 | 1.0 | 0 | 0.6 | 0.1 | 0.1 | 0.1 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 20.3 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBW Trips MODE: Obs Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 90.9 | 95.9 | 90.4 | 90.8 | 100.0 | 89.1 | 100.0 | 70.2 | 11.2 | 100.0 | 100.0 | 0 | 100.0 | 8.8 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 89.3 |
| 2 DC NC | 89.0 | 95.1 | 66.2 | 34.6 | 73.2 | 86.4 | 74.8 | 27.9 | 20.9 | 23.7 | 0 | 0 | 40.6 | 2.3 | 0 | 0 | 100.0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 78.9 |
| 3 MTG | 58.4 | 40.3 | 13.8 | 12.0 | 37.6 | 31.4 | 44.4 | 2.1 | 0 | 0 | 2.1 | 0 | 0.8 | 1.1 | 100.0 | 100.0 | 100.0 | 0 | 10.4 | 0 | 0 | 0 | 0 | 25.3 |
| 4 PG | 56.2 | 38.0 | 17.8 | 8.6 | 69.1 | 54.4 | 37.9 | 10.3 | 7.4 | 0 | 0 | 0 | 2.3 | 1.5 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 27.2 |
| 5 ARLCR | 100.0 | 72.4 | 28.7 | 100.0 | 6.5 | 83.3 | 100.0 | 11.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63.6 |
| 6 ARNCR | 75.0 | 61.3 | 26.9 | 58.8 | 29.8 | 35.6 | 38.4 | 8.1 | 2.6 | 5.5 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.5 |
| 7 ALX | 55.7 | 57.3 | 29.5 | 17.6 | 43.3 | 44.2 | 28.6 | 10.9 | 12.0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38.8 |
| 8 FFX | 41.2 | 35.4 | 7.5 | 15.5 | 19.7 | 32.8 | 13.9 | 4.5 | 0.6 | 0.4 | 0 | 0 | 0.4 | 3.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.4 |
| 9 LDN | 16.6 | 18.2 | 0.3 | 100.0 | 18.9 | 13.7 | 12.6 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 |
| 10 PW | 32.5 | 16.8 | 5.0 | 3.6 | 11.2 | 30.4 | 9.3 | 0.8 | 1.3 | 1.8 | 0 | 0 | 100.0 | 100.0 | 0 | 0 | 0 | 0.1 | 0.1 | 0 | 0 | 0 | 0 | 6.2 |
| 11 FRD | 75.0 | 19.3 | 6.1 | 4.4 | 17.0 | 52.6 | 13.4 | 0 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.5 |
| 12 CAR | 27.8 | 17.1 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| 13 HOW | 41.0 | 17.8 | 0.7 | 0.4 | 49.5 | 70.9 | 6.1 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0 | 0 | 0 | 4.1 |
| 14 AAR | 28.8 | 18.0 | 2.6 | 0.4 | 30.0 | 41.7 | 3.2 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7 |
| 15 CAL | 16.9 | 14.7 | 13.1 | 0.0 | 35.0 | 7.0 | 100.0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 |
| 16 STM | 1.8 | 0.0 | 8.2 | 0 | 100.0 | 100.0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 17 CHS | 31.5 | 17.7 | 6.0 | 1.7 | 24.7 | 33.9 | 2.6 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.6 |
| 18 FAU | 24.9 | 100.0 | 0.5 | 0 | 100.0 | 13.6 | 4.8 | 0.5 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 |
| 19 STA | 34.6 | 12.7 | 4.9 | 2.0 | 100.0 | 12.9 | 13.3 | 2.1 | 100.0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0 | 0.0 | 0 | 0.0 | 0 | 0 | 3.2 |
| 20 CL/JF | 0.4 | 100.0 | 0 | 0 | 100.0 | 100.0 | 100.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 21 SP/FB | 10.7 | 8.9 | 1.4 | 4.3 | 10.2 | 32.7 | 100.0 | 20.9 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.2 | 0 | 0.0 | 0 | 0 | 2.2 |
| 22 KGEO | 24.5 | 100.0 | 100.0 | 0 | 100.0 | 100.0 | 100.0 | 3.8 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 1.2 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 59.4 | 47.3 | 15.7 | 9.2 | 31.3 | 41.1 | 25.4 | 4.4 | 0.6 | 1.4 | 1.0 | 0 | 0.3 | 0.2 | 0.1 | 0.0 | 0.1 | 0.6 | 0.2 | 0 | 0.1 | 0 | 0 | 20.9 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Est Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 433 | 326 | 164 | 17 | 23 | 196 | 42 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1237 |
| 2 DC NC | 2050 | 4458 | 1278 | 443 | 43 | 528 | 161 | 104 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9066 |
| 3 MTG | 193 | 149 | 4804 | 87 | 31 | 28 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5298 |
| 4 PG | 255 | 307 | 445 | 1820 | 43 | 90 | 20 | 5 | 0 | 2 | 0 | 0 | 8 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3002 |
| 5 ARLCR | 34 | 3 | 1 | 0 | 4 | 109 | 12 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 6 ARNCR | 164 | 8 | 2 | 0 | 66 | 1144 | 139 | 261 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1786 |
| 7 ALX | 43 | 1 | 0 | 0 | 9 | 161 | 378 | 181 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 774 |
| 8 FFX | 78 | 12 | 25 | 21 | 4 | 118 | 102 | 1679 | 11 | 72 | 5 | 0 | 10 | 9 | 1 | 33 | 23 | 0 | 0 | 0 | 2 | 0 | 0 | 2205 |
| 9 LDN | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 97 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 10 PW | 18 | 29 | 66 | 49 | 12 | 85 | 63 | 573 | 50 | 442 | 11 | 0 | 26 | 25 | 2 | 64 | 51 | 0 | 0 | 0 | 3 | 0 | 0 | 1568 |
| 11 FRD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14 AAR | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17 CHS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 3273 | | 6787 | | 235 | | 919 | | 159 | | 141 | | 82 | | 7 | | 184 | | 0 | | 5 | | 0 | |
| | | 5292 | | 2445 | | 2461 | | 2893 | | 559 | | 0 | | 48 | | 105 | | 0 | | 0 | | 0 | | 25595 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Obs Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 269 | 716 | 84 | 0 | 0 | 517 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1607 |
| 2 DC NC | 2244 | 4135 | 894 | 811 | 0 | 1015 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9206 |
| 3 MTG | 186 | 217 | 4946 | 77 | 0 | 59 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5503 |
| 4 PG | 405 | 588 | 608 | 1915 | 0 | 91 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3664 |
| 5 ARLCR | 44 | 72 | 0 | 0 | 0 | 186 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 353 |
| 6 ARNCR | 167 | 0 | 0 | 0 | 22 | 893 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1410 |
| 7 ALX | 0 | 31 | 32 | 0 | 0 | 408 | 390 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1060 |
| 8 FFX | 132 | 38 | 0 | 0 | 21 | 242 | 171 | 3272 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3876 |
| 9 LDN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10 PW | 59 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 11 FRD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14 AAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 CHS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 3506 | | 6568 | | 43 | | 579 | | 0 | | 91 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | | 5797 | | 2803 | | 3431 | | 4024 | | 81 | | 0 | | 21 | | 0 | | 0 | | 0 | | 0 | | 26944 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Difference (Est-Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 164 | -390 | 80 | 17 | 23 | -321 | 42 | 35 | 0 | 0 | 0 | 0 | 0 | -21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -370 |
| 2 DC NC | -194 | 323 | 384 | -368 | 43 | -487 | 161 | -3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -140 |
| 3 MTG | 7 | -68 | -142 | 10 | 31 | -31 | -17 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -205 |
| 4 PG | -150 | -281 | -163 | -95 | 43 | -1 | 20 | -52 | 0 | 2 | 0 | 0 | 8 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -662 |
| 5 ARLCR | -10 | -69 | 1 | 0 | 4 | -77 | 12 | -36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -174 |
| 6 ARNCR | -3 | 8 | 2 | 0 | 44 | 251 | 139 | -67 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 376 |
| 7 ALX | 43 | -30 | -32 | 0 | 9 | -247 | -12 | -18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -286 |
| 8 FFX | -54 | -26 | 25 | 21 | -17 | -124 | -69 | -1593 | 11 | 72 | 5 | 0 | 10 | 9 | 1 | 33 | 23 | 0 | 0 | 0 | 2 | 0 | 0 | -1671 |
| 9 LDN | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 97 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 10 PW | -41 | 29 | 66 | 49 | 12 | 65 | 63 | 573 | 50 | 361 | 11 | 0 | 26 | 25 | 2 | 64 | 51 | 0 | 0 | 0 | 3 | 0 | 0 | 1408 |
| 11 FRD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0 | 0 | -4 | 4 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 14 AAR | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17 CHS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -233 | | 219 | | 192 | | 340 | | 0 | | 50 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | | -505 | | -358 | | -970 | | -1131 | | 478 | | 0 | | 27 | | 0 | | 0 | | 0 | | 0 | | -1349 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Ratio (Est/Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.61 | 0.46 | 1.95 | 16.85 | 23.14 | 0.38 | 42.22 | 35.09 | 0 | 0.06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.77 |
| 2 DC NC | 0.91 | 1.08 | 1.43 | 0.55 | 43.09 | 0.52 | 161.15 | 0.97 | 0 | 0.76 | 0 | 0 | 0.42 | 0.04 | 0 | 0 | 0.23 | 0 | 0 | 0 | 0 | 0 | 0 | 0.98 |
| 3 MTG | 1.04 | 0.69 | 0.97 | 1.13 | 31.12 | 0.48 | 0.04 | 0.60 | 0 | 2.21 | 0 | 0 | 2.57 | 0.10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.96 |
| 4 PG | 0.63 | 0.52 | 0.73 | 0.95 | 43.46 | 0.99 | 20.23 | 0.08 | 0 | 1.68 | 0 | 0 | 7.65 | 5.68 | 0 | 0 | 1.13 | 0 | 0 | 0 | 0 | 0 | 0 | 0.82 |
| 5 ARLCR | 0.78 | 0.04 | 0.96 | 0 | 3.73 | 0.59 | 12.10 | 0.30 | 0 | 0.13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.51 |
| 6 ARNCR | 0.98 | 7.96 | 2.02 | 0 | 2.99 | 1.28 | 138.62 | 0.80 | 0 | 2.44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.27 |
| 7 ALX | 42.64 | 0.02 | 0.00 | 0 | 8.78 | 0.39 | 0.97 | 0.91 | 0 | 1.67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.73 |
| 8 FFX | 0.59 | 0.32 | 24.56 | 20.66 | 0.20 | 0.49 | 0.60 | 0.51 | 11.42 | 71.99 | 4.80 | 0 | 10.11 | 8.52 | 0.72 | 32.51 | 23.22 | 0 | 0.01 | 0 | 1.52 | 0 | 0 | 0.57 |
| 9 LDN | 0.89 | 0 | 0 | 0 | 0 | 0 | 0 | 1.10 | 96.88 | 23.09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.18 |
| 10 PW | 0.30 | 28.89 | 66.20 | 49.14 | 11.53 | 4.24 | 63.17 | 573.18 | 50.27 | 5.45 | 10.89 | 0 | 25.93 | 24.90 | 1.51 | 64.32 | 50.63 | 0 | 0.02 | 0 | 3.21 | 0 | 0 | 9.80 |
| 11 FRD | 0.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0.16 | 0 | 0.50 | 1.38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.39 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0.18 | 0 | 0.12 | 3.61 | 0 | 0 | 0 | 1.39 | 0 | 3.79 | 0 | 0 | 34.06 | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.44 |
| 14 AAR | 2.06 | 0.04 | 0.07 | 3.63 | 0 | 0.04 | 0.01 | 6.24 | 0 | 6.16 | 0 | 0 | 1.40 | 6.43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.08 |
| 15 CAL | 0.19 | 0.02 | 0 | 0 | 0 | 0.01 | 0 | 0.31 | 0 | 0.95 | 0 | 0 | 0 | 0 | 4.76 | 0.14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.38 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.04 | 7.82 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 8.84 |
| 17 CHS | 0 | 0 | 0 | 0.03 | 0 | 0 | 0 | 0.33 | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 107.51 | 0 | 0 | 0 | 0 | 0 | 0 | 108.85 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.38 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.31 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0.39 | 0.14 | 2.34 | 0.67 | 0.12 | 0.72 | 0.66 | 13.83 | 0 | 0.83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.02 | 0 | 0 | 19.72 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.76 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.93 | | 1.03 | | 5.46 | | 1.59 | | 0 | | 1.55 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | | 0.91 | | 0.87 | | 0.72 | | 0.72 | | 6.90 | | 0 | | 2.28 | | 0 | | 0 | | 0 | | 0 | | 0.95 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Est Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 4160 | 2248 | 1454 | 818 | 202 | 952 | 380 | 1739 | 63 | 22 | 0 | 0 | 29 | 39 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 12120 |
| 2 DC NC | 12850 | 61893 | 17395 | 15486 | 871 | 4666 | 2405 | 10848 | 373 | 179 | 3 | 0 | 564 | 741 | 0 | 0 | 273 | 11 | 0 | 0 | 0 | 0 | 0 | 128557 |
| 3 MTG | 4638 | 12056 | 387938 | 19556 | 97 | 646 | 161 | 2540 | 105 | 11 | 1735 | 257 | 3691 | 2223 | 0 | 0 | 96 | 1 | 0 | 0 | 1 | 0 | 0 | 435753 |
| 4 PG | 5420 | 13666 | 19147 | 258671 | 318 | 2155 | 2415 | 7920 | 159 | 130 | 1 | 1 | 4709 | 7173 | 17 | 56 | 7046 | 7 | 0 | 0 | 0 | 0 | 0 | 329011 |
| 5 ARLCR | 151 | 127 | 42 | 41 | 588 | 1207 | 327 | 1129 | 21 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3656 |
| 6 ARNCR | 2147 | 1991 | 584 | 764 | 2287 | 50703 | 5914 | 19475 | 235 | 230 | 6 | 0 | 6 | 50 | 0 | 0 | 65 | 1 | 0 | 0 | 3 | 0 | 0 | 84463 |
| 7 ALX | 715 | 768 | 118 | 552 | 659 | 5946 | 28689 | 14893 | 107 | 289 | 0 | 0 | 2 | 23 | 0 | 2 | 107 | 1 | 1 | 0 | 4 | 0 | 0 | 52875 |
| 8 FFX | 4190 | 5467 | 2848 | 4358 | 1925 | 17425 | 16535 | 448037 | 6794 | 7367 | 126 | 1 | 92 | 415 | 0 | 8 | 1037 | 81 | 94 | 2 | 325 | 0 | 0 | 517127 |
| 9 LDN | 505 | 672 | 694 | 586 | 171 | 1232 | 579 | 16149 | 97123 | 1353 | 4404 | 127 | 56 | 145 | 0 | 0 | 166 | 181 | 10 | 1436 | 47 | 0 | 0 | 125634 |
| 10 PW | 317 | 352 | 110 | 311 | 165 | 1292 | 1491 | 21999 | 1379 | 198636 | 45 | 0 | 6 | 42 | 0 | 0 | 169 | 1544 | 765 | 6 | 1150 | 0 | 0 | 229779 |
| 11 FRD | 13 | 20 | 6865 | 38 | 8 | 47 | 5 | 795 | 2239 | 10 | 90113 | 4243 | 1086 | 117 | 0 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 105630 |
| 12 CAR | 0 | 0 | 797 | 14 | 0 | 2 | 0 | 44 | 80 | 0 | 1349 | 74824 | 1400 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78624 |
| 13 HOW | 95 | 293 | 3823 | 5453 | 7 | 34 | 14 | 148 | 10 | 1 | 719 | 1537 | 111109 | 12371 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 135629 |
| 14 AAR | 485 | 1118 | 1850 | 10467 | 80 | 455 | 422 | 1422 | 39 | 39 | 4 | 22 | 12111 | 241040 | 217 | 59 | 529 | 0 | 0 | 0 | 0 | 0 | 0 | 270360 |
| 15 CAL | 191 | 444 | 272 | 3031 | 43 | 259 | 345 | 1083 | 21 | 35 | 0 | 0 | 66 | 1405 | 26197 | 4732 | 1793 | 0 | 0 | 0 | 0 | 0 | 0 | 39915 |
| 16 STM | 8 | 4 | 5 | 196 | 5 | 32 | 75 | 266 | 0 | 4 | 0 | 0 | 1 | 12 | 302 | 40954 | 4469 | 0 | 0 | 0 | 0 | 0 | 0 | 46333 |
| 17 CHS | 85 | 124 | 37 | 1366 | 29 | 182 | 379 | 1218 | 26 | 35 | 0 | 0 | 4 | 18 | 171 | 737 | 63058 | 0 | 0 | 0 | 0 | 0 | 0 | 67470 |
| 18 FAU | 49 | 39 | 41 | 40 | 7 | 45 | 25 | 1988 | 460 | 3067 | 6 | 0 | 0 | 1 | 0 | 0 | 7 | 20013 | 444 | 15 | 402 | 0 | 0 | 26649 |
| 19 STA | 43 | 26 | 26 | 32 | 15 | 116 | 180 | 2400 | 55 | 7725 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 231 | 46795 | 0 | 7131 | 10 | 0 | 64793 |
| 20 CL/JF | 3 | 1 | 716 | 0 | 1 | 11 | 2 | 1199 | 5918 | 241 | 1942 | 55 | 82 | 3 | 0 | 0 | 0 | 183 | 0 | 16014 | 0 | 0 | 0 | 26371 |
| 21 SP/FB | 3 | 0 | 13 | 1 | 7 | 65 | 93 | 1862 | 76 | 3134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 4499 | 0 | 45097 | 3 | 0 | 55004 |
| 22 KGEO | 2 | 1 | 1 | 41 | 2 | 19 | 38 | 523 | 3 | 896 | 0 | 0 | 0 | 0 | 3 | 113 | 1555 | 54 | 1297 | 0 | 1404 | 3480 | 0 | 9432 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 36070 | 101310 | 444776 | 321824 | 7488 | 87491 | 60473 | 557679 | 115284 | 223423 | 100454 | 81067 | 135016 | 265934 | 26906 | 46659 | 80408 | 22458 | 53905 | 17502 | 55565 | 3493 | 0 | 2845185 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Obs Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 6088 | 1617 | 350 | 0 | 0 | 1768 | 210 | 640 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10674 |
| 2 DC NC | 16016 | 66001 | 28122 | 15345 | 115 | 6873 | 946 | 5368 | 373 | 0 | 0 | 0 | 110 | 907 | 0 | 0 | 979 | 0 | 0 | 0 | 0 | 0 | 0 | 141153 |
| 3 MTG | 4485 | 10227 | 397179 | 7751 | 1390 | 844 | 206 | 4624 | 124 | 2175 | 1503 | 0 | 2168 | 2378 | 0 | 0 | 875 | 0 | 141 | 0 | 0 | 0 | 0 | 436071 |
| 4 PG | 4612 | 6497 | 16408 | 272971 | 0 | 1103 | 110 | 2486 | 182 | 182 | 272 | 0 | 3629 | 15982 | 390 | 286 | 16365 | 0 | 0 | 0 | 0 | 198 | 0 | 341673 |
| 5 ARLCR | 0 | 106 | 0 | 0 | 723 | 1622 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2451 |
| 6 ARNCR | 3520 | 1289 | 652 | 102 | 2154 | 59521 | 8235 | 17407 | 225 | 0 | 93 | 0 | 0 | 712 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93909 |
| 7 ALX | 1295 | 730 | 352 | 951 | 147 | 3701 | 36500 | 12319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55994 |
| 8 FFX | 1007 | 126 | 1922 | 773 | 978 | 11191 | 10543 | 473052 | 14737 | 14484 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 552 | 0 | 0 | 0 | 0 | 529497 |
| 9 LDN | 452 | 0 | 394 | 0 | 0 | 1029 | 0 | 22404 | 102019 | 1994 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 382 | 0 | 0 | 0 | 128962 |
| 10 PW | 0 | 0 | 0 | 0 | 0 | 439 | 2081 | 27325 | 211 | 209393 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3066 | 309 | 0 | 2655 | 197 | 0 | 245675 |
| 11 FRD | 0 | 0 | 5106 | 261 | 0 | 0 | 231 | 0 | 1136 | 0 | 103235 | 4892 | 181 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115301 |
| 12 CAR | 0 | 669 | 418 | 767 | 0 | 0 | 0 | 0 | 0 | 0 | 858 | 75762 | 2248 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81103 |
| 13 HOW | 437 | 339 | 3462 | 3993 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 1644 | 123286 | 8510 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141835 |
| 14 AAR | 0 | 282 | 0 | 19966 | 0 | 72 | 0 | 228 | 0 | 204 | 0 | 2169 | 13014 | 250504 | 803 | 0 | 402 | 0 | 0 | 0 | 0 | 0 | 0 | 287644 |
| 15 CAL | 0 | 0 | 1316 | 5478 | 0 | 0 | 255 | 2796 | 0 | 0 | 0 | 0 | 0 | 3856 | 25964 | 1603 | 2784 | 0 | 0 | 0 | 0 | 0 | 0 | 44051 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 391 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 791 | 38086 | 5040 | 0 | 0 | 0 | 0 | 0 | 0 | 44700 |
| 17 CHS | 1216 | 0 | 842 | 6383 | 0 | 0 | 1271 | 0 | 0 | 0 | 0 | 0 | 0 | 833 | 222 | 3210 | 59964 | 0 | 0 | 0 | 0 | 0 | 0 | 73940 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1038 | 2948 | 4497 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17421 | 939 | 0 | 0 | 0 | 0 | 26843 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 564 | 0 | 689 | 0 | 1741 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49660 | 0 | 13824 | 0 | 0 | 66478 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 1204 | 0 | 830 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 17736 | 0 | 0 | 0 | 19996 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4096 | 0 | 58236 | 0 | 0 | 64450 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 980 | 0 | 1533 | 2347 | 0 | 5160 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 39129 | 87883 | 456524 | 334740 | 5506 | 89118 | 60751 | 570917 | 123157 | 236967 | 106791 | 84466 | 144635 | 284444 | 28171 | 43185 | 86540 | 20565 | 56965 | 18118 | 76247 | 2741 | 0 | 2957561 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Difference (Est-Obs) Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | -1928 | 631 | 1104 | 818 | 202 | -816 | 169 | 1099 | 63 | 22 | 0 | 0 | 29 | 39 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1445 |
| 2 DC NC | -3166 | -4107 | -10727 | 141 | 756 | -2207 | 1459 | 5480 | -0 | 179 | 3 | 0 | 455 | -166 | 0 | 0 | -706 | 11 | 0 | 0 | 0 | 0 | 0 | -12596 |
| 3 MTG | 153 | 1829 | -9241 | 11805 | -1293 | -197 | -45 | -2085 | -20 | -2164 | 232 | 257 | 1523 | -155 | 0 | 0 | -778 | 1 | -141 | 0 | 1 | 0 | 0 | -318 |
| 4 PG | 808 | 7169 | 2739 | -14300 | 318 | 1051 | 2305 | 5434 | -23 | -52 | -271 | 1 | 1080 | -8809 | -374 | -230 | -9319 | 7 | 0 | 0 | 0 | -198 | 0 | -12662 |
| 5 ARLCR | 151 | 21 | 42 | 41 | -135 | -415 | 327 | 1129 | 21 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1205 |
| 6 ARNCR | -1373 | 702 | -68 | 663 | 133 | -8818 | -2321 | 2068 | 11 | 230 | -87 | 0 | 6 | -662 | 0 | 0 | 65 | 1 | 0 | 0 | 3 | 0 | 0 | -9446 |
| 7 ALX | -580 | 38 | -233 | -398 | 512 | 2245 | -7811 | 2573 | 107 | 289 | 0 | 0 | 2 | 23 | 0 | 2 | 107 | 1 | 1 | 0 | 4 | 0 | 0 | -3119 |
| 8 FFX | 3183 | 5341 | 926 | 3585 | 948 | 6234 | 5992 | -25015 | -7943 | -7117 | 126 | 1 | 92 | 415 | 0 | 8 | 906 | 81 | -459 | 2 | 325 | 0 | 0 | -12370 |
| 9 LDN | 53 | 672 | 300 | 586 | 171 | 203 | 579 | -6255 | -4896 | -642 | 4404 | 127 | 56 | 145 | 0 | 0 | 166 | 181 | -277 | 1054 | 47 | 0 | 0 | -3328 |
| 10 PW | 317 | 352 | 110 | 311 | 165 | 853 | -591 | -5326 | 1168 | -10757 | 45 | 0 | 6 | 42 | 0 | 0 | 169 | -1522 | 457 | 6 | -1505 | -197 | 0 | -15896 |
| 11 FRD | 13 | 20 | 1758 | -223 | 8 | 47 | -225 | 795 | 1103 | 10 | -13122 | -649 | 906 | -144 | 0 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | -9671 |
| 12 CAR | 0 | -668 | 379 | -753 | 0 | 2 | 0 | 44 | 80 | 0 | 491 | -938 | -847 | -268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2478 |
| 13 HOW | -342 | -47 | 361 | 1460 | 7 | 34 | -149 | 148 | 10 | 1 | 719 | -106 | -12177 | 3861 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | -6206 |
| 14 AAR | 485 | 836 | 1850 | -9498 | 80 | 383 | 422 | 1193 | 39 | -164 | 4 | -2147 | -903 | -9463 | -586 | 59 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | -17284 |
| 15 CAL | 191 | 444 | -1044 | -2447 | 43 | 259 | 89 | -1713 | 21 | 35 | 0 | 0 | 66 | -2451 | 233 | 3129 | -991 | 0 | 0 | 0 | 0 | 0 | 0 | -4136 |
| 16 STM | 8 | 4 | 5 | 196 | 5 | -359 | 75 | -125 | 0 | 4 | 0 | 0 | 1 | 12 | -490 | 2868 | -571 | 0 | 0 | 0 | 0 | 0 | 0 | 1633 |
| 17 CHS | -1131 | 124 | -805 | -5017 | 29 | 182 | -892 | 1218 | 26 | 35 | 0 | 0 | 4 | -814 | -51 | -2473 | 3094 | 0 | 0 | 0 | 0 | 0 | 0 | -6470 |
| 18 FAU | 49 | 39 | 41 | 40 | 7 | 45 | 25 | 950 | -2488 | -1430 | 6 | 0 | 0 | 1 | 0 | 0 | 7 | 2592 | -495 | 15 | 402 | 0 | 0 | -194 |
| 19 STA | 43 | 26 | 26 | 32 | 15 | -449 | 180 | 1710 | 55 | 5984 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 231 | -2865 | 0 | -6692 | 10 | 0 | -1685 |
| 20 CL/JF | 3 | 1 | 716 | 0 | 1 | 11 | 2 | 1051 | 4714 | 241 | 1112 | 55 | 82 | 3 | 0 | 0 | 0 | 104 | 0 | -1722 | 0 | 0 | 0 | 6375 |
| 21 SP/FB | 3 | 0 | 13 | 1 | 7 | 65 | 93 | 1862 | 76 | 1016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 403 | 0 | -13138 | 3 | 0 | -9446 |
| 22 KGEO | 2 | 1 | 1 | 41 | 2 | 19 | 38 | 523 | 3 | 718 | 0 | 0 | 0 | -122 | 3 | 113 | 1555 | 54 | 317 | 0 | -129 | 1133 | 0 | 4272 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -3059 | -11748 | 1982 | -278 | -7874 | -6337 | -9620 | -1265 | -6132 | -3060 | -20682 | 0 | | | | | | | | | | | | |
| | 13427 | -12916 | -1627 | -13239 | -13544 | -3399 | -18511 | 3475 | 1893 | -616 | 753 | -112377 | | | | | | | | | | | | |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Ratio (Est/Obs) Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 0.68 | 1.39 | 4.15 | 818.23 | 202.10 | 0.54 | 1.81 | 2.72 | 62.80 | 22.18 | 0.03 | 0 | 28.50 | 38.66 | 0 | 0 | 12.43 | 1.39 | 0 | 0 | 0 | 0 | 0 | 1.14 |
| 2 DC NC | 0.80 | 0.94 | 0.62 | 1.01 | 7.58 | 0.68 | 2.54 | 2.02 | 1.00 | 178.57 | 2.95 | 0 | 5.15 | 0.82 | 0 | 0 | 0.28 | 10.60 | 0.16 | 0 | 0 | 0 | 0 | 0.91 |
| 3 MTG | 1.03 | 1.18 | 0.98 | 2.52 | 0.07 | 0.77 | 0.78 | 0.55 | 0.84 | 0.01 | 1.15 | 257.27 | 1.70 | 0.93 | 0 | 0 | 0.11 | 1.38 | 0.00 | 0.36 | 0.97 | 0 | 0 | 1.00 |
| 4 PG | 1.18 | 2.10 | 1.17 | 0.95 | 317.61 | 1.95 | 21.95 | 3.19 | 0.87 | 0.72 | 0.00 | 0.98 | 1.30 | 0.45 | 0.04 | 0.20 | 0.43 | 6.86 | 0.13 | 0 | 0 | 0 | 0 | 0.96 |
| 5 ARLCR | 150.51 | 1.20 | 42.41 | 41.01 | 0.81 | 0.74 | 327.42 | 1128.67 | 20.53 | 17.31 | 0.09 | 0 | 0.31 | 2.50 | 0 | 0 | 2.62 | 0.13 | 0.01 | 0 | 0.07 | 0 | 0 | 1.49 |
| 6 ARNCR | 0.61 | 1.54 | 0.90 | 7.52 | 1.06 | 0.85 | 0.72 | 1.12 | 1.05 | 230.16 | 0.06 | 0 | 6.44 | 0.07 | 0 | 0.15 | 64.96 | 0.98 | 0.36 | 0 | 3.36 | 0 | 0 | 0.90 |
| 7 ALX | 0.55 | 1.05 | 0.34 | 0.58 | 4.48 | 1.61 | 0.79 | 1.21 | 106.95 | 289.37 | 0.31 | 0 | 1.92 | 22.67 | 0 | 1.81 | 106.55 | 0.71 | 0.71 | 0 | 3.70 | 0 | 0 | 0.94 |
| 8 FFX | 4.16 | 43.24 | 1.48 | 5.64 | 1.97 | 1.56 | 1.57 | 0.95 | 0.46 | 0.51 | 125.67 | 1.02 | 91.91 | 414.82 | 0.09 | 7.71 | 7.88 | 80.95 | 0.17 | 1.53 | 325.03 | 0 | 0 | 0.98 |
| 9 LDN | 1.12 | 671.88 | 1.76 | 585.50 | 170.73 | 1.20 | 578.57 | 0.72 | 0.95 | 0.68 | 4404.11 | 126.72 | 55.59 | 145.07 | 0 | 0.03 | 166.38 | 180.67 | 0.04 | 3.76 | 46.63 | 0 | 0 | 0.97 |
| 10 PW | 316.95 | 351.56 | 109.91 | 311.14 | 165.23 | 2.94 | 0.72 | 0.81 | 6.55 | 0.95 | 44.77 | 0 | 6.32 | 42.15 | 0 | 0 | 169.31 | 0.50 | 2.48 | 6.11 | 0.43 | 0 | 0 | 0.94 |
| 11 FRD | 13.42 | 19.79 | 1.34 | 0.15 | 8.43 | 46.88 | 0.02 | 794.78 | 1.97 | 10.01 | 0.87 | 0.87 | 6.01 | 0.45 | 0 | 0 | 0.15 | 0.81 | 0 | 29.68 | 0 | 0 | 0 | 0.92 |
| 12 CAR | 0.11 | 0.00 | 1.91 | 0.02 | 0.42 | 1.81 | 0.03 | 44.29 | 79.99 | 0.05 | 1.57 | 0.99 | 0.62 | 0.30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.97 |
| 13 HOW | 0.22 | 0.86 | 1.10 | 1.37 | 7.48 | 33.53 | 0.08 | 148.30 | 10.38 | 0.93 | 719.37 | 0.94 | 0.90 | 1.45 | 0 | 0 | 14.18 | 0.01 | 0 | 0.12 | 0 | 0 | 0 | 0.96 |
| 14 AAR | 485.12 | 3.961849.98 | | 0.52 | 80.21 | 6.30 | 421.96 | 6.23 | 38.50 | 0.19 | 4.23 | 0.01 | 0.93 | 0.96 | 0.27 | 58.81 | 1.32 | 0.11 | 0.01 | 0 | 0 | 0 | 0 | 0.94 |
| 15 CAL | 190.51 | 443.83 | 0.21 | 0.55 | 42.97 | 259.06 | 1.35 | 0.39 | 20.90 | 34.63 | 0 | 0 | 66.47 | 0.36 | 1.01 | 2.95 | 0.64 | 0.02 | 0 | 0 | 0 | 0 | 0 | 0.91 |
| 16 STM | 7.55 | 4.21 | 4.84 | 195.88 | 4.96 | 0.08 | 75.41 | 0.68 | 0.07 | 4.44 | 0 | 0 | 0.93 | 11.78 | 0.38 | 1.08 | 0.89 | 0 | 0 | 0 | 0.06 | 0.18 | 0 | 1.04 |
| 17 CHS | 0.07 | 123.70 | 0.04 | 0.21 | 28.92 | 182.15 | 0.30 | 1218.28 | 25.76 | 35.17 | 0 | 0 | 4.37 | 0.02 | 0.77 | 0.23 | 1.05 | 0.14 | 0.01 | 0 | 0.03 | 0.43 | 0 | 0.91 |
| 18 FAU | 49.43 | 39.12 | 40.69 | 40.36 | 6.76 | 45.05 | 24.99 | 1.92 | 0.16 | 0.68 | 6.20 | 0 | 0.37 | 0.78 | 0 | 0 | 6.78 | 1.15 | 0.47 | 14.50 | 401.95 | 0.09 | 0 | 0.99 |
| 19 STA | 43.13 | 25.84 | 26.22 | 31.97 | 14.84 | 0.20 | 179.79 | 3.48 | 55.03 | 4.44 | 0 | 0 | 0 | 0.71 | 0 | 0 | 7.88 | 231.12 | 0.94 | 0 | 0.52 | 9.96 | 0 | 0.97 |
| 20 CL/JF | 2.72 | 1.24 | 715.94 | 0.28 | 1.27 | 10.59 | 1.72 | 8.09 | 4.92 | 240.87 | 2.34 | 55.07 | 82.02 | 3.35 | 0 | 0 | 0 | 2.33 | 0.21 | 0.90 | 0.25 | 0 | 0 | 1.32 |
| 21 SP/FB | 2.96 | 0.04 | 13.40 | 0.60 | 6.78 | 65.46 | 92.82 | 1862.43 | 76.35 | 1.48 | 0 | 0 | 0 | 0 | 0 | 0 | 0.24 | 148.77 | 1.10 | 0 | 0.77 | 3.06 | 0 | 0.85 |
| 22 KGEO | 1.86 | 1.38 | 0.59 | 41.36 | 2.26 | 19.32 | 38.07 | 523.39 | 2.51 | 5.02 | 0 | 0 | 0 | 0.00 | 2.93 | 112.51 | 1555.09 | 53.70 | 1.32 | 0 | 0.92 | 1.48 | 0 | 1.83 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.92 | 0.97 | 1.36 | 1.00 | 0.94 | 0.94 | 0.93 | 0.96 | 0.93 | 0.95 | 0.73 | 0 | | | | | | | | | | | | |
| | 1.15 | 0.96 | 0.98 | 0.98 | 0.94 | 0.96 | 0.93 | 1.08 | 1.09 | 0.97 | 1.27 | 0.96 | | | | | | | | | | | | |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Est Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 3056 | 1743 | 967 | 559 | 139 | 697 | 267 | 1074 | 36 | 13 | 0 | 0 | 17 | 23 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 8599 |
| 2 DC NC | 9374 | 47958 | 11812 | 10499 | 595 | 3379 | 1678 | 6628 | 209 | 101 | 2 | 0 | 334 | 440 | 0 | 0 | 166 | 5 | 0 | 0 | 0 | 0 | 0 | 93179 |
| 3 MTG | 4080 | 8076 | 263388 | 13223 | 49 | 414 | 106 | 1639 | 64 | 7 | 1143 | 168 | 2430 | 1465 | 0 | 0 | 62 | 1 | 0 | 0 | 1 | 0 | 0 | 296316 |
| 4 PG | 4656 | 8910 | 12571 | 175371 | 157 | 1284 | 1503 | 4883 | 87 | 75 | 0 | 1 | 3042 | 4658 | 11 | 36 | 4672 | 3 | 0 | 0 | 0 | 0 | 0 | 221921 |
| 5 ARLCR | 109 | 95 | 32 | 33 | 377 | 870 | 242 | 857 | 15 | 13 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2647 |
| 6 ARNCR | 1521 | 1490 | 425 | 581 | 1465 | 36695 | 4405 | 14489 | 165 | 168 | 4 | 0 | 5 | 37 | 0 | 0 | 49 | 1 | 0 | 0 | 3 | 0 | 0 | 61503 |
| 7 ALX | 503 | 576 | 85 | 412 | 416 | 4257 | 20016 | 9988 | 65 | 186 | 0 | 0 | 1 | 17 | 0 | 2 | 77 | 0 | 0 | 0 | 3 | 0 | 0 | 36605 |
| 8 FFX | 2800 | 4187 | 1862 | 2780 | 1208 | 12605 | 11268 | 284008 | 4255 | 4615 | 75 | 1 | 55 | 247 | 0 | 5 | 630 | 49 | 57 | 1 | 195 | 0 | 0 | 330900 |
| 9 LDN | 328 | 516 | 445 | 370 | 104 | 883 | 389 | 10039 | 61866 | 837 | 2708 | 75 | 33 | 85 | 0 | 0 | 98 | 111 | 6 | 896 | 27 | 0 | 0 | 79816 |
| 10 PW | 203 | 287 | 71 | 193 | 99 | 918 | 978 | 13356 | 823 | 126486 | 27 | 0 | 4 | 25 | 0 | 0 | 100 | 965 | 472 | 4 | 700 | 0 | 0 | 145711 |
| 11 FRD | 11 | 12 | 4280 | 24 | 4 | 25 | 3 | 427 | 1334 | 5 | 60856 | 2810 | 663 | 72 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 70544 |
| 12 CAR | 0 | 0 | 485 | 9 | 0 | 1 | 0 | 20 | 38 | 0 | 866 | 50892 | 886 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53269 |
| 13 HOW | 81 | 183 | 2500 | 3640 | 4 | 19 | 8 | 86 | 6 | 0 | 470 | 1026 | 75487 | 8281 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 91799 |
| 14 AAR | 403 | 692 | 1136 | 6857 | 39 | 256 | 248 | 801 | 18 | 20 | 2 | 13 | 7832 | 163072 | 144 | 37 | 338 | 0 | 0 | 0 | 0 | 0 | 0 | 181907 |
| 15 CAL | 158 | 273 | 157 | 1945 | 20 | 141 | 198 | 596 | 9 | 18 | 0 | 0 | 38 | 891 | 17757 | 3119 | 1114 | 0 | 0 | 0 | 0 | 0 | 0 | 26435 |
| 16 STM | 7 | 3 | 2 | 119 | 2 | 15 | 38 | 131 | 0 | 2 | 0 | 0 | 0 | 5 | 192 | 27724 | 2785 | 0 | 0 | 0 | 0 | 0 | 0 | 31025 |
| 17 CHS | 72 | 76 | 21 | 895 | 14 | 102 | 227 | 709 | 12 | 19 | 0 | 0 | 2 | 10 | 114 | 490 | 42727 | 0 | 0 | 0 | 0 | 0 | 0 | 45488 |
| 18 FAU | 31 | 29 | 25 | 25 | 4 | 31 | 16 | 1130 | 264 | 1842 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 12695 | 275 | 9 | 246 | 0 | 0 | 16629 |
| 19 STA | 27 | 19 | 15 | 19 | 8 | 77 | 110 | 1312 | 25 | 4676 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 133 | 29971 | 0 | 4502 | 6 | 0 | 40906 |
| 20 CL/JF | 2 | 1 | 367 | 0 | 1 | 6 | 1 | 602 | 3278 | 126 | 1128 | 30 | 39 | 2 | 0 | 0 | 0 | 102 | 0 | 10244 | 0 | 0 | 0 | 15929 |
| 21 SP/FB | 2 | 0 | 5 | 0 | 3 | 40 | 52 | 906 | 31 | 1725 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 2775 | 0 | 28786 | 2 | 0 | 34402 |
| 22 KGEO | 1 | 1 | 0 | 23 | 1 | 11 | 20 | 239 | 1 | 455 | 0 | 0 | 0 | 0 | 2 | 65 | 881 | 24 | 778 | 0 | 849 | 2232 | 0 | 5584 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 27424 | 75125 | 300650 | 217576 | 4708 | 62726 | 41772 | 353920 | 72601 | 141389 | 67286 | 55015 | 90869 | 179403 | 18219 | 31478 | 53727 | 14166 | 34334 | 11173 | 35313 | 2241 | 0 | 1891114 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Obs Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 4752 | 1295 | 350 | 0 | 0 | 1768 | 105 | 543 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8813 |
| 2 DC NC | 11400 | 52974 | 15371 | 12799 | 115 | 4795 | 753 | 3441 | 275 | 0 | 0 | 0 | 110 | 551 | 0 | 0 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 102939 |
| 3 MTG | 4179 | 7492 | 281699 | 5332 | 695 | 597 | 206 | 2990 | 124 | 622 | 984 | 0 | 1200 | 951 | 0 | 0 | 437 | 0 | 141 | 0 | 0 | 0 | 0 | 307649 |
| 4 PG | 4231 | 4725 | 11316 | 187410 | 0 | 445 | 110 | 2071 | 182 | 182 | 272 | 0 | 1871 | 10350 | 390 | 286 | 9460 | 0 | 0 | 0 | 0 | 198 | 0 | 233499 |
| 5 ARLCR | 0 | 106 | 0 | 0 | 474 | 1401 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1982 |
| 6 ARNCR | 2629 | 1077 | 652 | 102 | 1083 | 41801 | 5724 | 12321 | 112 | 0 | 93 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65796 |
| 7 ALX | 859 | 459 | 352 | 532 | 147 | 2754 | 29146 | 8795 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43044 |
| 8 FFX | 448 | 126 | 1669 | 773 | 978 | 7714 | 7493 | 309078 | 9119 | 7301 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 552 | 0 | 0 | 0 | 0 | 345382 |
| 9 LDN | 452 | 0 | 394 | 0 | 0 | 826 | 0 | 14504 | 64817 | 997 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 382 | 0 | 0 | 0 | 82515 |
| 10 PW | 0 | 0 | 0 | 0 | 0 | 439 | 1348 | 13326 | 211 | 125132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1170 | 309 | 0 | 759 | 98 | 0 | 142791 |
| 11 FRD | 0 | 0 | 3080 | 130 | 0 | 0 | 231 | 0 | 813 | 0 | 69328 | 3615 | 181 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77507 |
| 12 CAR | 0 | 191 | 209 | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 659 | 49486 | 1583 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52799 |
| 13 HOW | 437 | 339 | 2238 | 3195 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 1204 | 82146 | 4079 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93803 |
| 14 AAR | 0 | 282 | 0 | 12729 | 0 | 72 | 0 | 228 | 0 | 204 | 0 | 1085 | 5087 | 165660 | 803 | 0 | 402 | 0 | 0 | 0 | 0 | 0 | 0 | 186551 |
| 15 CAL | 0 | 0 | 376 | 3462 | 0 | 0 | 255 | 982 | 0 | 0 | 0 | 0 | 0 | 2421 | 17068 | 1005 | 1708 | 0 | 0 | 0 | 0 | 0 | 0 | 27276 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 391 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 528 | 26250 | 2060 | 0 | 0 | 0 | 0 | 0 | 0 | 29620 |
| 17 CHS | 608 | 0 | 494 | 4918 | 0 | 0 | 793 | 0 | 0 | 0 | 0 | 0 | 0 | 610 | 222 | 1934 | 39923 | 0 | 0 | 0 | 0 | 0 | 0 | 49502 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1038 | 1157 | 3627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11833 | 577 | 0 | 0 | 0 | 0 | 18231 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 362 | 0 | 1741 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27234 | 0 | 8360 | 0 | 0 | 37979 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 543 | 0 | 616 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 13419 | 0 | 0 | 0 | 14804 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3484 | 0 | 35779 | 0 | 0 | 40594 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 572 | 0 | 1001 | 1945 | 0 | 3819 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 29994 | 69067 | 318198 | 231673 | 3492 | 63286 | 46325 | 370219 | 77353 | 141315 | 71952 | 55390 | 92177 | 185457 | 19011 | 29475 | 54476 | 13081 | 33012 | 13801 | 45898 | 2241 | 0 | 1966896 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Difference (Est-Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | -1695 | 448 | 617 | 559 | 139 | -1071 | 162 | 531 | 36 | 13 | 0 | 0 | 17 | 23 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | -214 |
| 2 DC NC | -2026 | -5016 | -3559 | -2300 | 480 | -1416 | 925 | 3187 | -66 | 101 | 2 | 0 | 225 | -111 | 0 | 0 | -190 | 5 | 0 | 0 | 0 | 0 | 0 | -9760 |
| 3 MTG | -98 | 584 | -18310 | 7891 | -646 | -182 | -100 | -1352 | -61 | -615 | 159 | 168 | 1230 | 514 | 0 | 0 | -375 | 1 | -141 | 0 | 1 | 0 | 0 | -11333 |
| 4 PG | 425 | 4186 | 1256 | -12039 | 157 | 839 | 1393 | 2812 | -95 | -107 | -271 | 1 | 1171 | -5691 | -380 | -250 | -4788 | 3 | 0 | 0 | 0 | -198 | 0 | -11577 |
| 5 ARLCR | 109 | -12 | 32 | 33 | -97 | -531 | 242 | 857 | 15 | 13 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 665 |
| 6 ARNCR | -1108 | 413 | -227 | 479 | 382 | -5106 | -1319 | 2168 | 53 | 168 | -89 | 0 | 5 | -166 | 0 | 0 | 49 | 1 | 0 | 0 | 3 | 0 | 0 | -4294 |
| 7 ALX | -356 | 117 | -267 | -120 | 269 | 1503 | -9129 | 1193 | 65 | 186 | 0 | 0 | 1 | 17 | 0 | 2 | 77 | 0 | 0 | 0 | 3 | 0 | 0 | -6439 |
| 8 FFX | 2352 | 4060 | 193 | 2007 | 230 | 4890 | 3775 | -25070 | -4864 | -2686 | 75 | 1 | 55 | 247 | 0 | 5 | 498 | 49 | -496 | 1 | 195 | 0 | 0 | -14482 |
| 9 LDN | -124 | 516 | 50 | 370 | 104 | 57 | 389 | -4464 | -2951 | -160 | 2708 | 75 | 33 | 85 | 0 | 0 | 98 | 111 | -138 | 514 | 27 | 0 | 0 | -2700 |
| 10 PW | 203 | 287 | 71 | 193 | 99 | 479 | -370 | 30 | 612 | 1354 | 27 | 0 | 4 | 25 | 0 | 0 | 100 | -205 | 164 | 4 | -58 | -98 | 0 | 2920 |
| 11 FRD | 11 | 12 | 1200 | -107 | 4 | 25 | -228 | 427 | 521 | 5 | -8472 | -805 | 482 | -58 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | -6963 |
| 12 CAR | 0 | -191 | 276 | -282 | 0 | 1 | 0 | 20 | 38 | 0 | 207 | 1407 | -696 | -311 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 |
| 13 HOW | -356 | -157 | 262 | 445 | 4 | 19 | -155 | 86 | 6 | 0 | 470 | -179 | -6659 | 4203 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | -2003 |
| 14 AAR | 403 | 410 | 1136 | -5872 | 39 | 184 | 248 | 573 | 18 | -184 | 2 | -1071 | 2745 | -2588 | -659 | 37 | -64 | 0 | 0 | 0 | 0 | 0 | 0 | -4644 |
| 15 CAL | 158 | 273 | -219 | -1517 | 20 | 141 | -58 | -386 | 9 | 18 | 0 | 0 | 38 | -1529 | 690 | 2114 | -594 | 0 | 0 | 0 | 0 | 0 | 0 | -842 |
| 16 STM | 7 | 3 | 2 | 119 | 2 | -377 | 38 | -261 | 0 | 2 | 0 | 0 | 0 | 5 | -336 | 1475 | 725 | 0 | 0 | 0 | 0 | 0 | 0 | 1405 |
| 17 CHS | -536 | 76 | -473 | -4024 | 14 | 102 | -566 | 709 | 12 | 19 | 0 | 0 | 2 | -600 | -108 | -1444 | 2804 | 0 | 0 | 0 | 0 | 0 | 0 | -4014 |
| 18 FAU | 31 | 29 | 25 | 25 | 4 | 31 | 16 | 92 | -893 | -1785 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 862 | -302 | 9 | 246 | 0 | 0 | -1602 |
| 19 STA | 27 | 19 | 15 | 19 | 8 | -205 | 110 | 950 | 25 | 2936 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 133 | 2737 | 0 | -3858 | 6 | 0 | 2928 |
| 20 CL/JF | 2 | 1 | 367 | 0 | 1 | 6 | 1 | 454 | 2735 | 126 | 512 | 30 | 39 | 2 | 0 | 0 | 0 | 24 | 0 | -3175 | 0 | 0 | 0 | 1124 |
| 21 SP/FB | 2 | 0 | 5 | 0 | 3 | 40 | 52 | 906 | 31 | 393 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | -708 | 0 | -6993 | 2 | 0 | -6192 |
| 22 KGEO | 1 | 1 | 0 | 23 | 1 | 11 | 20 | 239 | 1 | 277 | 0 | 0 | 0 | -122 | 2 | 65 | 881 | 24 | 206 | 0 | -152 | 287 | 0 | 1766 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -2571 | 6058 | -17548 | -14097 | 1216 | -559 | -4553 | -16299 | -4752 | 73 | -4666 | -375 | -1308 | -6055 | -792 | 2004 | -750 | 1084 | 1322 | -2628 | -10585 | -1 | 0 | -75781 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Ratio (Est/Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 0.64 | 1.35 | 2.76 | 558.65 | 139.33 | 0.39 | 2.54 | 1.98 | 36.05 | 12.82 | 0.02 | 0 | 16.84 | 22.92 | 0 | 0 | 7.59 | 0.68 | 0 | 0 | 0 | 0 | 0 | 0.98 |
| 2 DC NC | 0.82 | 0.91 | 0.77 | 0.82 | 5.18 | 0.70 | 2.23 | 1.93 | 0.76 | 101.34 | 1.68 | 0 | 3.05 | 0.80 | 0 | 0 | 0.47 | 5.18 | 0.08 | 0 | 0 | 0 | 0 | 0.91 |
| 3 MTG | 0.98 | 1.08 | 0.93 | 2.48 | 0.07 | 0.69 | 0.52 | 0.55 | 0.51 | 0.01 | 1.16 | 168.15 | 2.02 | 1.54 | 0 | 0 | 0.14 | 0.63 | 0.00 | 0.23 | 0.58 | 0 | 0 | 0.96 |
| 4 PG | 1.10 | 1.89 | 1.11 | 0.94 | 156.92 | 2.88 | 13.66 | 2.36 | 0.48 | 0.41 | 0.00 | 0.58 | 1.63 | 0.45 | 0.03 | 0.13 | 0.49 | 2.80 | 0.07 | 0 | 0 | 0 | 0 | 0.95 |
| 5 ARLCR | 108.68 | 0.89 | 32.26 | 32.86 | 0.79 | 0.62 | 242.24 | 856.69 | 14.60 | 12.67 | 0.08 | 0 | 0.26 | 1.99 | 0 | 0 | 2.11 | 0.09 | 0.01 | 0 | 0.07 | 0 | 0 | 1.34 |
| 6 ARNCR | 0.58 | 1.38 | 0.65 | 5.71 | 1.35 | 0.88 | 0.77 | 1.18 | 1.47 | 168.40 | 0.05 | 0 | 4.93 | 0.18 | 0 | 0.15 | 48.85 | 0.65 | 0.33 | 0 | 2.94 | 0 | 0 | 0.93 |
| 7 ALX | 0.59 | 1.25 | 0.24 | 0.77 | 2.83 | 1.55 | 0.69 | 1.14 | 64.78 | 185.60 | 0.28 | 0 | 1.49 | 16.70 | 0 | 1.53 | 77.29 | 0.33 | 0.49 | 0 | 2.81 | 0 | 0 | 0.85 |
| 8 FFX | 6.25 | 33.11 | 1.12 | 3.60 | 1.24 | 1.63 | 1.50 | 0.92 | 0.47 | 0.63 | 74.99 | 0.61 | 54.94 | 247.02 | 0.05 | 4.57 | 4.78 | 49.31 | 0.10 | 0.91 | 195.07 | 0 | 0 | 0.96 |
| 9 LDN | 0.72 | 515.87 | 1.13 | 369.88 | 104.37 | 1.07 | 388.62 | 0.69 | 0.95 | 0.84 | 2708.23 | 75.03 | 32.90 | 85.20 | 0 | 0.02 | 98.35 | 110.66 | 0.04 | 2.35 | 27.48 | 0 | 0 | 0.97 |
| 10 PW | 202.83 | 287.37 | 70.73 | 193.37 | 98.95 | 2.09 | 0.73 | 1.00 | 3.91 | 1.01 | 26.67 | 0 | 3.74 | 24.82 | 0 | 0 | 100.39 | 0.83 | 1.53 | 3.65 | 0.92 | 0 | 0 | 1.02 |
| 11 FRD | 11.29 | 11.93 | 1.39 | 0.18 | 3.84 | 25.32 | 0.01 | 426.72 | 1.64 | 4.70 | 0.88 | 0.78 | 3.67 | 0.55 | 0 | 0 | 0.09 | 0.36 | 0 | 19.30 | 0 | 0 | 0 | 0.91 |
| 12 CAR | 0.10 | 0.00 | 2.32 | 0.03 | 0.18 | 0.75 | 0.01 | 20.44 | 38.47 | 0.01 | 1.31 | 1.03 | 0.56 | 0.18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.01 |
| 13 HOW | 0.18 | 0.54 | 1.12 | 1.14 | 3.51 | 19.06 | 0.05 | 86.03 | 5.56 | 0.40 | 469.97 | 0.85 | 0.92 | 2.03 | 0 | 0 | 8.84 | 0 | 0 | 0.07 | 0 | 0 | 0 | 0.98 |
| 14 AAR | 403.18 | 2.45 | 1135.50 | 0.54 | 38.50 | 3.54 | 247.50 | 3.51 | 18.32 | 0.10 | 2.45 | 0.01 | 1.54 | 0.98 | 0.18 | 37.31 | 0.84 | 0.04 | 0 | 0 | 0 | 0 | 0 | 0.98 |
| 15 CAL | 157.69 | 273.09 | 0.42 | 0.56 | 20.33 | 141.42 | 0.77 | 0.61 | 9.48 | 17.72 | 0 | 0 | 37.94 | 0.37 | 1.04 | 3.10 | 0.65 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0.97 |
| 16 STM | 6.74 | 2.52 | 2.11 | 118.95 | 2.11 | 0.04 | 38.19 | 0.33 | 0.02 | 1.94 | 0 | 0 | 0.35 | 5.39 | 0.36 | 1.06 | 1.35 | 0 | 0 | 0 | 0.04 | 0.11 | 0 | 1.05 |
| 17 CHS | 0.12 | 75.61 | 0.04 | 0.18 | 13.74 | 102.03 | 0.29 | 709.11 | 11.84 | 18.75 | 0 | 0 | 2.14 | 0.02 | 0.51 | 0.25 | 1.07 | 0.05 | 0 | 0 | 0.02 | 0.27 | 0 | 0.92 |
| 18 FAU | 31.12 | 28.62 | 25.01 | 24.58 | 3.99 | 31.14 | 15.66 | 1.09 | 0.23 | 0.51 | 3.67 | 0 | 0.22 | 0.46 | 0 | 0 | 3.95 | 1.07 | 0.48 | 8.86 | 246.35 | 0.05 | 0 | 0.91 |
| 19 STA | 26.91 | 19.11 | 15.10 | 19.21 | 8.26 | 0.27 | 110.11 | 3.62 | 24.69 | 2.69 | 0 | 0 | 0 | 0.42 | 0 | 0 | 4.64 | 132.90 | 1.10 | 0 | 0.54 | 6.27 | 0 | 1.08 |
| 20 CL/JF | 1.67 | 0.92 | 367.19 | 0.16 | 0.58 | 6.11 | 0.93 | 4.06 | 6.04 | 125.66 | 1.83 | 29.55 | 39.47 | 1.54 | 0 | 0 | 0 | 1.30 | 0.13 | 0.76 | 0.15 | 0 | 0 | 1.08 |
| 21 SP/FB | 1.69 | 0.03 | 5.20 | 0.35 | 3.12 | 39.67 | 51.64 | 906.29 | 31.27 | 1.29 | 0 | 0 | 0 | 0 | 0 | 0 | 0.08 | 75.18 | 0.80 | 0 | 0.80 | 1.86 | 0 | 0.85 |
| 22 KGEO | 1.03 | 1.00 | 0.21 | 22.57 | 1.02 | 10.96 | 20.44 | 238.72 | 1.02 | 2.55 | 0 | 0 | 0 | 0.00 | 1.62 | 65.38 | 881.49 | 24.49 | 1.36 | 0 | 0.85 | 1.15 | 0 | 1.46 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.91 | 1.09 | 0.94 | 0.94 | 1.35 | 0.99 | 0.90 | 0.96 | 0.94 | 1.00 | 0.94 | 0.99 | 0.99 | 0.97 | 0.96 | 1.07 | 0.99 | 1.08 | 1.04 | 0.81 | 0.77 | 1.00 | 0 | 0.96 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Est Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 4593 | 2574 | 1618 | 835 | 225 | 1148 | 422 | 1775 | 63 | 22 | 0 | 0 | 29 | 39 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13356 |
| 2 DC NC | 14900 | 66351 | 18673 | 15928 | 914 | 5194 | 2566 | 10952 | 373 | 179 | 3 | 0 | 565 | 741 | 0 | 0 | 273 | 11 | 0 | 0 | 0 | 0 | 0 | 137623 |
| 3 MTG | 4831 | 12205 | 392742 | 19643 | 128 | 674 | 162 | 2540 | 105 | 14 | 1735 | 257 | 3694 | 2223 | 0 | 0 | 96 | 1 | 0 | 0 | 1 | 0 | 0 | 441051 |
| 4 PG | 5675 | 13972 | 19592 | 260492 | 361 | 2245 | 2435 | 7925 | 159 | 132 | 1 | 1 | 4717 | 7179 | 17 | 56 | 7047 | 7 | 0 | 0 | 0 | 0 | 0 | 332014 |
| 5 ARLCR | 185 | 130 | 43 | 41 | 592 | 1317 | 340 | 1144 | 21 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3835 |
| 6 ARNCR | 2312 | 1999 | 586 | 764 | 2353 | 51847 | 6053 | 19736 | 235 | 233 | 6 | 0 | 6 | 50 | 0 | 0 | 65 | 1 | 0 | 0 | 3 | 0 | 0 | 86248 |
| 7 ALX | 758 | 768 | 118 | 552 | 668 | 6107 | 29067 | 15074 | 107 | 291 | 0 | 0 | 2 | 23 | 0 | 2 | 107 | 1 | 1 | 0 | 4 | 0 | 0 | 53649 |
| 8 FFX | 4269 | 5479 | 2872 | 4379 | 1930 | 17544 | 16637 | 449717 | 6806 | 7439 | 130 | 1 | 102 | 423 | 1 | 40 | 1060 | 81 | 94 | 2 | 327 | 0 | 0 | 519332 |
| 9 LDN | 506 | 672 | 694 | 586 | 171 | 1232 | 579 | 16160 | 97220 | 1376 | 4404 | 127 | 56 | 145 | 0 | 0 | 166 | 181 | 10 | 1436 | 47 | 0 | 0 | 125766 |
| 10 PW | 335 | 380 | 176 | 360 | 177 | 1377 | 1554 | 22572 | 1429 | 199077 | 56 | 0 | 32 | 67 | 2 | 64 | 220 | 1544 | 765 | 6 | 1153 | 0 | 0 | 231347 |
| 11 FRD | 13 | 20 | 6865 | 38 | 8 | 47 | 5 | 795 | 2239 | 11 | 90239 | 4243 | 1086 | 117 | 0 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 105757 |
| 12 CAR | 0 | 0 | 797 | 14 | 0 | 2 | 0 | 44 | 80 | 0 | 1349 | 74824 | 1400 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78624 |
| 13 HOW | 95 | 293 | 3824 | 5457 | 7 | 34 | 14 | 150 | 10 | 5 | 719 | 1537 | 111143 | 12373 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 135674 |
| 14 AAR | 487 | 1118 | 1850 | 10471 | 80 | 456 | 422 | 1428 | 39 | 46 | 4 | 22 | 12112 | 241047 | 217 | 59 | 529 | 0 | 0 | 0 | 0 | 0 | 0 | 270386 |
| 15 CAL | 191 | 444 | 272 | 3031 | 43 | 259 | 345 | 1084 | 21 | 36 | 0 | 0 | 66 | 1405 | 26202 | 4732 | 1793 | 0 | 0 | 0 | 0 | 0 | 0 | 39922 |
| 16 STM | 8 | 4 | 5 | 196 | 5 | 32 | 75 | 266 | 0 | 4 | 0 | 0 | 1 | 12 | 302 | 40961 | 4470 | 0 | 0 | 0 | 0 | 0 | 0 | 46342 |
| 17 CHS | 85 | 124 | 37 | 1366 | 29 | 182 | 379 | 1219 | 26 | 36 | 0 | 0 | 4 | 18 | 171 | 737 | 63165 | 0 | 0 | 0 | 0 | 0 | 0 | 67579 |
| 18 FAU | 49 | 39 | 41 | 40 | 7 | 45 | 25 | 1991 | 460 | 3067 | 6 | 0 | 0 | 1 | 0 | 0 | 7 | 20013 | 444 | 15 | 402 | 0 | 0 | 26652 |
| 19 STA | 43 | 26 | 26 | 32 | 15 | 116 | 180 | 2402 | 55 | 7725 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 231 | 46795 | 0 | 7131 | 10 | 0 | 64795 |
| 20 CL/JF | 3 | 1 | 716 | 0 | 1 | 11 | 2 | 1199 | 5918 | 241 | 1942 | 55 | 82 | 3 | 0 | 0 | 0 | 183 | 0 | 16014 | 0 | 0 | 0 | 26371 |
| 21 SP/FB | 3 | 0 | 16 | 1 | 7 | 66 | 93 | 1876 | 76 | 3135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 4499 | 0 | 45097 | 3 | 0 | 55023 |
| 22 KGEO | 2 | 1 | 1 | 41 | 2 | 19 | 38 | 525 | 3 | 896 | 0 | 0 | 0 | 0 | 3 | 113 | 1555 | 54 | 1297 | 0 | 1404 | 3480 | 0 | 9434 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 39343 | 106603 | 451563 | 324269 | 7723 | 89952 | 61392 | 560572 | 115442 | 223982 | 100595 | 81067 | 135098 | 265982 | 26913 | 46764 | 80592 | 22458 | 53905 | 17502 | 55570 | 3493 | 0 | 2870779 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Obs Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 6357 | 2333 | 434 | 0 | 0 | 2285 | 210 | 640 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12281 |
| 2 DC NC | 18260 | 70136 | 29016 | 16156 | 115 | 7888 | 946 | 5475 | 373 | 0 | 0 | 0 | 110 | 907 | 0 | 0 | 979 | 0 | 0 | 0 | 0 | 0 | 0 | 150359 |
| 3 MTG | 4671 | 10444 | 402125 | 7828 | 1390 | 903 | 224 | 4624 | 124 | 2175 | 1503 | 0 | 2168 | 2378 | 0 | 0 | 875 | 0 | 141 | 0 | 0 | 0 | 0 | 441574 |
| 4 PG | 5017 | 7085 | 17016 | 274886 | 0 | 1194 | 110 | 2543 | 182 | 182 | 272 | 0 | 3629 | 15982 | 390 | 286 | 16365 | 0 | 0 | 0 | 0 | 198 | 0 | 345337 |
| 5 ARLCR | 44 | 178 | 0 | 0 | 723 | 1808 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2804 |
| 6 ARNCR | 3687 | 1289 | 652 | 102 | 2176 | 60414 | 8235 | 17735 | 225 | 0 | 93 | 0 | 0 | 712 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95319 |
| 7 ALX | 1295 | 761 | 384 | 951 | 147 | 4109 | 36890 | 12518 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57054 |
| 8 FFX | 1139 | 164 | 1922 | 773 | 999 | 11433 | 10714 | 476324 | 14737 | 14484 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 552 | 0 | 0 | 0 | 0 | 533373 |
| 9 LDN | 452 | 0 | 394 | 0 | 0 | 1029 | 0 | 22414 | 102019 | 1994 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 382 | 0 | 0 | 0 | 128972 |
| 10 PW | 59 | 0 | 0 | 0 | 0 | 459 | 2081 | 27325 | 211 | 209474 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3066 | 309 | 0 | 2655 | 197 | 0 | 245835 |
| 11 FRD | 0 | 0 | 5106 | 261 | 0 | 0 | 231 | 0 | 1136 | 0 | 103326 | 4892 | 181 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115392 |
| 12 CAR | 0 | 669 | 418 | 767 | 0 | 0 | 0 | 0 | 0 | 0 | 858 | 75762 | 2248 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81103 |
| 13 HOW | 437 | 339 | 3466 | 3993 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 1644 | 123286 | 8510 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141839 |
| 14 AAR | 0 | 282 | 0 | 19966 | 0 | 72 | 0 | 228 | 0 | 204 | 0 | 2169 | 13014 | 250504 | 803 | 0 | 402 | 0 | 0 | 0 | 0 | 0 | 0 | 287644 |
| 15 CAL | 0 | 0 | 1316 | 5478 | 0 | 0 | 255 | 2796 | 0 | 0 | 0 | 0 | 0 | 3856 | 25964 | 1603 | 2784 | 0 | 0 | 0 | 0 | 0 | 0 | 44051 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 391 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 791 | 38086 | 5040 | 0 | 0 | 0 | 0 | 0 | 0 | 44700 |
| 17 CHS | 1216 | 0 | 842 | 6383 | 0 | 0 | 1271 | 0 | 0 | 0 | 0 | 0 | 0 | 833 | 222 | 3210 | 59964 | 0 | 0 | 0 | 0 | 0 | 0 | 73940 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1038 | 2948 | 4497 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17421 | 939 | 0 | 0 | 0 | 0 | 26843 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 564 | 0 | 689 | 0 | 1741 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49660 | 0 | 13824 | 0 | 0 | 66478 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 1204 | 0 | 830 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 17736 | 0 | 0 | 0 | 19996 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4096 | 0 | 58236 | 0 | 0 | 64450 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 980 | 0 | 1533 | 2347 | 0 | 5160 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 42635 | 93680 | 463092 | 337543 | 5549 | 92549 | 61330 | 574941 | 123157 | 237048 | 106882 | 84466 | 144635 | 284465 | 28171 | 43185 | 86540 | 20565 | 56965 | 18118 | 76247 | 2741 | 0 | 2984505 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Difference (Est-Obs) Motorized Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | -1764 | 241 | 1184 | 835 | 225 | -1137 | 212 | 1134 | 63 | 22 | 0 | 0 | 29 | 18 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1075 |
| 2 DC NC | -3360 | -3784 | -10343 | -228 | 799 | -2694 | 1621 | 5477 | -0 | 179 | 3 | 0 | 455 | -166 | 0 | 0 | -706 | 11 | 0 | 0 | 0 | 0 | 0 | -12736 |
| 3 MTG | 160 | 1761 | -9383 | 11815 | -1262 | -228 | -62 | -2084 | -20 | -2162 | 232 | 257 | 1526 | -155 | 0 | 0 | -778 | 1 | -141 | 0 | 1 | 0 | 0 | -523 |
| 4 PG | 659 | 6888 | 2576 | -14394 | 361 | 1051 | 2325 | 5382 | -23 | -50 | -271 | 1 | 1087 | -8803 | -374 | -230 | -9318 | 7 | 0 | 0 | 0 | -198 | 0 | -13324 |
| 5 ARLCR | 141 | -48 | 43 | 41 | -131 | -491 | 340 | 1093 | 21 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1031 |
| 6 ARNCR | -1376 | 710 | -66 | 663 | 177 | -8567 | -2182 | 2001 | 11 | 233 | -87 | 0 | 6 | -662 | 0 | 0 | 65 | 1 | 0 | 0 | 3 | 0 | 0 | -9071 |
| 7 ALX | -537 | 8 | -265 | -398 | 521 | 1998 | -7823 | 2556 | 107 | 291 | 0 | 0 | 2 | 23 | 0 | 2 | 107 | 1 | 1 | 0 | 4 | 0 | 0 | -3406 |
| 8 FFX | 3129 | 5315 | 950 | 3606 | 931 | 6111 | 5923 | -26607 | -7931 | -7045 | 130 | 1 | 102 | 423 | 1 | 40 | 929 | 81 | -459 | 2 | 327 | 0 | 0 | -14041 |
| 9 LDN | 54 | 672 | 300 | 586 | 171 | 203 | 579 | -6254 | -4799 | -618 | 4404 | 127 | 56 | 145 | 0 | 0 | 166 | 181 | -277 | 1054 | 47 | 0 | 0 | -3206 |
| 10 PW | 276 | 380 | 176 | 360 | 177 | 918 | -528 | -4753 | 1219 | -10397 | 56 | 0 | 32 | 67 | 2 | 64 | 220 | -1522 | 457 | 6 | -1502 | -197 | 0 | -14488 |
| 11 FRD | 13 | 20 | 1758 | -223 | 8 | 47 | -225 | 795 | 1103 | 11 | -13087 | -649 | 906 | -144 | 0 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | -9635 |
| 12 CAR | 0 | -668 | 379 | -753 | 0 | 2 | 0 | 44 | 80 | 0 | 491 | -938 | -847 | -268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2478 |
| 13 HOW | -342 | -47 | 357 | 1464 | 7 | 34 | -149 | 150 | 10 | 5 | 719 | -106 | -12143 | 3863 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | -6165 |
| 14 AAR | 487 | 836 | 1850 | -9495 | 80 | 383 | 422 | 1200 | 39 | -158 | 4 | -2147 | -902 | -9457 | -586 | 59 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | -17258 |
| 15 CAL | 191 | 444 | -1044 | -2447 | 43 | 259 | 89 | -1713 | 21 | 36 | 0 | 0 | 66 | -2451 | 238 | 3129 | -991 | 0 | 0 | 0 | 0 | 0 | 0 | -4130 |
| 16 STM | 8 | 4 | 5 | 196 | 5 | -359 | 75 | -125 | 0 | 4 | 0 | 0 | 1 | 12 | -490 | 2876 | -570 | 0 | 0 | 0 | 0 | 0 | 0 | 1642 |
| 17 CHS | -1131 | 124 | -805 | -5017 | 29 | 182 | -892 | 1219 | 26 | 36 | 0 | 0 | 4 | -814 | -51 | -2473 | 3202 | 0 | 0 | 0 | 0 | 0 | 0 | -6361 |
| 18 FAU | 49 | 39 | 41 | 40 | 7 | 45 | 25 | 953 | -2488 | -1430 | 6 | 0 | 0 | 1 | 0 | 0 | 7 | 2592 | -495 | 15 | 402 | 0 | 0 | -191 |
| 19 STA | 43 | 26 | 26 | 32 | 15 | -449 | 180 | 1713 | 55 | 5984 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 231 | -2865 | 0 | -6692 | 10 | 0 | -1683 |
| 20 CL/JF | 3 | 1 | 716 | 0 | 1 | 11 | 2 | 1051 | 4714 | 241 | 1112 | 55 | 82 | 3 | 0 | 0 | 0 | 104 | 0 | -1722 | 0 | 0 | 0 | 6375 |
| 21 SP/FB | 3 | 0 | 16 | 1 | 7 | 66 | 93 | 1876 | 76 | 1017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 403 | 0 | -13138 | 3 | 0 | -9427 |
| 22 KGEO | 2 | 1 | 1 | 41 | 2 | 19 | 38 | 525 | 3 | 718 | 0 | 0 | 0 | -122 | 3 | 113 | 1555 | 54 | 317 | 0 | -129 | 1133 | 0 | 4274 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -3292 | 12922 | -11529 | -13274 | 2174 | -2597 | 62 | -14369 | -7715 | -13067 | -6287 | -3399 | -9537 | -18484 | -1258 | 3580 | -5948 | 1893 | -3060 | -616 | -20677 | 753 | 0 | -113726 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Ratio (Est/Obs) Motorized Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 0.72 | 1.10 | 3.73 | 835.08 | 225.24 | 0.50 | 2.01 | 2.77 | 62.80 | 22.24 | 0.03 | 0 | 28.50 | 1.84 | 0 | 0 | 12.43 | 1.39 | 0 | 0 | 0 | 0 | 0 | 1.09 |
| 2 DC NC | 0.82 | 0.95 | 0.64 | 0.99 | 7.96 | 0.66 | 2.71 | 2.00 | 1.00 | 179.33 | 2.95 | 0 | 5.15 | 0.82 | 0 | 0 | 0.28 | 10.60 | 0.16 | 0 | 0 | 0 | 0 | 0.92 |
| 3 MTG | 1.03 | 1.17 | 0.98 | 2.51 | 0.09 | 0.75 | 0.72 | 0.55 | 0.84 | 0.01 | 1.15 | 257.27 | 1.70 | 0.93 | 0 | 0 | 0.11 | 1.38 | 0.00 | 0.36 | 0.97 | 0 | 0 | 1.00 |
| 4 PG | 1.13 | 1.97 | 1.15 | 0.95 | 361.07 | 1.88 | 22.14 | 3.12 | 0.87 | 0.73 | 0.00 | 0.98 | 1.30 | 0.45 | 0.04 | 0.20 | 0.43 | 6.86 | 0.13 | 0 | 0 | 0 | 0 | 0.96 |
| 5 ARLCR | 4.20 | 0.73 | 43.37 | 41.01 | 0.82 | 0.73 | 339.52 | 22.43 | 20.53 | 17.44 | 0.09 | 0 | 0.31 | 2.50 | 0 | 0 | 2.62 | 0.13 | 0.01 | 0 | 0.07 | 0 | 0 | 1.37 |
| 6 ARNCR | 0.63 | 1.55 | 0.90 | 7.52 | 1.08 | 0.86 | 0.74 | 1.11 | 1.05 | 232.60 | 0.06 | 0 | 6.44 | 0.07 | 0 | 0.15 | 64.96 | 0.98 | 0.36 | 0 | 3.36 | 0 | 0 | 0.90 |
| 7 ALX | 0.59 | 1.01 | 0.31 | 0.58 | 4.54 | 1.49 | 0.79 | 1.20 | 106.95 | 291.04 | 0.31 | 0 | 1.92 | 22.67 | 0 | 1.81 | 106.55 | 0.71 | 0.71 | 0 | 3.70 | 0 | 0 | 0.94 |
| 8 FFX | 3.75 | 33.32 | 1.49 | 5.67 | 1.93 | 1.53 | 1.55 | 0.94 | 0.46 | 0.51 | 130.47 | 1.02 | 102.02 | 423.34 | 0.81 | 40.22 | 8.06 | 80.95 | 0.17 | 1.53 | 326.55 | 0 | 0 | 0.97 |
| 9 LDN | 1.12 | 671.88 | 1.76 | 585.50 | 170.73 | 1.20 | 578.57 | 0.72 | 0.95 | 0.69 | 4404.11 | 126.72 | 55.59 | 145.07 | 0 | 0.03 | 166.38 | 180.67 | 0.04 | 3.76 | 46.63 | 0 | 0 | 0.98 |
| 10 PW | 5.67 | 380.45 | 176.11 | 360.28 | 176.76 | 3.00 | 0.75 | 0.83 | 6.79 | 0.95 | 55.66 | 0 | 32.25 | 67.05 | 1.51 | 64.32 | 219.94 | 0.50 | 2.48 | 6.11 | 0.43 | 0 | 0 | 0.94 |
| 11 FRD | 13.44 | 19.79 | 1.34 | 0.15 | 8.43 | 46.88 | 0.02 | 794.94 | 1.97 | 10.51 | 0.87 | 0.87 | 6.01 | 0.45 | 0 | 0 | 0.15 | 0.81 | 0 | 29.68 | 0 | 0 | 0 | 0.92 |
| 12 CAR | 0.11 | 0.00 | 1.91 | 0.02 | 0.42 | 1.81 | 0.03 | 44.29 | 79.99 | 0.05 | 1.57 | 0.99 | 0.62 | 0.30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.97 |
| 13 HOW | 0.22 | 0.86 | 1.10 | 1.37 | 7.48 | 33.53 | 0.08 | 149.69 | 10.38 | 4.72 | 719.37 | 0.94 | 0.90 | 1.45 | 0 | 0 | 14.18 | 0.01 | 0 | 0.12 | 0 | 0 | 0 | 0.96 |
| 14 AAR | 487.18 | 3.96 | 1850.05 | 0.52 | 80.21 | 6.30 | 421.97 | 6.26 | 38.50 | 0.22 | 4.23 | 0.01 | 0.93 | 0.96 | 0.27 | 58.81 | 1.32 | 0.11 | 0.01 | 0 | 0 | 0 | 0 | 0.94 |
| 15 CAL | 190.70 | 443.85 | 0.21 | 0.55 | 42.97 | 259.07 | 1.35 | 0.39 | 20.90 | 35.58 | 0 | 0 | 66.47 | 0.36 | 1.01 | 2.95 | 0.64 | 0.02 | 0 | 0 | 0 | 0 | 0 | 0.91 |
| 16 STM | 7.55 | 4.21 | 4.84 | 195.88 | 4.96 | 0.08 | 75.41 | 0.68 | 0.07 | 4.44 | 0 | 0 | 0.93 | 11.78 | 0.38 | 1.08 | 0.89 | 0 | 0 | 0 | 0.06 | 0.18 | 0 | 1.04 |
| 17 CHS | 0.07 | 123.70 | 0.04 | 0.21 | 28.92 | 182.15 | 0.30 | 1218.61 | 25.76 | 36.15 | 0 | 0 | 4.37 | 0.02 | 0.77 | 0.23 | 1.05 | 0.14 | 0.01 | 0 | 0.03 | 0.43 | 0 | 0.91 |
| 18 FAU | 49.43 | 39.12 | 40.69 | 40.36 | 6.76 | 45.05 | 24.99 | 1.92 | 0.16 | 0.68 | 6.20 | 0 | 0.37 | 0.78 | 0 | 0 | 6.78 | 1.15 | 0.47 | 14.50 | 401.95 | 0.09 | 0 | 0.99 |
| 19 STA | 43.13 | 25.84 | 26.22 | 31.97 | 14.84 | 0.20 | 179.79 | 3.48 | 55.03 | 4.44 | 0 | 0 | 0 | 0.71 | 0 | 0 | 7.88 | 231.12 | 0.94 | 0 | 0.52 | 9.96 | 0 | 0.97 |
| 20 CL/JF | 2.72 | 1.24 | 715.94 | 0.28 | 1.27 | 10.59 | 1.72 | 8.09 | 4.92 | 240.87 | 2.34 | 55.07 | 82.02 | 3.35 | 0 | 0 | 0 | 2.33 | 0.21 | 0.90 | 0.25 | 0 | 0 | 1.32 |
| 21 SP/FB | 3.35 | 0.18 | 15.74 | 1.27 | 6.90 | 66.18 | 93.48 | 1876.26 | 76.35 | 1.48 | 0 | 0 | 0 | 0 | 0 | 0 | 0.24 | 148.77 | 1.10 | 0 | 0.77 | 3.06 | 0 | 0.85 |
| 22 KGEO | 1.86 | 1.38 | 0.59 | 41.36 | 2.26 | 19.32 | 38.07 | 525.15 | 2.51 | 5.02 | 0 | 0 | 0 | 0.00 | 2.93 | 112.51 | 1555.09 | 53.70 | 1.32 | 0 | 0.92 | 1.48 | 0 | 1.83 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.92 | 1.14 | 0.98 | 0.96 | 1.39 | 0.97 | 1.00 | 0.98 | 0.94 | 0.94 | 0.94 | 0.96 | 0.93 | 0.94 | 0.96 | 1.08 | 0.93 | 1.09 | 0.95 | 0.97 | 0.73 | 1.27 | 0 | 0.96 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Est Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.36 | 1.29 | 1.50 | 1.46 | 1.45 | 1.37 | 1.42 | 1.62 | 1.74 | 1.73 | 1.50 | 0 | 1.69 | 1.69 | 0 | 0 | 1.64 | 2.04 | 0 | 0 | 0 | 0 | 0 | 1.41 |
| 2 DC NC | 1.37 | 1.29 | 1.47 | 1.47 | 1.46 | 1.38 | 1.43 | 1.64 | 1.78 | 1.76 | 1.76 | 0 | 1.69 | 1.69 | 0 | 0 | 1.65 | 2.05 | 2.00 | 0 | 0 | 0 | 0 | 1.38 |
| 3 MTG | 1.14 | 1.49 | 1.47 | 1.48 | 1.98 | 1.56 | 1.52 | 1.55 | 1.64 | 1.64 | 1.52 | 1.53 | 1.52 | 1.52 | 0 | 0 | 1.54 | 2.19 | 1.50 | 1.57 | 1.67 | 0 | 0 | 1.47 |
| 4 PG | 1.16 | 1.53 | 1.52 | 1.47 | 2.02 | 1.68 | 1.61 | 1.62 | 1.82 | 1.74 | 2.18 | 1.69 | 1.55 | 1.54 | 1.57 | 1.57 | 1.51 | 2.45 | 1.86 | 0 | 0 | 0 | 0 | 1.48 |
| 5 ARLCR | 1.38 | 1.34 | 1.31 | 1.25 | 1.56 | 1.39 | 1.35 | 1.32 | 1.41 | 1.37 | 1.13 | 0 | 1.19 | 1.26 | 0 | 0 | 1.24 | 1.44 | 1.00 | 0 | 1.00 | 0 | 0 | 1.38 |
| 6 ARNCR | 1.41 | 1.34 | 1.37 | 1.32 | 1.56 | 1.38 | 1.34 | 1.34 | 1.42 | 1.37 | 1.37 | 0 | 1.31 | 1.34 | 0 | 1.00 | 1.33 | 1.51 | 1.09 | 0 | 1.14 | 0 | 0 | 1.37 |
| 7 ALX | 1.42 | 1.33 | 1.39 | 1.34 | 1.59 | 1.40 | 1.43 | 1.49 | 1.65 | 1.56 | 1.11 | 0 | 1.29 | 1.36 | 0 | 1.18 | 1.38 | 2.15 | 1.45 | 0 | 1.32 | 0 | 0 | 1.44 |
| 8 FFX | 1.50 | 1.31 | 1.53 | 1.57 | 1.59 | 1.38 | 1.47 | 1.58 | 1.60 | 1.60 | 1.68 | 1.67 | 1.67 | 1.68 | 1.80 | 1.69 | 1.65 | 1.64 | 1.66 | 1.68 | 1.67 | 0 | 0 | 1.56 |
| 9 LDN | 1.54 | 1.30 | 1.56 | 1.58 | 1.64 | 1.40 | 1.49 | 1.61 | 1.57 | 1.62 | 1.63 | 1.69 | 1.69 | 1.70 | 0 | 1.50 | 1.69 | 1.63 | 1.69 | 1.60 | 1.70 | 0 | 0 | 1.57 |
| 10 PW | 1.56 | 1.22 | 1.55 | 1.61 | 1.67 | 1.41 | 1.52 | 1.65 | 1.68 | 1.57 | 1.68 | 0 | 1.69 | 1.70 | 0 | 0 | 1.69 | 1.60 | 1.62 | 1.67 | 1.64 | 0 | 0 | 1.58 |
| 11 FRD | 1.19 | 1.66 | 1.60 | 1.61 | 2.20 | 1.85 | 1.87 | 1.86 | 1.68 | 2.13 | 1.48 | 1.51 | 1.64 | 1.63 | 0 | 0 | 1.67 | 2.25 | 0 | 1.54 | 0 | 0 | 0 | 1.50 |
| 12 CAR | 1.10 | 1.67 | 1.64 | 1.60 | 2.33 | 2.41 | 3.00 | 2.17 | 2.08 | 5.00 | 1.56 | 1.47 | 1.58 | 1.61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.48 |
| 13 HOW | 1.17 | 1.60 | 1.53 | 1.50 | 2.13 | 1.76 | 1.68 | 1.72 | 1.87 | 2.33 | 1.53 | 1.50 | 1.47 | 1.49 | 0 | 0 | 1.60 | 0.01 | 0 | 1.71 | 0 | 0 | 0 | 1.48 |
| 14 AAR | 1.20 | 1.62 | 1.63 | 1.53 | 2.08 | 1.78 | 1.70 | 1.77 | 2.10 | 1.93 | 1.73 | 1.67 | 1.55 | 1.48 | 1.51 | 1.58 | 1.57 | 2.75 | 0.01 | 0 | 0 | 0 | 0 | 1.49 |
| 15 CAL | 1.21 | 1.63 | 1.73 | 1.56 | 2.11 | 1.83 | 1.74 | 1.82 | 2.20 | 1.95 | 0 | 0 | 1.75 | 1.58 | 1.48 | 1.52 | 1.61 | 2.00 | 0 | 0 | 0 | 0 | 0 | 1.51 |
| 16 STM | 1.12 | 1.67 | 2.29 | 1.65 | 2.35 | 2.20 | 1.97 | 2.04 | 3.50 | 2.29 | 0 | 0 | 2.66 | 2.19 | 1.57 | 1.48 | 1.60 | 0 | 0 | 0 | 1.50 | 1.64 | 0 | 1.49 |
| 17 CHS | 1.19 | 1.64 | 1.78 | 1.53 | 2.10 | 1.79 | 1.67 | 1.72 | 2.18 | 1.88 | 0 | 0 | 2.04 | 1.74 | 1.50 | 1.50 | 1.48 | 2.80 | 0.01 | 0 | 1.50 | 1.59 | 0 | 1.48 |
| 18 FAU | 1.59 | 1.37 | 1.63 | 1.64 | 1.69 | 1.45 | 1.60 | 1.76 | 1.74 | 1.67 | 1.69 | 0 | 1.68 | 1.70 | 0 | 0 | 1.72 | 1.58 | 1.62 | 1.64 | 1.63 | 1.80 | 0 | 1.60 |
| 19 STA | 1.60 | 1.35 | 1.74 | 1.66 | 1.80 | 1.50 | 1.63 | 1.83 | 2.23 | 1.65 | 0 | 0 | 0 | 1.69 | 0 | 0 | 1.70 | 1.74 | 1.56 | 0 | 1.58 | 1.59 | 0 | 1.58 |
| 20 CL/JF | 1.63 | 1.35 | 1.95 | 1.75 | 2.19 | 1.73 | 1.85 | 1.99 | 1.81 | 1.92 | 1.72 | 1.86 | 2.08 | 2.18 | 0 | 0 | 0 | 1.79 | 1.62 | 1.56 | 1.67 | 0 | 0 | 1.66 |
| 21 SP/FB | 1.75 | 1.33 | 2.58 | 1.71 | 2.17 | 1.65 | 1.80 | 2.06 | 2.44 | 1.82 | 0 | 0 | 0 | 0 | 0 | 0 | 3.00 | 1.98 | 1.62 | 0 | 1.57 | 1.65 | 0 | 1.60 |
| 22 KGEO | 1.81 | 1.38 | 2.81 | 1.83 | 2.22 | 1.76 | 1.86 | 2.19 | 2.46 | 1.97 | 0 | 0 | 0 | 2.71 | 1.81 | 1.72 | 1.76 | 2.19 | 1.67 | 0 | 1.65 | 1.56 | 0 | 1.69 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.32 | | 1.48 | | 1.59 | | 1.45 | | 1.59 | | 1.49 | | 1.49 | | 1.48 | | 1.50 | | 1.57 | | 1.57 | | 0 | |
| | | 1.35 | | 1.48 | | 1.39 | | 1.58 | | 1.58 | | 1.47 | | 1.48 | | 1.48 | | 1.59 | | 1.57 | | 1.56 | | 1.50 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Obs Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.28 | 1.25 | 1.00 | 0 | 0 | 1.00 | 2.00 | 1.18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.21 |
| 2 DC NC | 1.40 | 1.25 | 1.83 | 1.20 | 1.00 | 1.43 | 1.26 | 1.56 | 1.35 | 0 | 0 | 0 | 1.00 | 1.65 | 0 | 0 | 2.75 | 0 | 0 | 0 | 0 | 0 | 0 | 1.37 |
| 3 MTG | 1.07 | 1.37 | 1.41 | 1.45 | 2.00 | 1.41 | 1.00 | 1.55 | 1.00 | 3.50 | 1.53 | 0 | 1.81 | 2.50 | 0 | 0 | 2.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.42 |
| 4 PG | 1.09 | 1.37 | 1.45 | 1.46 | 0 | 2.48 | 1.00 | 1.20 | 1.00 | 1.00 | 1.00 | 0 | 1.94 | 1.54 | 1.00 | 1.00 | 1.73 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.46 |
| 5 ARLCR | 0 | 1.00 | 0 | 0 | 1.52 | 1.16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.24 |
| 6 ARNCR | 1.34 | 1.20 | 1.00 | 1.00 | 1.99 | 1.42 | 1.44 | 1.41 | 2.00 | 0 | 1.00 | 0 | 0 | 3.50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.43 |
| 7 ALX | 1.51 | 1.59 | 1.00 | 1.79 | 1.00 | 1.34 | 1.25 | 1.40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.30 |
| 8 FFX | 2.25 | 1.00 | 1.15 | 1.00 | 1.00 | 1.45 | 1.41 | 1.53 | 1.62 | 1.98 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.53 |
| 9 LDN | 1.00 | 0 | 1.00 | 0 | 0 | 1.25 | 0 | 1.54 | 1.57 | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.00 | 1.00 | 0 | 0 | 0 | 1.56 |
| 10 PW | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.54 | 2.05 | 1.00 | 1.67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.62 | 1.00 | 0 | 3.50 | 2.00 | 0 | 1.72 |
| 11 FRD | 0 | 0 | 1.66 | 2.00 | 0 | 0 | 1.00 | 0 | 1.40 | 0 | 1.49 | 1.35 | 1.00 | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.49 |
| 12 CAR | 0 | 3.50 | 2.00 | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 | 1.30 | 1.53 | 1.42 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.54 |
| 13 HOW | 1.00 | 1.00 | 1.55 | 1.25 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.36 | 1.50 | 2.09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.51 |
| 14 AAR | 0 | 1.00 | 0 | 1.57 | 0 | 1.00 | 0 | 1.00 | 0 | 1.00 | 0 | 2.00 | 2.56 | 1.51 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.54 |
| 15 CAL | 0 | 0 | 3.50 | 1.58 | 0 | 0 | 1.00 | 2.85 | 0 | 0 | 0 | 0 | 0 | 1.59 | 1.52 | 1.60 | 1.63 | 0 | 0 | 0 | 0 | 0 | 0 | 1.62 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.50 | 1.45 | 2.45 | 0 | 0 | 0 | 0 | 0 | 0 | 1.51 |
| 17 CHS | 2.00 | 0 | 1.71 | 1.30 | 0 | 0 | 1.60 | 0 | 0 | 0 | 0 | 0 | 0 | 1.36 | 1.00 | 1.66 | 1.50 | 0 | 0 | 0 | 0 | 0 | 0 | 1.49 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 2.55 | 1.24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.47 | 1.63 | 0 | 0 | 0 | 0 | 1.47 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 2.00 | 0 | 1.90 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.82 | 0 | 1.65 | 0 | 0 | 1.75 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 2.22 | 0 | 1.35 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.32 | 0 | 0 | 0 | 1.35 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.18 | 0 | 1.63 | 0 | 0 | 1.59 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.71 | 0 | 1.53 | 1.21 | 0 | 1.35 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.30 | | 1.43 | | 1.58 | | 1.31 | | 1.59 | | 1.48 | | 1.57 | | 1.48 | | 1.59 | | 1.73 | | 1.66 | | 0 | |
| | | 1.27 | | 1.44 | | 1.41 | | 1.54 | | 1.68 | | 1.52 | | 1.53 | | 1.47 | | 1.57 | | 1.31 | | 1.22 | | 1.50 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Est Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 9.4 | 12.7 | 10.1 | 2.0 | 10.3 | 17.1 | 10.0 | 2.0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.3 |
| 2 DC NC | 13.8 | 6.7 | 6.8 | 2.8 | 4.7 | 10.2 | 6.3 | 0.9 | 0 | 0.4 | 0 | 0 | 0.1 | 0.0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 6.6 |
| 3 MTG | 4.0 | 1.2 | 1.2 | 0.4 | 24.3 | 4.2 | 0.4 | 0.0 | 0 | 16.3 | 0 | 0 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 |
| 4 PG | 4.5 | 2.2 | 2.3 | 0.7 | 12.0 | 4.0 | 0.8 | 0.1 | 0 | 1.3 | 0 | 0 | 0.2 | 0.1 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 |
| 5 ARLCR | 18.6 | 2.3 | 2.2 | 0 | 0.6 | 8.3 | 3.6 | 1.3 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.7 |
| 6 ARNCR | 7.1 | 0.4 | 0.3 | 0 | 2.8 | 2.2 | 2.3 | 1.3 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.1 |
| 7 ALX | 5.6 | 0.1 | 0.1 | 0 | 1.3 | 2.6 | 1.3 | 1.2 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 |
| 8 FFX | 1.8 | 0.2 | 0.9 | 0.5 | 0.2 | 0.7 | 0.6 | 0.4 | 0.2 | 1.0 | 3.7 | 0 | 9.9 | 2.0 | 88.9 | 80.8 | 2.2 | 0 | 0.0 | 0 | 0.5 | 0 | 0 | 0.4 |
| 9 LDN | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.1 | 1.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 10 PW | 5.3 | 7.6 | 37.6 | 13.6 | 6.5 | 6.2 | 4.1 | 2.5 | 3.5 | 0.2 | 19.6 | 0 | 80.4 | 37.1 | 100.0 | 100.0 | 23.0 | 0 | 0.0 | 0 | 0.3 | 0 | 0 | 0.7 |
| 11 FRD | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 4.8 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0.2 | 0 | 0.0 | 0.1 | 0 | 0 | 0 | 0.9 | 0 | 80.3 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14 AAR | 0.4 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.4 | 0 | 13.5 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15 CAL | 0.1 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17 CHS | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 11.6 | 77.8 | 14.9 | 52.8 | 1.7 | 1.1 | 0.7 | 0.7 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 8.3 | | 1.5 | | 3.0 | | 1.5 | | 0.1 | | 0.1 | | 0.1 | | 0.0 | | 0.2 | | 0.0 | | 0.0 | | 0 | |
| | | 5.0 | | 0.8 | | 2.7 | | 0.5 | | 0.2 | | 0 | | 0.0 | | 0.2 | | 0 | | 0 | | 0 | | 0.9 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBS Trips MODE: Obs Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 4.2 | 30.7 | 19.3 | 0 | 0 | 22.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.1 |
| 2 DC NC | 12.3 | 5.9 | 3.1 | 5.0 | 0 | 12.9 | 0 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.1 |
| 3 MTG | 4.0 | 2.1 | 1.2 | 1.0 | 0 | 6.5 | 8.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 |
| 4 PG | 8.1 | 8.3 | 3.6 | 0.7 | 0 | 7.6 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 |
| 5 ARLCR | 100.0 | 40.4 | 0 | 0 | 0 | 10.3 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.6 |
| 6 ARNCR | 4.5 | 0 | 0 | 0 | 1.0 | 1.5 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 |
| 7 ALX | 0 | 4.1 | 8.3 | 0 | 0 | 9.9 | 1.1 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.9 |
| 8 FFX | 11.6 | 23.1 | 0 | 0 | 2.1 | 2.1 | 1.6 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 |
| 9 LDN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10 PW | 100.0 | 0 | 0 | 0 | 0 | 4.4 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 11 FRD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14 AAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 CHS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 8.2 | | 1.4 | | 0.8 | | 0.9 | | 0 | | 0.1 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | | 6.2 | | 0.8 | | 3.7 | | 0.7 | | 0.0 | | 0 | | 0.0 | | 0 | | 0 | | 0 | | 0 | | 0.9 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Est Transit

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 5246 | 2551 | 744 | 106 | 590 | 863 | 213 | 244 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10558 |
| 2 DC NC | 27440 | 31238 | 5490 | 1648 | 1663 | 2487 | 805 | 776 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71559 |
| 3 MTG | 4737 | 2353 | 23963 | 576 | 484 | 222 | 19 | 48 | 0 | 54 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32460 |
| 4 PG | 9305 | 5500 | 3020 | 8487 | 1011 | 776 | 244 | 143 | 0 | 45 | 0 | 0 | 25 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28567 |
| 5 ARLCR | 820 | 70 | 22 | 2 | 60 | 309 | 70 | 90 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1443 |
| 6 ARNCR | 6374 | 432 | 82 | 9 | 507 | 4477 | 733 | 861 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13495 |
| 7 ALX | 1955 | 151 | 21 | 2 | 178 | 876 | 2165 | 542 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5904 |
| 8 FFX | 5045 | 519 | 133 | 43 | 479 | 1764 | 1282 | 5911 | 21 | 299 | 2 | 0 | 4 | 2 | 8 | 22 | 7 | 0 | 0 | 0 | 12 | 0 | 0 | 15552 |
| 9 LDN | 138 | 7 | 2 | 0 | 8 | 16 | 1 | 44 | 270 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 556 |
| 10 PW | 238 | 126 | 164 | 86 | 47 | 148 | 137 | 875 | 64 | 1015 | 5 | 0 | 9 | 4 | 15 | 41 | 13 | 0 | 0 | 0 | 24 | 0 | 0 | 3011 |
| 11 FRD | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 4 | 354 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 71 | 11 | 14 | 15 | 12 | 5 | 0 | 25 | 0 | 45 | 0 | 0 | 163 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| 14 AAR | 288 | 35 | 10 | 15 | 80 | 36 | 3 | 99 | 0 | 62 | 0 | 0 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 654 |
| 15 CAL | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17 CHS | 42 | 5 | 0 | 1 | 18 | 10 | 3 | 8 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 0 | 353 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 2 | 1 | 3 | 0 | 1 | 2 | 2 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 61707 | | 33668 | | 5140 | | 5677 | | 355 | | 361 | | 213 | | 41 | | 270 | | 0 | | 36 | | 0 | |
| | | 43000 | | 10988 | | 11992 | | 9690 | | 1663 | | 0 | | 35 | | 90 | | 0 | | 0 | | 0 | | 184926 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Obs Transit

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 4845 | 4851 | 607 | 295 | 48 | 1504 | 104 | 231 | 0 | 0 | 0 | 0 | 0 | 194 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12707 |
| 2 DC NC | 27630 | 31395 | 4258 | 2315 | 316 | 2980 | 387 | 469 | 22 | 31 | 0 | 0 | 33 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 70001 |
| 3 MTG | 9572 | 5574 | 20047 | 1266 | 224 | 1185 | 46 | 56 | 45 | 19 | 0 | 0 | 42 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38254 |
| 4 PG | 5032 | 5555 | 2838 | 10179 | 125 | 621 | 76 | 177 | 37 | 0 | 3 | 0 | 10 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24709 |
| 5 ARLCR | 682 | 126 | 10 | 0 | 0 | 263 | 54 | 122 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1297 |
| 6 ARNCR | 6254 | 1983 | 262 | 135 | 503 | 2621 | 367 | 921 | 35 | 4 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 15 | 0 | 29 | 0 | 0 | 0 | 13175 |
| 7 ALX | 1882 | 657 | 154 | 44 | 72 | 631 | 2035 | 537 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6012 |
| 8 FFX | 4709 | 1791 | 323 | 183 | 232 | 1637 | 1123 | 7100 | 120 | 27 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 17297 |
| 9 LDN | 116 | 13 | 0 | 0 | 0 | 0 | 0 | 48 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 10 PW | 396 | 226 | 21 | 0 | 0 | 162 | 0 | 165 | 0 | 630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1600 |
| 11 FRD | 99 | 65 | 57 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 611 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 847 |
| 12 CAR | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13 HOW | 149 | 33 | 32 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 14 AAR | 419 | 204 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 643 |
| 15 CAL | 64 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 16 STM | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 17 CHS | 132 | 192 | 0 | 3 | 37 | 85 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462 |
| 18 FAU | 47 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 19 STA | 33 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 20 CL/JF | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21 SP/FB | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 62084 | | 28626 | | 1582 | | 4192 | | 311 | | 614 | | 85 | | 28 | | 0 | | 0 | | 22 | | 0 | |
| | | 52797 | | 14473 | | 11812 | | 9839 | | 711 | | 0 | | 640 | | 0 | | 44 | | 29 | | 0 | | 187889 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Difference (Est-Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 401 | -2300 | 137 | -189 | 542 | -641 | 109 | 13 | 0 | 1 | 0 | 0 | 0 | -194 | -28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2149 |
| 2 DC NC | -190 | -157 | 1232 | -667 | 1347 | -493 | 418 | 307 | -22 | -19 | 0 | 0 | -33 | -143 | 0 | 0 | 0 | 0 | 0 | 0 | -22 | 0 | 0 | 1558 |
| 3 MTG | -4835 | -3221 | 3916 | -690 | 260 | -963 | -27 | -8 | -45 | 35 | 0 | 0 | -38 | -178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -5794 |
| 4 PG | 4273 | -55 | 182 | -1692 | 886 | 155 | 168 | -34 | -37 | 45 | -3 | 0 | 15 | -48 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3858 |
| 5 ARLCR | 138 | -56 | 12 | 2 | 60 | 46 | 16 | -32 | -40 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 6 ARNCR | 120 | -1551 | -180 | -127 | 4 | 1856 | 366 | -60 | -35 | 16 | 0 | 0 | 0 | -46 | 0 | 0 | 0 | -15 | 0 | -29 | 0 | 0 | 0 | 320 |
| 7 ALX | 73 | -506 | -133 | -42 | 106 | 245 | 130 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -108 |
| 8 FFX | 336 | -1272 | -190 | -140 | 247 | 127 | 159 | -1189 | -99 | 272 | 2 | 0 | 4 | -21 | 8 | 22 | 7 | -29 | 0 | 0 | 12 | 0 | 0 | -1745 |
| 9 LDN | 22 | -6 | 2 | 0 | 8 | 16 | 1 | -4 | 258 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 10 PW | -158 | -100 | 143 | 86 | 47 | -14 | 137 | 710 | 64 | 385 | 5 | 0 | 9 | 4 | 15 | 41 | 13 | 0 | 0 | 0 | 24 | 0 | 0 | 1411 |
| 11 FRD | -96 | -65 | -56 | -15 | 1 | 0 | 0 | 2 | 0 | 4 | -257 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -483 |
| 12 CAR | -23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -23 |
| 13 HOW | -78 | -22 | -18 | 15 | 12 | -26 | 0 | 25 | 0 | 45 | 0 | 0 | 163 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 14 AAR | -131 | -169 | -7 | 12 | 80 | 36 | 3 | 99 | 0 | 62 | 0 | 0 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15 CAL | -61 | 0 | 0 | 0 | -24 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -64 |
| 16 STM | 0 | -77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | -48 |
| 17 CHS | -90 | -187 | 0 | -2 | -19 | -75 | 3 | -5 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 0 | -109 |
| 18 FAU | -47 | 0 | 0 | -35 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -78 |
| 19 STA | -33 | 0 | 0 | 0 | 0 | -92 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -123 |
| 20 CL/JF | 0 | -14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -14 |
| 21 SP/FB | 2 | -40 | 3 | 0 | 1 | 2 | 2 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -14 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -377 | | 5042 | | 3558 | | 1485 | | 44 | | -253 | | 128 | | 13 | | 0 | | 0 | | 14 | | 0 | |
| | | -9797 | | -3485 | | 180 | | -149 | | 952 | | 0 | | -605 | | 0 | | -44 | | -29 | | 0 | | -2963 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Ratio (Est/Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.08 | 0.53 | 1.23 | 0.36 | 12.29 | 0.57 | 2.05 | 1.06 | 0 | 1.22 | 0 | 0 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.83 |
| 2 DC NC | 0.99 | 0.99 | 1.29 | 0.71 | 5.26 | 0.83 | 2.08 | 1.66 | 0 | 0.39 | 0 | 0 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.02 |
| 3 MTG | 0.49 | 0.42 | 1.20 | 0.45 | 2.16 | 0.19 | 0.42 | 0.85 | 0 | 2.83 | 0.03 | 0 | 0.11 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.85 |
| 4 PG | 1.85 | 0.99 | 1.06 | 0.83 | 8.09 | 1.25 | 3.21 | 0.81 | 0 | 45.40 | 0 | 0 | 2.55 | 0.15 | 0 | 0 | 1.29 | 0 | 0 | 0 | 0 | 0 | 0 | 1.16 |
| 5 ARLCR | 1.20 | 0.55 | 2.17 | 2.03 | 59.53 | 1.17 | 1.30 | 0.74 | 0 | 0.97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.11 |
| 6 ARNCR | 1.02 | 0.22 | 0.31 | 0.06 | 1.01 | 1.71 | 2.00 | 0.94 | 0 | 4.90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.02 |
| 7 ALX | 1.04 | 0.23 | 0.14 | 0.04 | 2.47 | 1.39 | 1.06 | 1.01 | 0 | 13.19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.98 |
| 8 FFX | 1.07 | 0.29 | 0.41 | 0.23 | 2.06 | 1.08 | 1.14 | 0.83 | 0.17 | 11.07 | 2.29 | 0 | 4.03 | 0.08 | 7.88 | 22.06 | 6.50 | 0 | 0.13 | 0 | 11.97 | 0 | 0 | 0.90 |
| 9 LDN | 1.19 | 0.53 | 1.83 | 0.02 | 7.76 | 15.60 | 1.19 | 0.92 | 22.48 | 70.33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.94 |
| 10 PW | 0.60 | 0.56 | 7.79 | 85.93 | 46.86 | 0.92 | 136.55 | 5.30 | 64.49 | 1.61 | 4.57 | 0 | 9.19 | 4.07 | 15.03 | 40.89 | 12.88 | 0 | 0.27 | 0 | 24.05 | 0 | 0 | 1.88 |
| 11 FRD | 0.03 | 0.00 | 0.01 | 0 | 0.87 | 0.32 | 0 | 1.55 | 0 | 3.90 | 0.58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.43 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0.48 | 0.33 | 0.42 | 15.33 | 12.24 | 0.16 | 0.09 | 24.92 | 0 | 44.63 | 0 | 0 | 163.29 | 1.74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.48 |
| 14 AAR | 0.69 | 0.17 | 0.57 | 5.04 | 80.17 | 35.50 | 3.45 | 98.63 | 0 | 62.25 | 0 | 0 | 6.11 | 19.08 | 0.20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.02 |
| 15 CAL | 0.05 | 0.42 | 0.03 | 0 | 0.04 | 0.51 | 0.07 | 0.68 | 0 | 1.70 | 0 | 0 | 0 | 0 | 17.17 | 0.06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.28 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.61 | 26.35 | 1.89 | 0 | 0 | 0 | 0 | 0 | 0 | 0.37 |
| 17 CHS | 0.32 | 0.03 | 0.40 | 0.20 | 0.49 | 0.12 | 2.59 | 0.61 | 0 | 18.37 | 0 | 0 | 0 | 0 | 0 | 0.32 | 247.56 | 0 | 0 | 0 | 0 | 0 | 0 | 0.76 |
| 18 FAU | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 3.83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.05 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.02 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 1.72 | 0.02 | 3.26 | 0.20 | 0.58 | 1.65 | 1.62 | 15.00 | 0 | 1.30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.29 | 0 | 0 | 0.65 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.87 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.99 | | 1.18 | | 3.25 | | 1.35 | | 1.14 | | 0.59 | | 2.50 | | 1.46 | | 0 | | 0 | | 1.65 | | 0 | |
| | | 0.81 | | 0.76 | | 1.02 | | 0.98 | | 2.34 | | 0 | | 0.05 | | 0 | | 0 | | 0 | | 0 | | 0.98 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Est Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 12820 | 8039 | 3100 | 1514 | 691 | 1850 | 1004 | 3223 | 88 | 22 | 0 | 0 | 40 | 48 | 1 | 1 | 26 | 5 | 13 | 0 | 5 | 0 | 0 | 32490 |
| 2 DC NC | 42118 | 205968 | 37806 | 26233 | 3964 | 10123 | 6506 | 19817 | 550 | 199 | 28 | 6 | 734 | 782 | 44 | 23 | 349 | 31 | 100 | 0 | 47 | 3 | 0 | 355432 |
| 3 MTG | 21895 | 47932 | 901621 | 37394 | 1024 | 3431 | 1419 | 10581 | 530 | 74 | 5661 | 1759 | 7889 | 5049 | 121 | 92 | 377 | 53 | 195 | 307 | 266 | 22 | 0 | 1047692 |
| 4 PG | 31201 | 76731 | 56695 | 528413 | 2412 | 7413 | 9207 | 22488 | 489 | 305 | 10 | 20 | 9404 | 12431 | 1497 | 921 | 11167 | 39 | 246 | 0 | 115 | 148 | 0 | 771352 |
| 5 ARLCR | 273 | 624 | 230 | 98 | 1625 | 1855 | 640 | 1826 | 49 | 31 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 4 | 0 | 0 | 7264 |
| 6 ARNCR | 8466 | 10251 | 3214 | 1976 | 10237 | 98511 | 13518 | 34310 | 704 | 587 | 2 | 0 | 5 | 29 | 1 | 7 | 37 | 29 | 157 | 0 | 144 | 6 | 0 | 182189 |
| 7 ALX | 4049 | 4632 | 949 | 1549 | 3803 | 11447 | 62593 | 24424 | 301 | 636 | 0 | 0 | 2 | 14 | 2 | 10 | 72 | 13 | 176 | 0 | 143 | 10 | 0 | 114824 |
| 8 FFX | 24196 | 28323 | 12043 | 11066 | 10730 | 40231 | 42860 | 961546 | 17782 | 17396 | 105 | 17 | 80 | 295 | 56 | 153 | 689 | 1237 | 4278 | 179 | 4693 | 270 | 0 | 1178225 |
| 9 LDN | 2254 | 2406 | 1784 | 938 | 648 | 2062 | 1165 | 27281 | 213041 | 2182 | 2327 | 229 | 23 | 69 | 4 | 1 | 55 | 1007 | 354 | 8825 | 534 | 28 | 0 | 267218 |
| 10 PW | 1648 | 1561 | 483 | 483 | 731 | 2358 | 3055 | 41366 | 3059 | 338802 | 11 | 2 | 1 | 10 | 1 | 5 | 40 | 5563 | 9826 | 117 | 6726 | 244 | 0 | 416092 |
| 11 FRD | 230 | 311 | 20570 | 119 | 152 | 542 | 174 | 5392 | 7678 | 82 | 189652 | 7470 | 2560 | 235 | 0 | 0 | 1 | 21 | 1 | 2779 | 1 | 0 | 0 | 237970 |
| 12 CAR | 32 | 66 | 6146 | 94 | 25 | 88 | 20 | 695 | 540 | 3 | 2992 | 140003 | 5025 | 241 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 156024 |
| 13 HOW | 812 | 1930 | 11009 | 8441 | 126 | 308 | 188 | 1158 | 94 | 9 | 1388 | 4191 | 237359 | 16576 | 24 | 7 | 47 | 1 | 2 | 81 | 5 | 2 | 0 | 283757 |
| 14 AAR | 3037 | 5690 | 7581 | 18358 | 743 | 1935 | 1706 | 5400 | 260 | 134 | 35 | 118 | 21771 | 463315 | 3008 | 274 | 519 | 5 | 28 | 2 | 16 | 14 | 0 | 533949 |
| 15 CAL | 384 | 559 | 367 | 1507 | 150 | 422 | 610 | 1630 | 28 | 28 | 0 | 0 | 47 | 1029 | 89242 | 2044 | 769 | 0 | 2 | 0 | 1 | 13 | 0 | 98833 |
| 16 STM | 333 | 440 | 151 | 1398 | 159 | 476 | 1103 | 2423 | 28 | 40 | 0 | 0 | 12 | 115 | 4523 | 78487 | 7235 | 1 | 25 | 0 | 34 | 239 | 0 | 97223 |
| 17 CHS | 1005 | 1407 | 492 | 4269 | 396 | 1240 | 2281 | 6361 | 147 | 161 | 0 | 0 | 33 | 109 | 1781 | 2444 | 113999 | 3 | 30 | 0 | 31 | 694 | 0 | 136881 |
| 18 FAU | 60 | 34 | 15 | 9 | 17 | 46 | 32 | 2421 | 688 | 2630 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 42520 | 1213 | 123 | 712 | 23 | 0 | 50552 |
| 19 STA | 55 | 27 | 29 | 3 | 44 | 165 | 245 | 3109 | 90 | 4638 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 728 | 84964 | 0 | 15127 | 332 | 0 | 109558 |
| 20 CL/JF | 6 | 11 | 1153 | 2 | 9 | 31 | 6 | 3004 | 8004 | 293 | 718 | 15 | 72 | 2 | 0 | 0 | 0 | 420 | 1 | 41774 | 2 | 0 | 0 | 55523 |
| 21 SP/FB | 22 | 8 | 33 | 0 | 33 | 145 | 204 | 2933 | 81 | 2156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 11920 | 0 | 96550 | 145 | 0 | 114496 |
| 22 KGEO | 3 | 3 | 2 | 16 | 8 | 32 | 53 | 680 | 5 | 596 | 0 | 0 | 0 | 0 | 2 | 6 | 203 | 63 | 2225 | 0 | 1806 | 15289 | 0 | 20992 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 154898 | 396954 | 1065472 | 643880 | 37727 | 184712 | 148587 | 1182069 | 254236 | 371004 | 202930 | 153829 | 285056 | 500352 | 100306 | 84475 | 135590 | 52009 | 115763 | 54242 | 126960 | 17482 | 0 | 6268535 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Obs Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 5514 | 8325 | 623 | 696 | 0 | 769 | 769 | 770 | 0 | 0 | 0 | 0 | 412 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18255 |
| 2 DC NC | 56616 | 193732 | 43263 | 13631 | 57 | 4669 | 2177 | 11817 | 3290 | 365 | 0 | 0 | 212 | 569 | 199 | 0 | 199 | 0 | 0 | 0 | 199 | 0 | 0 | 330996 |
| 3 MTG | 18969 | 45662 | 887958 | 19749 | 350 | 1499 | 2387 | 15983 | 4567 | 0 | 4059 | 477 | 5975 | 4173 | 0 | 0 | 233 | 0 | 0 | 0 | 2174 | 0 | 0 | 1014214 |
| 4 PG | 21472 | 60268 | 61022 | 513883 | 0 | 5911 | 4315 | 6063 | 2241 | 682 | 0 | 533 | 8049 | 22096 | 5395 | 0 | 10517 | 0 | 0 | 0 | 0 | 0 | 0 | 722447 |
| 5 ARLCR | 0 | 207 | 103 | 0 | 404 | 1610 | 202 | 788 | 0 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3534 |
| 6 ARNCR | 13108 | 6055 | 3201 | 406 | 5911 | 108180 | 8237 | 27880 | 307 | 207 | 0 | 0 | 547 | 0 | 0 | 0 | 519 | 102 | 0 | 0 | 0 | 0 | 0 | 174660 |
| 7 ALX | 4326 | 3536 | 932 | 340 | 1189 | 9794 | 70887 | 25179 | 719 | 0 | 0 | 0 | 0 | 1262 | 0 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 118426 |
| 8 FFX | 15905 | 10397 | 13531 | 4324 | 1305 | 36019 | 34207 | 992161 | 24823 | 16917 | 977 | 0 | 235 | 381 | 0 | 0 | 0 | 0 | 1930 | 939 | 237 | 0 | 0 | 1154288 |
| 9 LDN | 2389 | 594 | 2441 | 0 | 0 | 2428 | 909 | 33569 | 207612 | 255 | 1314 | 0 | 0 | 292 | 0 | 0 | 0 | 2119 | 0 | 255 | 0 | 0 | 0 | 254177 |
| 10 PW | 755 | 455 | 1445 | 185 | 301 | 7174 | 4039 | 35589 | 4448 | 343810 | 0 | 0 | 0 | 0 | 0 | 196 | 0 | 2018 | 651 | 0 | 0 | 0 | 0 | 401068 |
| 11 FRD | 1120 | 1646 | 13060 | 506 | 372 | 0 | 361 | 629 | 702 | 0 | 191451 | 10441 | 4927 | 3035 | 0 | 0 | 0 | 0 | 0 | 396 | 0 | 0 | 0 | 228645 |
| 12 CAR | 0 | 0 | 1703 | 917 | 0 | 0 | 0 | 100 | 0 | 0 | 1772 | 138328 | 6934 | 491 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150244 |
| 13 HOW | 494 | 1398 | 8104 | 9156 | 0 | 911 | 163 | 674 | 0 | 0 | 163 | 2191 | 231964 | 13605 | 0 | 0 | 138 | 571 | 0 | 0 | 0 | 0 | 0 | 269533 |
| 14 AAR | 859 | 6616 | 14482 | 23154 | 83 | 445 | 71 | 2753 | 0 | 0 | 445 | 0 | 22879 | 452969 | 2545 | 0 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 527982 |
| 15 CAL | 1238 | 509 | 0 | 1971 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 1866 | 78756 | 3119 | 899 | 0 | 0 | 0 | 0 | 0 | 0 | 88596 |
| 16 STM | 286 | 444 | 0 | 2170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 527 | 5373 | 76506 | 4966 | 0 | 460 | 0 | 0 | 0 | 0 | 90733 |
| 17 CHS | 2136 | 3374 | 289 | 11144 | 1807 | 1259 | 185 | 437 | 251 | 0 | 0 | 0 | 145 | 501 | 1734 | 2669 | 103588 | 0 | 0 | 0 | 290 | 290 | 0 | 130101 |
| 18 FAU | 0 | 565 | 333 | 0 | 408 | 0 | 0 | 2002 | 1321 | 3854 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36494 | 0 | 2418 | 0 | 0 | 0 | 47395 |
| 19 STA | 0 | 0 | 131 | 0 | 124 | 442 | 0 | 911 | 0 | 4943 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63614 | 0 | 32457 | 0 | 0 | 102623 |
| 20 CL/JF | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 808 | 5567 | 78 | 653 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 46420 | 0 | 0 | 0 | 53762 |
| 21 SP/FB | 0 | 0 | 296 | 0 | 1075 | 0 | 0 | 732 | 0 | 4730 | 0 | 0 | 0 | 0 | 0 | 615 | 0 | 0 | 12095 | 615 | 83652 | 257 | 0 | 104067 |
| 22 KGEO | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3016 | 0 | 3052 | 15186 | 0 | 21533 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 145187 | 343943 | 1053075 | 602232 | 13388 | 181111 | 128909 | 1158963 | 255850 | 375841 | 200832 | 151970 | 282596 | 502365 | 94002 | 83106 | 121739 | 41564 | 81766 | 51044 | 122062 | 15733 | 0 | 6007278 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Difference (Est-Obs) Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 7306 | -286 | 2477 | 818 | 691 | 1081 | 235 | 2453 | 88 | 22 | 0 | 0 | -372 | -330 | 1 | 1 | 26 | 5 | 13 | 0 | 5 | 0 | 0 | 14235 |
| 2 DC NC | -14498 | 12236 | -5457 | 12603 | 3907 | 5454 | 4329 | 8000 | -2739 | -166 | 28 | 6 | 522 | 213 | -156 | 23 | 150 | 31 | 100 | 0 | -153 | 3 | 0 | 24436 |
| 3 MTG | 2926 | 2270 | 13662 | 17645 | 674 | 1932 | -968 | -5402 | -4037 | 74 | 1602 | 1282 | 1914 | 876 | 121 | 92 | 145 | 53 | 195 | 307 | -1909 | 22 | 0 | 33477 |
| 4 PG | 9729 | 16463 | -4327 | 14531 | 2412 | 1502 | 4892 | 16425 | -1752 | -377 | 10 | -513 | 1355 | -9664 | -3898 | 921 | 650 | 39 | 246 | 0 | 115 | 148 | 0 | 48905 |
| 5 ARLCR | 273 | 417 | 127 | 98 | 1221 | 245 | 438 | 1038 | 49 | 31 | 0 | 0 | 0 | -220 | 0 | 0 | 1 | 1 | 6 | 0 | 4 | 0 | 0 | 3730 |
| 6 ARNCR | -4643 | 4196 | 13 | 1570 | 4326 | -9669 | 5280 | 6430 | 397 | 381 | 2 | 0 | -542 | 29 | 1 | 7 | -482 | -73 | 157 | 0 | 144 | 6 | 0 | 7529 |
| 7 ALX | -276 | 1096 | 16 | 1209 | 2614 | 1653 | -8294 | -756 | -418 | 636 | 0 | 0 | 2 | -1248 | 2 | 10 | 72 | -248 | 176 | 0 | 143 | 10 | 0 | -3602 |
| 8 FFX | 8291 | 17927 | -1488 | 6742 | 9425 | 4213 | 8653 | -30614 | -7041 | 478 | -872 | 17 | -155 | -87 | 56 | 153 | 689 | 1237 | 2349 | -760 | 4456 | 270 | 0 | 23938 |
| 9 LDN | -135 | 1811 | -658 | 938 | 648 | -366 | 256 | -6288 | 5430 | 1927 | 1013 | 229 | 23 | -223 | 4 | 1 | 55 | -1112 | 354 | 8570 | 534 | 28 | 0 | 13041 |
| 10 PW | 893 | 1106 | -962 | 298 | 430 | -4817 | -984 | 5777 | -1389 | -5008 | 11 | 2 | 1 | 10 | 1 | -191 | 40 | 3545 | 9174 | 117 | 6726 | 244 | 0 | 15024 |
| 11 FRD | -890 | -1335 | 7509 | -386 | -220 | 542 | -187 | 4764 | 6976 | 82 | -1799 | -2971 | -2367 | -2800 | 0 | 0 | 1 | 21 | 1 | 2383 | 1 | 0 | 0 | 9325 |
| 12 CAR | 32 | 66 | 4443 | -823 | 25 | 88 | 20 | 595 | 540 | 3 | 1220 | 1675 | -1909 | -250 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 5780 |
| 13 HOW | 318 | 532 | 2905 | -715 | 126 | -604 | 25 | 484 | 94 | 9 | 1225 | 1999 | 5395 | 2970 | 24 | 7 | -91 | -570 | 2 | 81 | 5 | 2 | 0 | 14224 |
| 14 AAR | 2177 | -925 | -6901 | -4796 | 660 | 1490 | 1634 | 2647 | 260 | 134 | -409 | 118 | -1108 | 10346 | 462 | 274 | -161 | 5 | 28 | 2 | 16 | 14 | 0 | 5967 |
| 15 CAL | -854 | 50 | 367 | -464 | 150 | 422 | 610 | 1630 | 28 | 28 | 0 | 0 | -193 | -837 | 10486 | -1075 | -129 | 0 | 2 | 0 | 1 | 13 | 0 | 10237 |
| 16 STM | 48 | -5 | 151 | -772 | 159 | 476 | 1103 | 2423 | 28 | 40 | 0 | 0 | 12 | -412 | -850 | 1981 | 2269 | 1 | -435 | 0 | 34 | 239 | 0 | 6490 |
| 17 CHS | -1131 | -1967 | 203 | -6876 | -1411 | -20 | 2096 | 5923 | -104 | 161 | 0 | 0 | -112 | -393 | 47 | -226 | 10411 | 3 | 30 | 0 | -259 | 404 | 0 | 6780 |
| 18 FAU | 60 | -531 | -318 | 9 | -391 | 46 | 32 | 419 | -633 | -1225 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 6026 | 1213 | -2295 | 712 | 23 | 0 | 3157 |
| 19 STA | 55 | 27 | -101 | 3 | -80 | -276 | 245 | 2197 | 90 | -306 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 728 | 21350 | 0 | -17330 | 332 | 0 | 6935 |
| 20 CL/JF | 6 | 11 | 997 | 2 | 9 | 31 | 6 | 2196 | 2437 | 214 | 65 | 15 | -6 | 2 | 0 | 0 | 0 | 420 | 1 | -4646 | 2 | 0 | 0 | 1761 |
| 21 SP/FB | 22 | 8 | -263 | 0 | -1042 | 145 | 204 | 2201 | 81 | -2573 | 0 | 0 | 0 | 0 | 0 | -615 | 0 | 267 | -175 | -615 | 12897 | -113 | 0 | 10430 |
| 22 KGEO | 3 | -157 | 2 | 16 | 8 | 32 | 53 | 562 | 5 | 596 | 0 | 0 | 0 | 0 | 2 | 6 | 203 | 63 | -791 | 0 | -1246 | 103 | 0 | -540 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 9711 | 53011 | 12397 | 41647 | 24340 | 3601 | 19678 | 23107 | -1613 | -4837 | 2098 | 1859 | 2460 | -2014 | 6304 | 1369 | 13852 | 10445 | 33997 | 3198 | 4898 | 1749 | 0 | 261258 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Ratio (Est/Obs) Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 2.32 | 0.97 | 4.98 | 2.17 | 691.18 | 2.41 | 1.31 | 4.19 | 87.97 | 22.46 | 0.25 | 0.01 | 0.10 | 0.13 | 1.47 | 1.36 | 26.34 | 4.55 | 12.70 | 0 | 4.76 | 0.15 | 0 | 1.78 |
| 2 DC NC | 0.74 | 1.06 | 0.87 | 1.92 | 69.03 | 2.17 | 2.99 | 1.68 | 0.17 | 0.54 | 27.74 | 6.11 | 3.46 | 1.37 | 0.22 | 22.65 | 1.75 | 31.29 | 100.23 | 0.32 | 0.23 | 3.21 | 0 | 1.07 |
| 3 MTG | 1.15 | 1.05 | 1.02 | 1.89 | 2.92 | 2.29 | 0.59 | 0.66 | 0.12 | 73.84 | 1.39 | 3.69 | 1.32 | 1.21 | 120.89 | 92.27 | 1.62 | 53.07 | 194.91 | 306.81 | 0.12 | 22.13 | 0 | 1.03 |
| 4 PG | 1.45 | 1.27 | 0.93 | 1.032 | 412.06 | 1.25 | 2.13 | 3.71 | 0.22 | 0.45 | 9.69 | 0.04 | 1.17 | 0.56 | 0.28 | 920.78 | 1.06 | 38.65 | 246.25 | 0 | 114.75 | 147.82 | 0 | 1.07 |
| 5 ARLCR | 273.19 | 3.02 | 2.23 | 98.19 | 4.02 | 1.15 | 3.17 | 2.32 | 48.51 | 31.43 | 0 | 0 | 0.30 | 0.00 | 0 | 0.13 | 0.89 | 1.39 | 5.66 | 0 | 4.06 | 0.13 | 0 | 2.06 |
| 6 ARNCR | 0.65 | 1.69 | 1.00 | 4.87 | 1.73 | 0.91 | 1.64 | 1.23 | 2.29 | 2.84 | 2.43 | 0.03 | 0.01 | 28.57 | 1.11 | 6.76 | 0.07 | 0.28 | 156.78 | 0.15 | 143.92 | 6.25 | 0 | 1.04 |
| 7 ALX | 0.94 | 1.31 | 1.02 | 4.56 | 3.20 | 1.17 | 0.88 | 0.97 | 0.42 | 636.11 | 0.03 | 0 | 1.68 | 0.01 | 2.40 | 9.68 | 71.85 | 0.05 | 175.84 | 0 | 142.56 | 9.50 | 0 | 0.97 |
| 8 FFX | 1.52 | 2.72 | 0.89 | 2.56 | 8.22 | 1.12 | 1.25 | 0.97 | 0.72 | 1.03 | 0.11 | 16.79 | 0.34 | 0.77 | 55.59 | 153.00 | 689.28 | 1237.28 | 2.22 | 0.19 | 19.79 | 269.51 | 0 | 1.02 |
| 9 LDN | 0.94 | 4.05 | 0.73 | 937.51 | 647.50 | 0.85 | 1.28 | 0.81 | 1.03 | 8.56 | 1.77 | 229.32 | 23.27 | 0.24 | 3.53 | 1.31 | 55.36 | 0.48 | 354.30 | 34.61 | 533.70 | 27.92 | 0 | 1.05 |
| 10 PW | 2.18 | 3.43 | 0.33 | 2.61 | 2.43 | 0.33 | 0.76 | 1.16 | 0.69 | 0.99 | 11.01 | 1.50 | 0.69 | 10.45 | 1.21 | 0.03 | 39.64 | 2.76 | 15.09 | 116.71 | 6726.16 | 244.01 | 0 | 1.04 |
| 11 FRD | 0.21 | 0.19 | 1.57 | 0.24 | 0.41 | 542.43 | 0.48 | 8.58 | 10.93 | 81.94 | 0.99 | 0.72 | 0.52 | 0.08 | 0.15 | 0 | 0.57 | 20.75 | 1.49 | 7.02 | 1.11 | 0 | 0 | 1.04 |
| 12 CAR | 32.26 | 66.07 | 3.61 | 0.10 | 25.16 | 88.01 | 20.04 | 6.98 | 540.25 | 2.76 | 1.69 | 1.01 | 0.72 | 0.49 | 0 | 0 | 0 | 0.44 | 0.01 | 53.53 | 0 | 0 | 0 | 1.04 |
| 13 HOW | 1.64 | 1.38 | 1.36 | 0.92 | 125.57 | 0.34 | 1.15 | 1.72 | 93.81 | 9.40 | 8.52 | 1.91 | 1.02 | 1.22 | 23.98 | 7.14 | 0.34 | 0.00 | 2.13 | 81.14 | 4.73 | 2.25 | 0 | 1.05 |
| 14 AAR | 3.53 | 0.86 | 0.52 | 0.79 | 8.93 | 4.35 | 23.87 | 1.96 | 260.06 | 133.74 | 0.08 | 118.41 | 0.95 | 1.02 | 1.18 | 273.54 | 0.76 | 5.19 | 28.11 | 2.48 | 16.14 | 14.08 | 0 | 1.01 |
| 15 CAL | 0.31 | 1.10 | 366.87 | 0.76 | 150.48 | 421.74 | 609.85 | 1630.27 | 27.50 | 28.46 | 0 | 0.03 | 0.19 | 0.55 | 1.13 | 0.66 | 0.86 | 0.43 | 2.33 | 0 | 1.31 | 13.22 | 0 | 1.12 |
| 16 STM | 1.17 | 0.99 | 151.01 | 0.64 | 159.29 | 476.47 | 1102.73 | 2423.37 | 28.19 | 39.95 | 0 | 0 | 11.93 | 0.22 | 0.84 | 1.03 | 1.46 | 0.94 | 0.05 | 0 | 33.69 | 239.44 | 0 | 1.07 |
| 17 CHS | 0.47 | 0.42 | 1.70 | 0.38 | 0.22 | 0.98 | 12.34 | 14.55 | 0.59 | 161.06 | 0 | 0 | 0.23 | 0.22 | 1.03 | 0.92 | 1.10 | 3.36 | 29.92 | 0 | 0.11 | 2.39 | 0 | 1.05 |
| 18 FAU | 59.83 | 0.06 | 0.05 | 8.79 | 0.04 | 45.57 | 32.06 | 1.21 | 0.52 | 0.68 | 2.10 | 0.18 | 0.42 | 2.09 | 0.19 | 0.03 | 3.28 | 1.171 | 213.22 | 0.05 | 712.30 | 23.07 | 0 | 1.07 |
| 19 STA | 54.56 | 27.36 | 0.22 | 3.15 | 0.36 | 0.37 | 244.87 | 3.41 | 89.59 | 0.94 | 0.00 | 0 | 0 | 0.23 | 0 | 0.24 | 1.21 | 728.32 | 1.34 | 0 | 0.47 | 332.08 | 0 | 1.07 |
| 20 CL/JF | 5.90 | 11.18 | 7.36 | 1.56 | 8.85 | 31.11 | 6.27 | 3.72 | 1.44 | 3.74 | 1.10 | 14.53 | 0.92 | 2.43 | 0 | 0 | 0 | 420.40 | 1.37 | 0.90 | 1.81 | 0 | 0 | 1.03 |
| 21 SP/FB | 21.51 | 7.69 | 0.11 | 0.18 | 0.03 | 145.29 | 204.35 | 4.01 | 81.04 | 0.46 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 266.86 | 0.99 | 0 | 1.15 | 0.56 | 0 | 1.10 |
| 22 KGEO | 2.61 | 0.02 | 1.63 | 16.02 | 8.36 | 32.41 | 52.83 | 5.78 | 4.77 | 595.61 | 0 | 0 | 0.05 | 0.19 | 2.14 | 5.91 | 203.14 | 63.02 | 0.74 | 0 | 0.59 | 1.01 | 0 | 0.97 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.07 | 1.15 | 1.01 | 1.07 | 2.82 | 1.02 | 1.15 | 1.02 | 0.99 | 0.99 | 1.01 | 1.01 | 1.01 | 1.00 | 1.07 | 1.02 | 1.11 | 1.25 | 1.42 | 1.06 | 1.04 | 1.11 | 0 | 1.04 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Est Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 8294 | 5318 | 2117 | 1077 | 505 | 1224 | 663 | 2197 | 57 | 15 | 0 | 0 | 27 | 34 | 1 | 1 | 20 | 3 | 8 | 0 | 3 | 0 | 0 | 21564 |
| 2 DC NC | 27218 | 136638 | 25899 | 18653 | 2866 | 6616 | 4226 | 13395 | 354 | 130 | 21 | 5 | 502 | 545 | 31 | 15 | 254 | 20 | 66 | 0 | 30 | 2 | 0 | 237485 |
| 3 MTG | 14664 | 31954 | 578065 | 24054 | 635 | 2202 | 893 | 6346 | 309 | 44 | 3523 | 1080 | 4929 | 3132 | 72 | 54 | 228 | 31 | 116 | 183 | 157 | 13 | 0 | 672684 |
| 4 PG | 19906 | 50949 | 35091 | 338606 | 1446 | 4578 | 5677 | 13023 | 272 | 177 | 6 | 12 | 5814 | 7736 | 917 | 555 | 7038 | 21 | 144 | 0 | 67 | 88 | 0 | 492125 |
| 5 ARLCR | 172 | 404 | 149 | 65 | 996 | 1190 | 411 | 1182 | 30 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 2 | 0 | 0 | 4627 |
| 6 ARNCR | 5753 | 6751 | 2069 | 1297 | 6380 | 64194 | 8845 | 22362 | 435 | 370 | 1 | 0 | 3 | 18 | 1 | 4 | 23 | 17 | 98 | 0 | 89 | 4 | 0 | 118715 |
| 7 ALX | 2785 | 3057 | 593 | 1011 | 2349 | 7477 | 40313 | 15374 | 176 | 390 | 0 | 0 | 1 | 9 | 1 | 6 | 45 | 8 | 107 | 0 | 87 | 6 | 0 | 73793 |
| 8 FFX | 18989 | 19283 | 7558 | 6891 | 6549 | 26922 | 27775 | 604496 | 11088 | 10829 | 62 | 10 | 48 | 175 | 33 | 88 | 415 | 749 | 2579 | 107 | 2787 | 157 | 0 | 747591 |
| 9 LDN | 1759 | 1607 | 1105 | 575 | 387 | 1350 | 738 | 16795 | 135297 | 1342 | 1435 | 136 | 14 | 40 | 2 | 1 | 33 | 615 | 209 | 5458 | 309 | 16 | 0 | 169223 |
| 10 PW | 1285 | 1041 | 290 | 293 | 426 | 1500 | 1878 | 24761 | 1820 | 215307 | 7 | 1 | 0 | 6 | 1 | 3 | 24 | 3453 | 6046 | 70 | 4058 | 145 | 0 | 262412 |
| 11 FRD | 129 | 185 | 11732 | 70 | 77 | 293 | 92 | 2737 | 4322 | 43 | 121325 | 4689 | 1480 | 137 | 0 | 0 | 0 | 11 | 1 | 1707 | 1 | 0 | 0 | 149032 |
| 12 CAR | 17 | 35 | 3266 | 50 | 12 | 44 | 10 | 331 | 262 | 1 | 1791 | 90236 | 2888 | 133 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 99107 |
| 13 HOW | 510 | 1260 | 6818 | 5334 | 73 | 186 | 112 | 636 | 51 | 5 | 854 | 2636 | 152333 | 10458 | 14 | 4 | 28 | 1 | 1 | 48 | 3 | 1 | 0 | 181367 |
| 14 AAR | 1821 | 3623 | 4420 | 11342 | 417 | 1129 | 981 | 2888 | 134 | 72 | 21 | 70 | 13304 | 296585 | 1884 | 163 | 313 | 3 | 15 | 1 | 9 | 8 | 0 | 339202 |
| 15 CAL | 205 | 331 | 183 | 870 | 74 | 218 | 313 | 796 | 13 | 14 | 0 | 0 | 24 | 616 | 57469 | 1262 | 450 | 0 | 1 | 0 | 1 | 8 | 0 | 62848 |
| 16 STM | 160 | 229 | 71 | 715 | 73 | 234 | 528 | 1140 | 13 | 19 | 0 | 0 | 6 | 55 | 2710 | 50268 | 4192 | 0 | 12 | 0 | 17 | 142 | 0 | 60585 |
| 17 CHS | 576 | 877 | 259 | 2632 | 214 | 704 | 1310 | 3386 | 73 | 86 | 0 | 0 | 17 | 62 | 1112 | 1523 | 73327 | 2 | 17 | 0 | 18 | 421 | 0 | 86617 |
| 18 FAU | 49 | 22 | 9 | 5 | 9 | 28 | 18 | 1299 | 392 | 1569 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 27012 | 744 | 75 | 430 | 14 | 0 | 31680 |
| 19 STA | 40 | 17 | 13 | 2 | 22 | 90 | 130 | 1601 | 42 | 2760 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 439 | 54221 | 0 | 9474 | 206 | 0 | 69060 |
| 20 CL/JF | 4 | 5 | 542 | 1 | 4 | 14 | 3 | 1429 | 4302 | 148 | 403 | 8 | 34 | 1 | 0 | 0 | 0 | 237 | 1 | 26634 | 1 | 0 | 0 | 33772 |
| 21 SP/FB | 14 | 3 | 12 | 0 | 15 | 69 | 96 | 1365 | 35 | 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 7317 | 0 | 61464 | 89 | 0 | 71769 |
| 22 KGEO | 2 | 2 | 1 | 7 | 4 | 15 | 24 | 299 | 2 | 288 | 0 | 0 | 0 | 0 | 1 | 3 | 110 | 31 | 1298 | 0 | 1059 | 9773 | 0 | 12918 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 104352 | 263590 | 680262 | 413549 | 23534 | 120276 | 95037 | 737838 | 159479 | 234774 | 129451 | 98883 | 181424 | 319744 | 64250 | 53950 | 86504 | 32800 | 73006 | 34314 | 80066 | 11093 | 0 | 3998175 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Obs Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 4038 | 5436 | 623 | 464 | 0 | 493 | 769 | 770 | 0 | 0 | 0 | 0 | 412 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13383 |
| 2 DC NC | 36123 | 126833 | 28341 | 11086 | 57 | 3575 | 1872 | 7439 | 1918 | 182 | 0 | 0 | 212 | 457 | 199 | 0 | 100 | 0 | 0 | 0 | 199 | 0 | 0 | 218593 |
| 3 MTG | 14203 | 28283 | 563878 | 15433 | 350 | 1117 | 1303 | 12139 | 3347 | 0 | 2734 | 477 | 4457 | 2431 | 0 | 0 | 233 | 0 | 0 | 0 | 621 | 0 | 0 | 651006 |
| 4 PG | 11660 | 37989 | 36514 | 326503 | 0 | 2945 | 2350 | 4731 | 930 | 682 | 0 | 352 | 5114 | 15403 | 3760 | 0 | 5934 | 0 | 0 | 0 | 0 | 0 | 0 | 454867 |
| 5 ARLCR | 0 | 207 | 103 | 0 | 404 | 1164 | 202 | 420 | 0 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2721 |
| 6 ARNCR | 8274 | 4802 | 2175 | 203 | 3069 | 71703 | 6333 | 18904 | 204 | 207 | 0 | 0 | 547 | 0 | 0 | 0 | 519 | 102 | 0 | 0 | 0 | 0 | 0 | 117042 |
| 7 ALX | 3543 | 1805 | 751 | 340 | 501 | 7384 | 43005 | 16480 | 392 | 0 | 0 | 0 | 0 | 361 | 0 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 74824 |
| 8 FFX | 12053 | 7732 | 7870 | 4324 | 765 | 23939 | 21451 | 623930 | 14757 | 12650 | 977 | 0 | 235 | 381 | 0 | 0 | 0 | 0 | 551 | 470 | 119 | 0 | 0 | 732203 |
| 9 LDN | 2389 | 454 | 2441 | 0 | 0 | 1614 | 909 | 21438 | 120287 | 255 | 584 | 0 | 0 | 292 | 0 | 0 | 0 | 1671 | 0 | 255 | 0 | 0 | 0 | 152588 |
| 10 PW | 574 | 455 | 1445 | 185 | 301 | 4063 | 1802 | 23835 | 3135 | 212012 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 1387 | 553 | 0 | 0 | 0 | 0 | 249846 |
| 11 FRD | 560 | 1199 | 7946 | 506 | 372 | 0 | 361 | 629 | 702 | 0 | 121625 | 6343 | 2529 | 1349 | 0 | 0 | 0 | 0 | 0 | 396 | 0 | 0 | 0 | 144517 |
| 12 CAR | 0 | 0 | 1410 | 708 | 0 | 0 | 0 | 100 | 0 | 0 | 986 | 84965 | 3703 | 491 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92362 |
| 13 HOW | 494 | 832 | 5595 | 6338 | 0 | 433 | 163 | 674 | 0 | 0 | 163 | 1149 | 144027 | 9951 | 0 | 0 | 138 | 571 | 0 | 0 | 0 | 0 | 0 | 170528 |
| 14 AAR | 509 | 3452 | 7676 | 14620 | 83 | 445 | 71 | 858 | 0 | 0 | 372 | 0 | 13928 | 292077 | 1526 | 0 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 336299 |
| 15 CAL | 619 | 254 | 0 | 1369 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 1609 | 49390 | 2522 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 56258 |
| 16 STM | 286 | 444 | 0 | 1643 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 2965 | 50179 | 4445 | 0 | 460 | 0 | 0 | 0 | 0 | 60686 |
| 17 CHS | 1905 | 2191 | 289 | 7769 | 803 | 619 | 185 | 437 | 251 | 0 | 0 | 0 | 145 | 501 | 1734 | 2379 | 67488 | 0 | 0 | 0 | 145 | 145 | 0 | 86986 |
| 18 FAU | 0 | 565 | 333 | 0 | 204 | 0 | 0 | 2002 | 1154 | 2624 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24952 | 0 | 1319 | 0 | 0 | 0 | 33153 |
| 19 STA | 0 | 0 | 131 | 0 | 124 | 442 | 0 | 781 | 0 | 4409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41675 | 0 | 18823 | 0 | 0 | 66384 |
| 20 CL/JF | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 730 | 3192 | 78 | 520 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 29963 | 0 | 0 | 0 | 34719 |
| 21 SP/FB | 0 | 0 | 296 | 0 | 1075 | 0 | 0 | 732 | 0 | 2111 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 7682 | 308 | 52493 | 129 | 0 | 65131 |
| 22 KGEO | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1729 | 0 | 2359 | 9415 | 0 | 13782 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 97228 | 223095 | 667974 | 391491 | 8110 | 119938 | 80776 | 737146 | 150270 | 235210 | 127961 | 93285 | 175625 | 326166 | 59574 | 55485 | 79793 | 28944 | 52651 | 32710 | 74759 | 9689 | 0 | 3827878 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Difference (Est-Obs) Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 4256 | -118 | 1495 | 613 | 505 | 730 | -106 | 1427 | 57 | 15 | 0 | 0 | -385 | -343 | 1 | 1 | 20 | 3 | 8 | 0 | 3 | 0 | 0 | 8181 |
| 2 DC NC | -8905 | 9805 | -2442 | 7567 | 2809 | 3041 | 2353 | 5956 | -1564 | -53 | 21 | 5 | 290 | 88 | -169 | 15 | 155 | 20 | 66 | 0 | -169 | 2 | 0 | 18891 |
| 3 MTG | 462 | 3670 | 14187 | 8621 | 285 | 1085 | -410 | -5793 | -3037 | 44 | 788 | 604 | 472 | 702 | 72 | 54 | -4 | 31 | 116 | 183 | -465 | 13 | 0 | 21677 |
| 4 PG | 8246 | 12960 | -1422 | 12102 | 1446 | 1633 | 3327 | 8292 | -658 | -504 | 6 | -340 | 701 | -7667 | -2843 | 555 | 1104 | 21 | 144 | 0 | 67 | 88 | 0 | 37257 |
| 5 ARLCR | 172 | 198 | 45 | 65 | 592 | 26 | 210 | 762 | 30 | 20 | 0 | 0 | 0 | -221 | 0 | 0 | 1 | 1 | 4 | 0 | 2 | 0 | 0 | 1906 |
| 6 ARNCR | -2521 | 1949 | -106 | 1094 | 3311 | -7509 | 2513 | 3457 | 230 | 164 | 1 | 0 | -544 | 18 | 1 | 4 | -496 | -84 | 98 | 0 | 89 | 4 | 0 | 1673 |
| 7 ALX | -758 | 1252 | -159 | 671 | 1847 | 93 | -2692 | -1107 | -216 | 390 | 0 | 0 | 1 | -352 | 1 | 6 | 45 | -254 | 107 | 0 | 87 | 6 | 0 | -1031 |
| 8 FFX | 6936 | 11551 | -312 | 2567 | 5784 | 2982 | 6324 | -19433 | -3668 | -1821 | -915 | 10 | -187 | -206 | 33 | 88 | 415 | 749 | 2028 | -363 | 2669 | 157 | 0 | 15388 |
| 9 LDN | -630 | 1154 | -1336 | 575 | 387 | -264 | -171 | -4643 | 15010 | 1087 | 851 | 136 | 14 | -252 | 2 | 1 | 33 | -1056 | 209 | 5203 | 309 | 16 | 0 | 16634 |
| 10 PW | 711 | 586 | -1156 | 108 | 125 | -2564 | 76 | 926 | -1315 | 3294 | 7 | 1 | 0 | 6 | 1 | -95 | 24 | 2066 | 5493 | 70 | 4058 | 145 | 0 | 12566 |
| 11 FRD | -431 | -1014 | 3786 | -435 | -295 | 293 | -269 | 2108 | 3620 | 43 | -300 | -1654 | -1049 | -1213 | 0 | 0 | 0 | 11 | 1 | 1311 | 1 | 0 | 0 | 4515 |
| 12 CAR | 17 | 35 | 1855 | -658 | 12 | 44 | 10 | 232 | 262 | 1 | 806 | 5271 | -815 | -358 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 6746 |
| 13 HOW | 16 | 427 | 1223 | -1004 | 73 | -246 | -51 | -38 | 51 | 5 | 692 | 1487 | 8306 | 507 | 14 | 4 | -110 | -570 | 1 | 48 | 3 | 1 | 0 | 10839 |
| 14 AAR | 1312 | 170 | -3256 | -3278 | 334 | 684 | 910 | 2030 | 134 | 72 | -352 | 70 | -624 | 4508 | 358 | 163 | -367 | 3 | 15 | 1 | 9 | 8 | 0 | 2904 |
| 15 CAL | -414 | 77 | 183 | -499 | 74 | 218 | 313 | 796 | 13 | 14 | 0 | 0 | -215 | -993 | 8080 | -1259 | 193 | 0 | 1 | 0 | 1 | 8 | 0 | 6590 |
| 16 STM | -125 | -215 | 71 | -928 | 73 | 234 | 528 | 1140 | 13 | 19 | 0 | 0 | 6 | -209 | -255 | 90 | -254 | 0 | -448 | 0 | 17 | 142 | 0 | -101 |
| 17 CHS | -1329 | -1315 | -29 | -5136 | -589 | 84 | 1125 | 2949 | -178 | 86 | 0 | 0 | -128 | -439 | -621 | -857 | 5839 | 2 | 17 | 0 | -127 | 277 | 0 | -369 |
| 18 FAU | 49 | -543 | -324 | 5 | -195 | 28 | 18 | -703 | -763 | -1055 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2060 | 744 | -1244 | 430 | 14 | 0 | -1473 |
| 19 STA | 40 | 17 | -117 | 2 | -102 | -351 | 130 | 821 | 42 | -1649 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 439 | 12545 | 0 | -9349 | 206 | 0 | 2676 |
| 20 CL/JF | 4 | 5 | 385 | 1 | 4 | 14 | 3 | 699 | 1110 | 69 | -117 | 8 | -45 | 1 | 0 | 0 | 0 | 237 | 1 | -3328 | 1 | 0 | 0 | -947 |
| 21 SP/FB | 14 | 3 | -284 | 0 | -1060 | 69 | 96 | 634 | 35 | -966 | 0 | 0 | 0 | 0 | 0 | -308 | 0 | 145 | -364 | -308 | 8971 | -40 | 0 | 6637 |
| 22 KGEO | 2 | -159 | 1 | 7 | 4 | 15 | 24 | 182 | 2 | 288 | 0 | 0 | 0 | 0 | 1 | 3 | 110 | 31 | -431 | 0 | -1300 | 358 | 0 | -864 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 7124 | | 12287 | | 15424 | | 14261 | | 9209 | | 1490 | | 5799 | | 4676 | | 6711 | | 20355 | | 5307 | | 0 | |
| | | 40496 | | 22059 | | 338 | | 692 | | -437 | | 5598 | | -6422 | | -1535 | | 3855 | | 1605 | | 1404 | | 170297 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Ratio (Est/Obs) Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 2.05 | 0.98 | 3.40 | 2.32 | 504.87 | 2.48 | 0.86 | 2.85 | 56.87 | 14.66 | 0.24 | 0.01 | 0.07 | 0.09 | 1.16 | 0.91 | 20.01 | 2.91 | 8.36 | 0 | 3.05 | 0.10 | 0 | 1.61 |
| 2 DC NC | 0.75 | 1.08 | 0.91 | 1.68 | 49.90 | 1.85 | 2.26 | 1.80 | 0.18 | 0.71 | 21.14 | 4.90 | 2.37 | 1.19 | 0.15 | 15.13 | 2.55 | 19.86 | 66.16 | 0.21 | 0.15 | 2.08 | 0 | 1.09 |
| 3 MTG | 1.03 | 1.13 | 1.03 | 1.56 | 1.81 | 1.97 | 0.69 | 0.52 | 0.09 | 43.88 | 1.29 | 2.27 | 1.11 | 1.29 | 71.98 | 53.88 | 0.98 | 30.61 | 116.06 | 183.00 | 0.25 | 12.83 | 0 | 1.03 |
| 4 PG | 1.71 | 1.34 | 0.96 | 1.041446.39 | | 1.55 | 2.42 | 2.75 | 0.29 | 0.26 | 5.78 | 0.03 | 1.14 | 0.50 | 0.24 | 554.66 | 1.19 | 21.06 | 143.77 | 0 | 67.38 | 87.78 | 0 | 1.08 |
| 5 ARLCR | 172.11 | 1.96 | 1.44 | 64.89 | 2.47 | 1.02 | 2.04 | 2.81 | 29.81 | 19.69 | 0 | 0 | 0.18 | 0.00 | 0 | 0.08 | 0.55 | 0.84 | 3.56 | 0 | 2.49 | 0.08 | 0 | 1.70 |
| 6 ARNCR | 0.70 | 1.41 | 0.95 | 6.39 | 2.08 | 0.90 | 1.40 | 1.18 | 2.13 | 1.79 | 1.45 | 0.02 | 0.01 | 17.73 | 0.66 | 4.08 | 0.04 | 0.17 | 98.03 | 0.09 | 88.91 | 3.78 | 0 | 1.01 |
| 7 ALX | 0.79 | 1.69 | 0.79 | 2.97 | 4.69 | 1.01 | 0.94 | 0.93 | 0.45 | 390.49 | 0.02 | 0 | 1.01 | 0.02 | 1.44 | 5.83 | 45.38 | 0.03 | 107.21 | 0 | 86.52 | 5.74 | 0 | 0.99 |
| 8 FFX | 1.58 | 2.49 | 0.96 | 1.59 | 8.56 | 1.12 | 1.29 | 0.97 | 0.75 | 0.86 | 0.06 | 9.92 | 0.20 | 0.46 | 32.68 | 88.22 | 415.19 | 749.33 | 4.68 | 0.23 | 23.51 | 156.94 | 0 | 1.02 |
| 9 LDN | 0.74 | 3.54 | 0.45 | 575.28 | 386.64 | 0.84 | 0.81 | 0.78 | 1.12 | 5.26 | 2.46 | 135.57 | 13.78 | 0.14 | 2.05 | 0.77 | 32.83 | 0.37 | 208.98 | 21.40 | 309.03 | 15.89 | 0 | 1.11 |
| 10 PW | 2.24 | 2.29 | 0.20 | 1.58 | 1.41 | 0.37 | 1.04 | 1.04 | 0.58 | 1.02 | 6.55 | 0.88 | 0.41 | 6.14 | 0.72 | 0.03 | 23.58 | 2.49 | 10.93 | 69.634058.06 | | 144.54 | 0 | 1.05 |
| 11 FRD | 0.23 | 0.15 | 1.48 | 0.14 | 0.21 | 293.35 | 0.25 | 4.35 | 6.15 | 43.19 | 1.00 | 0.74 | 0.59 | 0.10 | 0.09 | 0 | 0.34 | 11.30 | 0.71 | 4.31 | 0.64 | 0 | 0 | 1.03 |
| 12 CAR | 16.55 | 35.31 | 2.32 | 0.07 | 12.02 | 44.35 | 10.15 | 3.33 | 262.32 | 1.22 | 1.82 | 1.06 | 0.78 | 0.27 | 0 | 0 | 0 | 0.19 | 0 | 31.34 | 0 | 0 | 0 | 1.07 |
| 13 HOW | 1.03 | 1.51 | 1.22 | 0.84 | 73.49 | 0.43 | 0.69 | 0.94 | 50.90 | 5.27 | 5.25 | 2.29 | 1.06 | 1.05 | 14.19 | 4.12 | 0.20 | 0.00 | 1.24 | 47.54 | 2.75 | 1.27 | 0 | 1.06 |
| 14 AAR | 3.58 | 1.05 | 0.58 | 0.78 | 5.01 | 2.54 | 13.73 | 3.36 | 133.70 | 71.77 | 0.06 | 70.42 | 0.96 | 1.02 | 1.23 | 162.67 | 0.46 | 2.62 | 15.11 | 1.43 | 9.19 | 8.07 | 0 | 1.01 |
| 15 CAL | 0.33 | 1.30 | 183.23 | 0.64 | 74.27 | 217.97 | 313.31 | 795.60 | 12.90 | 13.56 | 0 | 0.02 | 0.10 | 0.38 | 1.16 | 0.50 | 1.75 | 0.18 | 1.22 | 0 | 0.68 | 7.74 | 0 | 1.12 |
| 16 STM | 0.56 | 0.52 | 71.03 | 0.44 | 73.39 | 233.94 | 528.401140.19 | | 13.09 | 18.51 | 0 | 0 | 5.55 | 0.21 | 0.91 | 1.00 | 0.94 | 0.37 | 0.03 | 0 | 17.39 | 142.47 | 0 | 1.00 |
| 17 CHS | 0.30 | 0.40 | 0.90 | 0.34 | 0.27 | 1.14 | 7.09 | 7.74 | 0.29 | 85.98 | 0 | 0 | 0.12 | 0.12 | 0.64 | 0.64 | 1.09 | 1.64 | 17.06 | 0 | 0.12 | 2.91 | 0 | 1.00 |
| 18 FAU | 49.27 | 0.04 | 0.03 | 5.29 | 0.05 | 27.63 | 18.44 | 0.65 | 0.34 | 0.60 | 1.25 | 0.11 | 0.25 | 1.21 | 0.11 | 0.02 | 1.91 | 1.08 | 744.25 | 0.06 | 429.84 | 13.70 | 0 | 0.96 |
| 19 STA | 39.81 | 16.72 | 0.10 | 1.88 | 0.18 | 0.20 | 130.45 | 2.05 | 41.93 | 0.63 | 0 | 0 | 0 | 0.13 | 0 | 0.14 | 0.72 | 439.48 | 1.30 | 0 | 0.50 | 206.45 | 0 | 1.04 |
| 20 CL/JF | 4.26 | 4.98 | 3.46 | 0.60 | 3.85 | 14.45 | 2.83 | 1.96 | 1.35 | 1.89 | 0.77 | 7.94 | 0.43 | 1.06 | 0 | 0 | 0 | 237.37 | 0.72 | 0.89 | 1.05 | 0 | 0 | 0.97 |
| 21 SP/FB | 14.45 | 2.92 | 0.04 | 0.06 | 0.01 | 68.64 | 95.90 | 1.87 | 34.78 | 0.54 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 144.91 | 0.95 | 0 | 1.17 | 0.69 | 0 | 1.10 |
| 22 KGEO | 1.67 | 0.01 | 0.56 | 7.07 | 3.57 | 14.57 | 23.66 | 2.54 | 1.92 | 287.98 | 0 | 0 | 0.01 | 0.06 | 1.07 | 3.38 | 110.19 | 31.26 | 0.75 | 0 | 0.45 | 1.04 | 0 | 0.94 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.07 | | 1.02 | | 2.90 | | 1.18 | | 1.06 | | 1.01 | | 1.03 | | 1.08 | | 1.08 | | 1.39 | | 1.07 | | 0 | |
| | | 1.18 | | 1.06 | | 1.00 | | 1.00 | | 1.00 | | 1.06 | | 0.98 | | 0.97 | | 1.13 | | 1.05 | | 1.14 | | 1.04 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Est Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 18066 | 10590 | 3844 | 1620 | 1281 | 2713 | 1217 | 3467 | 88 | 24 | 0 | 0 | 40 | 48 | 1 | 1 | 26 | 5 | 13 | 0 | 5 | 0 | 0 | 43049 |
| 2 DC NC | 69558 | 237206 | 43296 | 27881 | 5627 | 12610 | 7311 | 20593 | 550 | 211 | 28 | 6 | 734 | 782 | 44 | 23 | 349 | 31 | 100 | 0 | 47 | 3 | 0 | 426991 |
| 3 MTG | 26632 | 50285 | 925583 | 37970 | 1508 | 3653 | 1438 | 10629 | 530 | 128 | 5661 | 1759 | 7894 | 5049 | 121 | 92 | 377 | 53 | 195 | 307 | 266 | 22 | 0 | 1080152 |
| 4 PG | 40506 | 82231 | 59715 | 536901 | 3424 | 8189 | 9451 | 22631 | 489 | 351 | 10 | 20 | 9430 | 12440 | 1497 | 921 | 11168 | 39 | 246 | 0 | 115 | 148 | 0 | 799920 |
| 5 ARLCR | 1093 | 694 | 252 | 100 | 1685 | 2164 | 710 | 1916 | 49 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 4 | 0 | 0 | 8707 |
| 6 ARNCR | 14840 | 10683 | 3296 | 1984 | 10744 | 102988 | 14251 | 35171 | 704 | 607 | 2 | 0 | 5 | 29 | 1 | 7 | 37 | 29 | 157 | 0 | 144 | 6 | 0 | 195684 |
| 7 ALX | 6004 | 4783 | 970 | 1551 | 3981 | 12323 | 64758 | 24966 | 301 | 649 | 0 | 0 | 2 | 14 | 2 | 10 | 72 | 13 | 176 | 0 | 143 | 10 | 0 | 120727 |
| 8 FFX | 29241 | 28842 | 12176 | 11108 | 11209 | 41996 | 44141 | 967457 | 17803 | 17695 | 107 | 17 | 84 | 297 | 63 | 175 | 696 | 1237 | 4278 | 179 | 4705 | 270 | 0 | 1193777 |
| 9 LDN | 2392 | 2413 | 1785 | 938 | 655 | 2078 | 1167 | 27325 | 213311 | 2253 | 2327 | 229 | 23 | 69 | 4 | 1 | 55 | 1007 | 354 | 8825 | 534 | 28 | 0 | 267773 |
| 10 PW | 1886 | 1687 | 647 | 569 | 778 | 2506 | 3192 | 42241 | 3123 | 339817 | 16 | 2 | 10 | 15 | 16 | 46 | 53 | 5563 | 9826 | 117 | 6750 | 244 | 0 | 419103 |
| 11 FRD | 232 | 311 | 20570 | 119 | 153 | 543 | 174 | 5394 | 7678 | 86 | 190006 | 7470 | 2560 | 235 | 0 | 0 | 1 | 21 | 1 | 2779 | 1 | 0 | 0 | 238334 |
| 12 CAR | 32 | 66 | 6146 | 94 | 25 | 88 | 20 | 695 | 540 | 3 | 2992 | 140003 | 5025 | 241 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 156024 |
| 13 HOW | 884 | 1941 | 11023 | 8456 | 138 | 312 | 188 | 1183 | 94 | 54 | 1388 | 4191 | 237522 | 16577 | 24 | 7 | 47 | 1 | 2 | 81 | 5 | 2 | 0 | 284119 |
| 14 AAR | 3325 | 5726 | 7590 | 18373 | 823 | 1971 | 1709 | 5499 | 260 | 196 | 35 | 118 | 21777 | 463334 | 3008 | 274 | 519 | 5 | 28 | 2 | 16 | 14 | 0 | 534603 |
| 15 CAL | 387 | 559 | 367 | 1507 | 151 | 422 | 610 | 1631 | 28 | 30 | 0 | 0 | 47 | 1029 | 89259 | 2044 | 769 | 0 | 2 | 0 | 1 | 13 | 0 | 98858 |
| 16 STM | 333 | 440 | 151 | 1398 | 159 | 476 | 1103 | 2423 | 28 | 40 | 0 | 0 | 12 | 115 | 4524 | 78514 | 7237 | 1 | 25 | 0 | 34 | 239 | 0 | 97252 |
| 17 CHS | 1047 | 1412 | 492 | 4269 | 414 | 1250 | 2284 | 6369 | 147 | 179 | 0 | 0 | 33 | 109 | 1781 | 2444 | 114247 | 3 | 30 | 0 | 31 | 694 | 0 | 137234 |
| 18 FAU | 60 | 34 | 15 | 9 | 17 | 46 | 32 | 2425 | 688 | 2630 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 42520 | 1213 | 123 | 712 | 23 | 0 | 50556 |
| 19 STA | 55 | 27 | 29 | 3 | 44 | 165 | 245 | 3111 | 90 | 4638 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 728 | 84964 | 0 | 15127 | 332 | 0 | 109560 |
| 20 CL/JF | 6 | 11 | 1153 | 2 | 9 | 31 | 6 | 3004 | 8004 | 293 | 718 | 15 | 72 | 2 | 0 | 0 | 0 | 420 | 1 | 41774 | 2 | 0 | 0 | 55523 |
| 21 SP/FB | 23 | 9 | 36 | 0 | 33 | 147 | 206 | 2948 | 81 | 2158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 11920 | 0 | 96550 | 145 | 0 | 114523 |
| 22 KGEO | 3 | 3 | 2 | 16 | 8 | 32 | 53 | 681 | 5 | 596 | 0 | 0 | 0 | 0 | 2 | 6 | 203 | 63 | 2225 | 0 | 1806 | 15289 | 0 | 20993 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 216605 | 439954 | 1099140 | 654868 | 42867 | 196704 | 154264 | 1191759 | 254592 | 372667 | 203292 | 153829 | 285269 | 500387 | 100347 | 84564 | 135860 | 52009 | 115764 | 54242 | 126996 | 17482 | 0 | 6453461 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Obs Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 10359 | 13176 | 1230 | 991 | 48 | 2273 | 873 | 1001 | 0 | 0 | 0 | 0 | 412 | 571 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30962 |
| 2 DC NC | 84246 | 225127 | 47521 | 15946 | 373 | 7649 | 2564 | 12286 | 3312 | 396 | 0 | 0 | 245 | 712 | 199 | 0 | 199 | 0 | 0 | 0 | 221 | 0 | 0 | 400997 |
| 3 MTG | 28541 | 51236 | 908005 | 21015 | 574 | 2684 | 2433 | 16039 | 4612 | 19 | 4059 | 477 | 6017 | 4351 | 0 | 0 | 233 | 0 | 0 | 0 | 2174 | 0 | 0 | 1052468 |
| 4 PG | 26504 | 65823 | 63860 | 524062 | 125 | 6532 | 4391 | 6240 | 2278 | 682 | 3 | 533 | 8059 | 22152 | 5395 | 0 | 10517 | 0 | 0 | 0 | 0 | 0 | 0 | 747156 |
| 5 ARLCR | 682 | 333 | 113 | 0 | 404 | 1873 | 256 | 910 | 40 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4831 |
| 6 ARNCR | 19362 | 8038 | 3463 | 541 | 6414 | 110801 | 8604 | 28801 | 342 | 211 | 0 | 0 | 547 | 46 | 0 | 0 | 519 | 117 | 0 | 29 | 0 | 0 | 0 | 187835 |
| 7 ALX | 6208 | 4193 | 1086 | 384 | 1261 | 10425 | 72922 | 25716 | 719 | 0 | 0 | 0 | 0 | 1262 | 0 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 124438 |
| 8 FFX | 20614 | 12188 | 13854 | 4507 | 1537 | 37656 | 35330 | 999261 | 24943 | 16944 | 977 | 0 | 235 | 404 | 0 | 0 | 0 | 29 | 1930 | 939 | 237 | 0 | 0 | 1171585 |
| 9 LDN | 2505 | 607 | 2441 | 0 | 0 | 2428 | 909 | 33617 | 207624 | 255 | 1314 | 0 | 0 | 292 | 0 | 0 | 0 | 2119 | 0 | 255 | 0 | 0 | 0 | 254366 |
| 10 PW | 1151 | 681 | 1466 | 185 | 301 | 7336 | 4039 | 35754 | 4448 | 344440 | 0 | 0 | 0 | 0 | 0 | 196 | 0 | 2018 | 651 | 0 | 0 | 0 | 0 | 402668 |
| 11 FRD | 1219 | 1711 | 13117 | 521 | 372 | 0 | 361 | 629 | 702 | 0 | 192062 | 10441 | 4927 | 3035 | 0 | 0 | 0 | 0 | 0 | 396 | 0 | 0 | 0 | 229492 |
| 12 CAR | 23 | 0 | 1703 | 917 | 0 | 0 | 0 | 100 | 0 | 0 | 1772 | 138328 | 6934 | 491 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150267 |
| 13 HOW | 643 | 1431 | 8136 | 9156 | 0 | 942 | 163 | 674 | 0 | 0 | 163 | 2191 | 231964 | 13605 | 0 | 0 | 138 | 571 | 0 | 0 | 0 | 0 | 0 | 269778 |
| 14 AAR | 1278 | 6820 | 14499 | 23157 | 83 | 445 | 71 | 2753 | 0 | 0 | 445 | 0 | 22879 | 452969 | 2545 | 0 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 528625 |
| 15 CAL | 1302 | 509 | 0 | 1971 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 1866 | 78756 | 3119 | 899 | 0 | 0 | 0 | 0 | 0 | 0 | 88685 |
| 16 STM | 286 | 521 | 0 | 2170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 527 | 5373 | 76506 | 4966 | 0 | 460 | 0 | 0 | 0 | 0 | 90810 |
| 17 CHS | 2268 | 3566 | 289 | 11147 | 1844 | 1344 | 185 | 450 | 251 | 0 | 0 | 0 | 145 | 501 | 1734 | 2669 | 103588 | 0 | 0 | 0 | 290 | 290 | 0 | 130563 |
| 18 FAU | 47 | 565 | 333 | 35 | 408 | 0 | 0 | 2002 | 1321 | 3854 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36494 | 0 | 2418 | 0 | 0 | 0 | 47477 |
| 19 STA | 33 | 0 | 131 | 0 | 124 | 534 | 0 | 911 | 0 | 4943 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63614 | 0 | 32457 | 0 | 0 | 102748 |
| 20 CL/JF | 0 | 14 | 157 | 0 | 0 | 0 | 0 | 808 | 5567 | 78 | 653 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 46420 | 0 | 0 | 0 | 53776 |
| 21 SP/FB | 0 | 41 | 296 | 0 | 1075 | 0 | 0 | 732 | 0 | 4730 | 0 | 0 | 0 | 0 | 0 | 615 | 0 | 0 | 12095 | 615 | 83652 | 257 | 0 | 104108 |
| 22 KGEO | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3016 | 0 | 3052 | 15186 | 0 | 21533 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 207271 | 396740 | 1081701 | 616705 | 14970 | 192923 | 133101 | 1168802 | 256161 | 376552 | 201446 | 151970 | 282681 | 503005 | 94030 | 83106 | 121739 | 41608 | 81766 | 51073 | 122084 | 15733 | 0 | 6195167 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips  MODE: Difference (Est-Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 7707 | -2586 | 2614 | 628 | 1233 | 440 | 344 | 2466 | 88 | 24 | 0 | 0 | -372 | -524 | -27 | 1 | 26 | 5 | 13 | 0 | 5 | 0 | 0 | 12086 |
| 2 DC NC | -14688 | 12079 | -4225 | 11935 | 5254 | 4961 | 4746 | 8308 | -2761 | -185 | 28 | 6 | 489 | 70 | -156 | 23 | 150 | 31 | 100 | 0 | -175 | 3 | 0 | 25994 |
| 3 MTG | -1909 | -951 | 17578 | 16955 | 934 | 969 | -995 | -5410 | -4082 | 109 | 1602 | 1282 | 1877 | 698 | 121 | 92 | 145 | 53 | 195 | 307 | -1909 | 22 | 0 | 27683 |
| 4 PG | 14002 | 16408 | -4145 | 12839 | 3299 | 1657 | 5060 | 16391 | -1789 | -331 | 7 | -513 | 1370 | -9712 | -3898 | 921 | 651 | 39 | 246 | 0 | 115 | 148 | 0 | 52763 |
| 5 ARLCR | 411 | 361 | 138 | 100 | 1281 | 291 | 454 | 1006 | 9 | 32 | 0 | 0 | 0 | -220 | 0 | 0 | 1 | 1 | 6 | 0 | 4 | 0 | 0 | 3876 |
| 6 ARNCR | -4523 | 2645 | -168 | 1443 | 4330 | -7813 | 5647 | 6370 | 362 | 396 | 2 | 0 | -542 | -17 | 1 | 7 | -482 | -88 | 157 | -29 | 144 | 6 | 0 | 7849 |
| 7 ALX | -203 | 590 | -116 | 1167 | 2720 | 1898 | -8164 | -751 | -418 | 649 | 0 | 0 | 2 | -1248 | 2 | 10 | 72 | -248 | 176 | 0 | 143 | 10 | 0 | -3711 |
| 8 FFX | 8627 | 16655 | -1678 | 6601 | 9672 | 4340 | 8811 | -31804 | -7140 | 750 | -870 | 17 | -151 | -108 | 63 | 175 | 696 | 1208 | 2349 | -760 | 4468 | 270 | 0 | 22192 |
| 9 LDN | -113 | 1805 | -656 | 938 | 655 | -350 | 258 | -6292 | 5687 | 1998 | 1013 | 229 | 23 | -223 | 4 | 1 | 55 | -1112 | 354 | 8570 | 534 | 28 | 0 | 13407 |
| 10 PW | 735 | 1006 | -819 | 384 | 477 | -4830 | -847 | 6487 | -1325 | -4623 | 16 | 2 | 10 | 15 | 16 | -150 | 53 | 3545 | 9175 | 117 | 6750 | 244 | 0 | 16435 |
| 11 FRD | -987 | -1400 | 7453 | -401 | -220 | 543 | -187 | 4765 | 6976 | 86 | -2056 | -2971 | -2367 | -2800 | 0 | 0 | 1 | 21 | 1 | 2383 | 1 | 0 | 0 | 8842 |
| 12 CAR | 9 | 66 | 4443 | -823 | 25 | 88 | 20 | 595 | 540 | 3 | 1220 | 1675 | -1909 | -250 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 5757 |
| 13 HOW | 240 | 510 | 2887 | -700 | 138 | -630 | 25 | 509 | 94 | 54 | 1225 | 1999 | 5559 | 2972 | 24 | 7 | -91 | -570 | 2 | 81 | 5 | 2 | 0 | 14342 |
| 14 AAR | 2047 | -1094 | -6908 | -4784 | 740 | 1526 | 1638 | 2746 | 260 | 196 | -409 | 118 | -1102 | 10365 | 463 | 274 | -161 | 5 | 28 | 2 | 16 | 14 | 0 | 5978 |
| 15 CAL | -915 | 51 | 367 | -464 | 126 | 422 | 610 | 1631 | 28 | 30 | 0 | 0 | -193 | -837 | 10503 | -1075 | -129 | 0 | 2 | 0 | 1 | 13 | 0 | 10173 |
| 16 STM | 48 | -82 | 151 | -772 | 159 | 476 | 1103 | 2423 | 28 | 40 | 0 | 0 | 12 | -412 | -849 | 2008 | 2270 | 1 | -435 | 0 | 34 | 239 | 0 | 6442 |
| 17 CHS | -1221 | -2154 | 204 | -6878 | -1430 | -94 | 2099 | 5918 | -104 | 179 | 0 | 0 | -112 | -393 | 47 | -225 | 10658 | 3 | 30 | 0 | -259 | 404 | 0 | 6671 |
| 18 FAU | 13 | -531 | -318 | -26 | -391 | 46 | 32 | 423 | -633 | -1225 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 6026 | 1213 | -2295 | 712 | 23 | 0 | 3079 |
| 19 STA | 22 | 27 | -101 | 3 | -80 | -368 | 245 | 2199 | 90 | -306 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 728 | 21350 | 0 | -17330 | 332 | 0 | 6812 |
| 20 CL/JF | 6 | -3 | 997 | 2 | 9 | 31 | 6 | 2196 | 2437 | 214 | 65 | 15 | -6 | 2 | 0 | 0 | 0 | 420 | 1 | -4646 | 2 | 0 | 0 | 1747 |
| 21 SP/FB | 23 | -32 | -260 | 0 | -1041 | 147 | 206 | 2216 | 81 | -2572 | 0 | 0 | 0 | 0 | 0 | -615 | 0 | 267 | -175 | -615 | 12898 | -113 | 0 | 10415 |
| 22 KGEO | 3 | -157 | 2 | 16 | 8 | 32 | 53 | 563 | 5 | 596 | 0 | 0 | 0 | 0 | 2 | 6 | 203 | 63 | -791 | 0 | -1246 | 103 | 0 | -540 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 9334 | 43213 | 17439 | 38163 | 27897 | 3781 | 21163 | 22957 | -1569 | -3885 | 1846 | 1859 | 2588 | -2619 | 6317 | 1458 | 14122 | 10401 | 33997 | 3169 | 4913 | 1749 | 0 | 258295 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips  MODE: Ratio (Est/Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.74 | 0.80 | 3.13 | 1.63 | 26.69 | 1.19 | 1.39 | 3.46 | 87.97 | 23.68 | 0.25 | 0.01 | 0.10 | 0.08 | 0.05 | 1.36 | 26.34 | 4.55 | 12.70 | 0 | 4.76 | 0.15 | 0 | 1.39 |
| 2 DC NC | 0.83 | 1.05 | 0.91 | 1.75 | 15.07 | 1.65 | 2.85 | 1.68 | 0.17 | 0.53 | 27.74 | 6.11 | 3.00 | 1.10 | 0.22 | 22.65 | 1.75 | 31.29 | 100.23 | 0.32 | 0.21 | 3.21 | 0 | 1.06 |
| 3 MTG | 0.93 | 0.98 | 1.02 | 1.81 | 2.63 | 1.36 | 0.59 | 0.66 | 0.11 | 6.72 | 1.39 | 3.69 | 1.31 | 1.16 | 120.89 | 92.27 | 1.62 | 53.07 | 194.91 | 306.81 | 0.12 | 22.13 | 0 | 1.03 |
| 4 PG | 1.53 | 1.25 | 0.94 | 1.02 | 27.39 | 1.25 | 2.15 | 3.63 | 0.21 | 0.51 | 3.23 | 0.04 | 1.17 | 0.56 | 0.28 | 920.78 | 1.06 | 38.65 | 246.25 | 0 | 114.75 | 147.82 | 0 | 1.07 |
| 5 ARLCR | 1.60 | 2.09 | 2.22 | 100.22 | 4.17 | 1.16 | 2.77 | 2.11 | 1.21 | 32.40 | 0 | 0 | 0.30 | 0.00 | 0 | 0.13 | 0.89 | 1.39 | 5.66 | 0 | 4.06 | 0.13 | 0 | 1.80 |
| 6 ARNCR | 0.77 | 1.33 | 0.95 | 3.67 | 1.68 | 0.93 | 1.66 | 1.22 | 2.06 | 2.88 | 2.43 | 0.03 | 0.01 | 0.62 | 1.11 | 6.76 | 0.07 | 0.25 | 156.78 | 0.01 | 143.92 | 6.25 | 0 | 1.04 |
| 7 ALX | 0.97 | 1.14 | 0.89 | 4.04 | 3.16 | 1.18 | 0.89 | 0.97 | 0.42 | 649.30 | 0.03 | 0 | 1.68 | 0.01 | 2.40 | 9.68 | 71.85 | 0.05 | 175.84 | 0 | 142.56 | 9.50 | 0 | 0.97 |
| 8 FFX | 1.42 | 2.37 | 0.88 | 2.46 | 7.29 | 1.12 | 1.25 | 0.97 | 0.71 | 1.04 | 0.11 | 16.79 | 0.36 | 0.73 | 63.47 | 175.06 | 695.78 | 42.66 | 2.22 | 0.19 | 19.84 | 269.51 | 0 | 1.02 |
| 9 LDN | 0.95 | 3.97 | 0.73 | 937.53 | 655.26 | 0.86 | 1.28 | 0.81 | 1.03 | 8.83 | 1.77 | 229.32 | 23.27 | 0.24 | 3.53 | 1.31 | 55.36 | 0.48 | 354.30 | 34.61 | 533.70 | 27.92 | 0 | 1.05 |
| 10 PW | 1.64 | 2.48 | 0.44 | 3.07 | 2.58 | 0.34 | 0.79 | 1.18 | 0.70 | 0.99 | 15.58 | 1.50 | 9.88 | 14.52 | 16.24 | 0.23 | 52.52 | 2.76 | 15.09 | 116.716 | 750.21 | 244.01 | 0 | 1.04 |
| 11 FRD | 0.19 | 0.18 | 1.57 | 0.23 | 0.41 | 542.75 | 0.48 | 8.58 | 10.93 | 85.84 | 0.99 | 0.72 | 0.52 | 0.08 | 0.15 | 0 | 0.57 | 20.75 | 1.49 | 7.02 | 1.11 | 0 | 0 | 1.04 |
| 12 CAR | 1.40 | 66.07 | 3.61 | 0.10 | 25.16 | 88.01 | 20.04 | 6.98 | 540.25 | 2.76 | 1.69 | 1.01 | 0.72 | 0.49 | 0 | 0 | 0 | 0.44 | 0.01 | 53.53 | 0 | 0 | 0 | 1.04 |
| 13 HOW | 1.37 | 1.36 | 1.35 | 0.92 | 137.81 | 0.33 | 1.15 | 1.76 | 93.81 | 54.03 | 8.52 | 1.91 | 1.02 | 1.22 | 23.98 | 7.14 | 0.34 | 0.00 | 2.13 | 81.14 | 4.73 | 2.25 | 0 | 1.05 |
| 14 AAR | 2.60 | 0.84 | 0.52 | 0.79 | 9.89 | 4.43 | 23.91 | 2.00 | 260.06 | 195.99 | 0.08 | 118.41 | 0.95 | 1.02 | 1.18 | 273.54 | 0.76 | 5.19 | 28.11 | 2.48 | 16.14 | 14.08 | 0 | 1.01 |
| 15 CAL | 0.30 | 1.10 | 366.90 | 0.76 | 6.06 | 422.25 | 609.921 | 630.95 | 27.50 | 30.16 | 0 | 0.03 | 0.19 | 0.55 | 1.13 | 0.66 | 0.86 | 0.43 | 2.33 | 0 | 1.31 | 13.22 | 0 | 1.11 |
| 16 STM | 1.17 | 0.84 | 151.01 | 0.64 | 159.29 | 476.471 | 102.732 | 423.37 | 28.19 | 39.95 | 0 | 0 | 11.93 | 0.22 | 0.84 | 1.03 | 1.46 | 0.94 | 0.05 | 0 | 33.69 | 239.44 | 0 | 1.07 |
| 17 CHS | 0.46 | 0.40 | 1.71 | 0.38 | 0.22 | 0.93 | 12.36 | 14.15 | 0.59 | 179.43 | 0 | 0 | 0.23 | 0.22 | 1.03 | 0.92 | 1.10 | 3.36 | 29.92 | 0 | 0.11 | 2.39 | 0 | 1.05 |
| 18 FAU | 1.28 | 0.06 | 0.05 | 0.25 | 0.04 | 45.57 | 32.06 | 1.21 | 0.52 | 0.68 | 2.10 | 0.18 | 0.42 | 2.09 | 0.19 | 0.03 | 3.28 | 1.171 | 213.22 | 0.05 | 712.30 | 23.07 | 0 | 1.06 |
| 19 STA | 1.65 | 27.36 | 0.22 | 3.15 | 0.36 | 0.31 | 244.87 | 3.41 | 89.59 | 0.94 | 0 | 0 | 0 | 0.23 | 0 | 0.24 | 1.21 | 728.32 | 1.34 | 0 | 0.47 | 332.08 | 0 | 1.07 |
| 20 CL/JF | 5.90 | 0.80 | 7.36 | 1.56 | 8.85 | 31.11 | 6.27 | 3.72 | 1.44 | 3.74 | 1.10 | 14.53 | 0.92 | 2.43 | 0 | 0 | 0 | 420.40 | 1.37 | 0.90 | 1.81 | 0 | 0 | 1.03 |
| 21 SP/FB | 23.23 | 0.21 | 0.12 | 0.38 | 0.03 | 146.94 | 205.97 | 4.03 | 81.04 | 0.46 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 266.86 | 0.99 | 0 | 1.15 | 0.56 | 0 | 1.10 |
| 22 KGEO | 2.61 | 0.02 | 1.63 | 16.02 | 8.36 | 32.41 | 52.83 | 5.78 | 4.77 | 595.61 | 0 | 0 | 0.05 | 0.19 | 2.14 | 5.91 | 203.14 | 63.02 | 0.74 | 0 | 0.59 | 1.01 | 0 | 0.97 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.05 | 1.11 | 1.02 | 1.06 | 2.86 | 1.02 | 1.16 | 1.02 | 0.99 | 0.99 | 1.01 | 1.01 | 1.01 | 0.99 | 1.07 | 1.02 | 1.12 | 1.25 | 1.42 | 1.06 | 1.04 | 1.11 | 0 | 1.04 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Est Auto Occ.

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.55 | 1.51 | 1.46 | 1.41 | 1.37 | 1.51 | 1.52 | 1.47 | 1.55 | 1.53 | 1.04 | 1.00 | 1.45 | 1.40 | 1.27 | 1.49 | 1.32 | 1.56 | 1.52 | 0 | 1.56 | 1.50 | 0 | 1.51 |
| 2 DC NC | 1.55 | 1.51 | 1.46 | 1.41 | 1.38 | 1.53 | 1.54 | 1.48 | 1.56 | 1.53 | 1.31 | 1.25 | 1.46 | 1.44 | 1.42 | 1.50 | 1.37 | 1.58 | 1.51 | 1.52 | 1.54 | 1.54 | 0 | 1.50 |
| 3 MTG | 1.49 | 1.50 | 1.56 | 1.55 | 1.61 | 1.56 | 1.59 | 1.67 | 1.72 | 1.68 | 1.61 | 1.63 | 1.60 | 1.61 | 1.68 | 1.71 | 1.65 | 1.73 | 1.68 | 1.68 | 1.70 | 1.72 | 0 | 1.56 |
| 4 PG | 1.57 | 1.51 | 1.62 | 1.56 | 1.67 | 1.62 | 1.62 | 1.73 | 1.80 | 1.72 | 1.68 | 1.67 | 1.62 | 1.61 | 1.63 | 1.66 | 1.59 | 1.84 | 1.71 | 0 | 1.70 | 1.68 | 0 | 1.57 |
| 5 ARLCR | 1.59 | 1.54 | 1.55 | 1.51 | 1.63 | 1.56 | 1.55 | 1.54 | 1.63 | 1.60 | 0 | 0 | 1.67 | 1.59 | 0 | 1.63 | 1.62 | 1.65 | 1.59 | 0 | 1.63 | 1.63 | 0 | 1.57 |
| 6 ARNCR | 1.47 | 1.52 | 1.55 | 1.52 | 1.60 | 1.53 | 1.53 | 1.53 | 1.62 | 1.58 | 1.68 | 1.50 | 1.64 | 1.61 | 1.68 | 1.66 | 1.60 | 1.65 | 1.60 | 1.67 | 1.62 | 1.65 | 0 | 1.53 |
| 7 ALX | 1.45 | 1.52 | 1.60 | 1.53 | 1.62 | 1.53 | 1.55 | 1.59 | 1.71 | 1.63 | 1.50 | 0 | 1.66 | 1.62 | 1.67 | 1.66 | 1.58 | 1.72 | 1.64 | 0 | 1.65 | 1.66 | 0 | 1.56 |
| 8 FFX | 1.27 | 1.47 | 1.59 | 1.61 | 1.64 | 1.49 | 1.54 | 1.59 | 1.60 | 1.61 | 1.68 | 1.69 | 1.68 | 1.68 | 1.70 | 1.73 | 1.66 | 1.65 | 1.66 | 1.68 | 1.68 | 1.72 | 0 | 1.58 |
| 9 LDN | 1.28 | 1.50 | 1.61 | 1.63 | 1.67 | 1.53 | 1.58 | 1.62 | 1.57 | 1.63 | 1.62 | 1.69 | 1.69 | 1.70 | 1.72 | 1.70 | 1.69 | 1.64 | 1.70 | 1.62 | 1.73 | 1.76 | 0 | 1.58 |
| 10 PW | 1.28 | 1.50 | 1.67 | 1.65 | 1.72 | 1.57 | 1.63 | 1.67 | 1.68 | 1.57 | 1.68 | 1.70 | 1.68 | 1.70 | 1.68 | 1.74 | 1.68 | 1.61 | 1.63 | 1.68 | 1.66 | 1.69 | 0 | 1.59 |
| 11 FRD | 1.78 | 1.68 | 1.75 | 1.70 | 1.97 | 1.85 | 1.89 | 1.97 | 1.78 | 1.90 | 1.56 | 1.59 | 1.73 | 1.72 | 1.67 | 0 | 1.68 | 1.84 | 2.10 | 1.63 | 1.73 | 0 | 0 | 1.60 |
| 12 CAR | 1.95 | 1.87 | 1.88 | 1.89 | 2.09 | 1.98 | 1.97 | 2.10 | 2.06 | 2.26 | 1.67 | 1.55 | 1.74 | 1.82 | 0 | 0 | 0 | 2.32 | 0.01 | 1.71 | 0 | 0 | 0 | 1.57 |
| 13 HOW | 1.59 | 1.53 | 1.61 | 1.58 | 1.71 | 1.65 | 1.68 | 1.82 | 1.84 | 1.78 | 1.62 | 1.59 | 1.56 | 1.58 | 1.69 | 1.73 | 1.68 | 1.81 | 1.72 | 1.71 | 1.72 | 1.77 | 0 | 1.56 |
| 14 AAR | 1.67 | 1.57 | 1.71 | 1.62 | 1.78 | 1.71 | 1.74 | 1.87 | 1.95 | 1.86 | 1.72 | 1.68 | 1.64 | 1.56 | 1.60 | 1.68 | 1.66 | 1.98 | 1.86 | 1.73 | 1.76 | 1.74 | 0 | 1.57 |
| 15 CAL | 1.88 | 1.69 | 2.00 | 1.73 | 2.03 | 1.93 | 1.95 | 2.05 | 2.13 | 2.10 | 0 | 1.50 | 1.96 | 1.67 | 1.55 | 1.62 | 1.71 | 2.39 | 1.91 | 0 | 1.93 | 1.71 | 0 | 1.57 |
| 16 STM | 2.08 | 1.92 | 2.13 | 1.96 | 2.17 | 2.04 | 2.09 | 2.13 | 2.15 | 2.16 | 0 | 0 | 2.15 | 2.11 | 1.67 | 1.56 | 1.73 | 2.54 | 1.99 | 0 | 1.94 | 1.68 | 0 | 1.60 |
| 17 CHS | 1.74 | 1.60 | 1.90 | 1.62 | 1.85 | 1.76 | 1.74 | 1.88 | 2.00 | 1.87 | 0 | 0 | 1.89 | 1.76 | 1.60 | 1.60 | 1.55 | 2.05 | 1.75 | 0 | 1.75 | 1.65 | 0 | 1.58 |
| 18 FAU | 1.21 | 1.55 | 1.71 | 1.66 | 1.79 | 1.65 | 1.74 | 1.86 | 1.76 | 1.68 | 1.68 | 1.64 | 1.68 | 1.73 | 1.73 | 1.50 | 1.72 | 1.57 | 1.63 | 1.64 | 1.66 | 1.68 | 0 | 1.60 |
| 19 STA | 1.37 | 1.64 | 2.18 | 1.68 | 1.98 | 1.83 | 1.88 | 1.94 | 2.14 | 1.68 | 0 | 0 | 0 | 1.77 | 0 | 1.71 | 1.68 | 1.66 | 1.57 | 0 | 1.60 | 1.61 | 0 | 1.59 |
| 20 CL/JF | 1.38 | 2.24 | 2.13 | 2.60 | 2.30 | 2.15 | 2.22 | 2.10 | 1.86 | 1.98 | 1.78 | 1.83 | 2.15 | 2.29 | 0 | 0 | 0 | 1.77 | 1.90 | 1.57 | 1.72 | 0 | 0 | 1.64 |
| 21 SP/FB | 1.49 | 2.63 | 2.79 | 3.00 | 2.25 | 2.12 | 2.13 | 2.15 | 2.33 | 1.88 | 0 | 0 | 0 | 0 | 0 | 1.50 | 0 | 1.84 | 1.63 | 0 | 1.57 | 1.63 | 0 | 1.60 |
| 22 KGEO | 1.56 | 2.17 | 2.91 | 2.27 | 2.34 | 2.22 | 2.23 | 2.27 | 2.48 | 2.07 | 0 | 0 | 5.00 | 3.17 | 2.00 | 1.75 | 1.84 | 2.02 | 1.71 | 0 | 1.71 | 1.56 | 0 | 1.63 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.48 | 1.51 | 1.57 | 1.56 | 1.60 | 1.54 | 1.56 | 1.60 | 1.59 | 1.58 | 1.57 | 1.56 | 1.57 | 1.56 | 1.56 | 1.57 | 1.57 | 1.59 | 1.59 | 1.58 | 1.59 | 1.58 | 0 | 1.57 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Obs Auto Occ.

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.37 | 1.53 | 1.00 | 1.50 | 0 | 1.56 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.36 |
| 2 DC NC | 1.57 | 1.53 | 1.53 | 1.23 | 1.00 | 1.31 | 1.16 | 1.59 | 1.72 | 2.00 | 0 | 0 | 1.00 | 1.25 | 1.00 | 0 | 2.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 1.51 |
| 3 MTG | 1.34 | 1.61 | 1.57 | 1.28 | 1.00 | 1.34 | 1.83 | 1.32 | 1.36 | 0 | 1.48 | 1.00 | 1.34 | 1.72 | 0 | 0 | 1.00 | 0 | 0 | 0 | 3.50 | 0 | 0 | 1.56 |
| 4 PG | 1.84 | 1.59 | 1.67 | 1.57 | 0 | 2.01 | 1.84 | 1.28 | 2.41 | 1.00 | 0 | 1.52 | 1.57 | 1.43 | 1.43 | 0 | 1.77 | 0 | 0 | 0 | 0 | 0 | 0 | 1.59 |
| 5 ARLCR | 0 | 1.00 | 1.00 | 0 | 1.00 | 1.38 | 1.00 | 1.88 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.30 |
| 6 ARNCR | 1.58 | 1.26 | 1.47 | 2.00 | 1.93 | 1.51 | 1.30 | 1.47 | 1.50 | 1.00 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.49 |
| 7 ALX | 1.22 | 1.96 | 1.24 | 1.00 | 2.37 | 1.33 | 1.65 | 1.53 | 1.83 | 0 | 0 | 0 | 0 | 3.50 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.58 |
| 8 FFX | 1.32 | 1.34 | 1.72 | 1.00 | 1.71 | 1.50 | 1.59 | 1.59 | 1.68 | 1.34 | 1.00 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 3.50 | 2.00 | 2.00 | 0 | 0 | 1.58 |
| 9 LDN | 1.00 | 1.31 | 1.00 | 0 | 0 | 1.50 | 1.00 | 1.57 | 1.73 | 1.00 | 2.25 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.27 | 0 | 1.00 | 0 | 0 | 0 | 1.67 |
| 10 PW | 1.32 | 1.00 | 1.00 | 1.00 | 1.00 | 1.77 | 2.24 | 1.49 | 1.42 | 1.62 | 0 | 0 | 0 | 0 | 0 | 2.00 | 0 | 1.45 | 1.18 | 0 | 0 | 0 | 0 | 1.61 |
| 11 FRD | 2.00 | 1.37 | 1.64 | 1.00 | 1.00 | 0 | 1.00 | 1.00 | 1.00 | 0 | 1.57 | 1.65 | 1.95 | 2.25 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.58 |
| 12 CAR | 0 | 0 | 1.21 | 1.30 | 0 | 0 | 0 | 1.00 | 0 | 0 | 1.80 | 1.63 | 1.87 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.63 |
| 13 HOW | 1.00 | 1.68 | 1.45 | 1.44 | 0 | 2.11 | 1.00 | 1.00 | 0 | 0 | 1.00 | 1.91 | 1.61 | 1.37 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.58 |
| 14 AAR | 1.69 | 1.92 | 1.89 | 1.58 | 1.00 | 1.00 | 1.00 | 3.21 | 0 | 0 | 1.19 | 0 | 1.64 | 1.55 | 1.67 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.57 |
| 15 CAL | 2.00 | 2.00 | 0 | 1.44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.16 | 1.59 | 1.24 | 3.50 | 0 | 0 | 0 | 0 | 0 | 0 | 1.57 |
| 16 STM | 1.00 | 1.00 | 0 | 1.32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.00 | 1.81 | 1.52 | 1.12 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.50 |
| 17 CHS | 1.12 | 1.54 | 1.00 | 1.43 | 2.25 | 2.03 | 1.00 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 1.00 | 1.00 | 1.12 | 1.53 | 0 | 0 | 0 | 2.00 | 2.00 | 0 | 1.50 |
| 18 FAU | 0 | 1.00 | 1.00 | 0 | 2.00 | 0 | 0 | 1.00 | 1.14 | 1.47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.46 | 0 | 1.83 | 0 | 0 | 0 | 1.43 |
| 19 STA | 0 | 0 | 1.00 | 0 | 1.00 | 1.00 | 0 | 1.17 | 0 | 1.12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.53 | 0 | 1.72 | 0 | 0 | 1.55 |
| 20 CL/JF | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.11 | 1.74 | 1.00 | 1.25 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.55 | 0 | 0 | 0 | 1.55 |
| 21 SP/FB | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 1.00 | 0 | 2.24 | 0 | 0 | 0 | 0 | 0 | 2.00 | 0 | 0 | 1.57 | 2.00 | 1.59 | 2.00 | 0 | 1.60 |
| 22 KGEO | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.74 | 0 | 1.29 | 1.61 | 0 | 1.56 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.49 | 1.54 | 1.58 | 1.54 | 1.65 | 1.51 | 1.60 | 1.57 | 1.70 | 1.60 | 1.57 | 1.63 | 1.61 | 1.54 | 1.58 | 1.50 | 1.53 | 1.44 | 1.55 | 1.56 | 1.63 | 1.62 | 0 | 1.57 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Est Pct. Tran

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 29.0 | 24.1 | 19.4 | 6.5 | 46.0 | 31.8 | 17.5 | 7.0 | 0 | 5.2 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.5 |
| 2 DC NC | 39.4 | 13.2 | 12.7 | 5.9 | 29.6 | 19.7 | 11.0 | 3.8 | 0 | 5.7 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 |
| 3 MTG | 17.8 | 4.7 | 2.6 | 1.5 | 32.1 | 6.1 | 1.3 | 0.4 | 0 | 42.2 | 0.0 | 0 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 |
| 4 PG | 23.0 | 6.7 | 5.1 | 1.6 | 29.5 | 9.5 | 2.6 | 0.6 | 0 | 12.9 | 0 | 0 | 0.3 | 0.1 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 |
| 5 ARLCR | 75.0 | 10.0 | 8.6 | 2.0 | 3.5 | 14.3 | 9.9 | 4.7 | 0 | 3.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 |
| 6 ARNCR | 43.0 | 4.0 | 2.5 | 0.4 | 4.7 | 4.3 | 5.1 | 2.4 | 0 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.9 |
| 7 ALX | 32.6 | 3.2 | 2.2 | 0.1 | 4.5 | 7.1 | 3.3 | 2.2 | 0 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.9 |
| 8 FFX | 17.3 | 1.8 | 1.1 | 0.4 | 4.3 | 4.2 | 2.9 | 0.6 | 0.1 | 1.7 | 2.1 | 0 | 4.8 | 0.6 | 12.4 | 12.6 | 0.9 | 0 | 0.0 | 0 | 0.3 | 0 | 0 | 1.3 |
| 9 LDN | 5.8 | 0.3 | 0.1 | 0.0 | 1.2 | 0.8 | 0.1 | 0.2 | 0.1 | 3.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 10 PW | 12.6 | 7.5 | 25.3 | 15.1 | 6.0 | 5.9 | 4.3 | 2.1 | 2.1 | 0.3 | 29.3 | 0 | 93.0 | 28.0 | 92.5 | 88.9 | 24.5 | 0 | 0.0 | 0 | 0.4 | 0 | 0 | 0.7 |
| 11 FRD | 1.2 | 0.1 | 0.0 | 0 | 0.6 | 0.1 | 0 | 0.0 | 0 | 4.5 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 8.1 | 0.6 | 0.1 | 0.2 | 8.9 | 1.5 | 0.0 | 2.1 | 0 | 82.6 | 0 | 0 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 14 AAR | 8.7 | 0.6 | 0.1 | 0.1 | 9.7 | 1.8 | 0.2 | 1.8 | 0 | 31.8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 15 CAL | 0.8 | 0.1 | 0.0 | 0 | 0.6 | 0.1 | 0.0 | 0.0 | 0 | 5.6 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17 CHS | 4.0 | 0.4 | 0.1 | 0.0 | 4.4 | 0.8 | 0.1 | 0.1 | 0 | 10.2 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 18 FAU | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 7.4 | 10.4 | 9.0 | 52.6 | 1.7 | 1.1 | 0.8 | 0.5 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 28.5 | | 3.1 | | 12.0 | | 3.7 | | 0.1 | | 0.2 | | 0.1 | | 0.0 | | 0.2 | | 0.0 | | 0.0 | | 0 | |
| | | 9.8 | | 1.7 | | 6.1 | | 0.8 | | 0.4 | | 0 | | 0.0 | | 0.1 | | 0 | | 0 | | 0 | | 2.9 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal HBO Trips MODE: Obs Pct. Tran

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 46.8 | 36.8 | 49.4 | 29.8 | 100.0 | 66.2 | 11.9 | 23.1 | 0 | 0 | 0 | 0 | 0 | 34.0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41.0 |
| 2 DC NC | 32.8 | 13.9 | 9.0 | 14.5 | 84.6 | 39.0 | 15.1 | 3.8 | 0.7 | 7.8 | 0 | 0 | 13.5 | 20.1 | 0 | 0 | 0 | 0 | 0 | 0 | 9.9 | 0 | 0 | 17.5 |
| 3 MTG | 33.5 | 10.9 | 2.2 | 6.0 | 39.0 | 44.2 | 1.9 | 0.3 | 1.0 | 100.0 | 0 | 0 | 0.7 | 4.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 |
| 4 PG | 19.0 | 8.4 | 4.4 | 1.9 | 100.0 | 9.5 | 1.7 | 2.8 | 1.6 | 0 | 100.0 | 0 | 0.1 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 |
| 5 ARLCR | 100.0 | 37.9 | 8.8 | 0 | 0 | 14.0 | 21.1 | 13.4 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.8 |
| 6 ARNCR | 32.3 | 24.7 | 7.6 | 24.9 | 7.8 | 2.4 | 4.3 | 3.2 | 10.2 | 1.9 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 12.9 | 0 | 100.0 | 0 | 0 | 0 | 7.0 |
| 7 ALX | 30.3 | 15.7 | 14.2 | 11.5 | 5.7 | 6.1 | 2.8 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.8 |
| 8 FFX | 22.8 | 14.7 | 2.3 | 4.1 | 15.1 | 4.3 | 3.2 | 0.7 | 0.5 | 0.2 | 0 | 0 | 0 | 5.7 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 1.5 |
| 9 LDN | 4.6 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 10 PW | 34.4 | 33.2 | 1.4 | 0 | 0 | 2.2 | 0 | 0.5 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| 11 FRD | 8.1 | 3.8 | 0.4 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| 12 CAR | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 13 HOW | 23.2 | 2.3 | 0.4 | 0 | 0 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 14 AAR | 32.8 | 3.0 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 15 CAL | 4.9 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 16 STM | 0 | 14.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 17 CHS | 5.8 | 5.4 | 0 | 0.0 | 2.0 | 6.3 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| 18 FAU | 100.0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 19 STA | 100.0 | 0 | 0 | 0 | 0 | 17.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 20 CL/JF | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 21 SP/FB | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 30.0 | | 2.6 | | 10.6 | | 3.1 | | 0.1 | | 0.3 | | 0.0 | | 0.0 | | 0 | | 0 | | 0.0 | | 0 | |
| | | 13.3 | | 2.3 | | 6.1 | | 0.8 | | 0.2 | | 0 | | 0.1 | | 0 | | 0.1 | | 0.1 | | 0 | | 3.0 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Est Transit

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 18298 | 9221 | 2441 | 1504 | 1954 | 2915 | 1179 | 867 | 0 | 18 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 38402 |
| 2 DC NC | 11526 | 8425 | 2440 | 1213 | 957 | 1255 | 456 | 317 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26601 |
| 3 MTG | 3253 | 1037 | 7948 | 175 | 462 | 296 | 67 | 47 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13301 |
| 4 PG | 3134 | 773 | 253 | 1007 | 275 | 201 | 50 | 9 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5717 |
| 5 ARLCR | 1939 | 363 | 122 | 33 | 325 | 825 | 316 | 169 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4094 |
| 6 ARNCR | 2918 | 519 | 176 | 42 | 1238 | 2198 | 635 | 492 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8225 |
| 7 ALX | 1167 | 164 | 62 | 18 | 313 | 594 | 1165 | 189 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3680 |
| 8 FFX | 2290 | 156 | 84 | 11 | 402 | 634 | 409 | 1954 | 1 | 38 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5983 |
| 9 LDN | 62 | 0 | 0 | 0 | 8 | 5 | 0 | 2 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 10 PW | 144 | 11 | 17 | 14 | 19 | 20 | 20 | 44 | 2 | 66 | 2 | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 366 |
| 11 FRD | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 51 | 4 | 4 | 1 | 3 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 14 AAR | 171 | 12 | 5 | 3 | 5 | 3 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 15 CAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17 CHS | 38 | 4 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 44994 | | 13555 | | 5962 | | 4299 | | 49 | | 156 | | 12 | | 2 | | 65 | | 0 | | 1 | | 0 | |
| | | 20691 | | 4021 | | 8949 | | 4099 | | 194 | | 0 | | 4 | | 13 | | 0 | | 0 | | 0 | | 107065 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Obs Transit

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 19512 | 10054 | 2658 | 1761 | 920 | 4465 | 394 | 1054 | 48 | 60 | 0 | 0 | 79 | 89 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 41106 |
| 2 DC NC | 10435 | 8323 | 1306 | 1147 | 338 | 1992 | 523 | 530 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 24635 |
| 3 MTG | 4630 | 2130 | 5072 | 662 | 118 | 377 | 67 | 66 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13147 |
| 4 PG | 2249 | 1436 | 1085 | 1467 | 52 | 373 | 125 | 35 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6853 |
| 5 ARLCR | 811 | 360 | 43 | 58 | 0 | 585 | 75 | 111 | 0 | 15 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2086 |
| 6 ARNCR | 4098 | 1184 | 164 | 418 | 313 | 3356 | 423 | 632 | 36 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 10676 |
| 7 ALX | 1020 | 329 | 50 | 98 | 137 | 664 | 673 | 215 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3212 |
| 8 FFX | 2021 | 532 | 90 | 21 | 128 | 822 | 416 | 1667 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5706 |
| 9 LDN | 82 | 0 | 0 | 0 | 0 | 47 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 10 PW | 115 | 14 | 10 | 0 | 0 | 98 | 0 | 65 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 448 |
| 11 FRD | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 109 | 0 | 0 | 0 | 0 | 48 | 24 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 14 AAR | 137 | 30 | 0 | 0 | 0 | 74 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 CHS | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 18 FAU | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 19 STA | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 45319 | | 10511 | | 2006 | | 2751 | | 93 | | 179 | | 131 | | 0 | | 0 | | 17 | | 0 | | 0 | |
| | | 24392 | | 5632 | | 12901 | | 4386 | | 270 | | 0 | | 183 | | 0 | | 12 | | 18 | | 0 | | 108801 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Difference (Est-Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | -1214 | -833 | -217 | -257 | 1034 | -1550 | 785 | -187 | -48 | -42 | 0 | 0 | -77 | -87 | 1 | 0 | 0 | -12 | 0 | 0 | 1 | 0 | 0 | -2704 |
| 2 DC NC | 1091 | 102 | 1134 | 66 | 619 | -737 | -67 | -213 | 0 | -13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -18 | 0 | 0 | 0 | 1966 |
| 3 MTG | -1377 | -1093 | 2876 | -487 | 344 | -81 | 0 | -19 | 0 | 15 | 0 | 0 | -24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 4 PG | 885 | -663 | -832 | -460 | 223 | -172 | -75 | -26 | 0 | 15 | 0 | 0 | 0 | -31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1136 |
| 5 ARLCR | 1128 | 3 | 79 | -25 | 325 | 240 | 241 | 58 | 0 | -12 | 0 | 0 | 0 | -28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2008 |
| 6 ARNCR | -1180 | -665 | 12 | -376 | 925 | -1158 | 212 | -140 | -36 | 7 | 0 | 0 | 0 | -35 | 0 | 0 | 0 | 0 | -17 | 0 | 0 | 0 | 0 | -2451 |
| 7 ALX | 147 | -165 | 12 | -80 | 176 | -70 | 492 | -26 | 0 | -18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 468 |
| 8 FFX | 269 | -376 | -6 | -10 | 274 | -188 | -7 | 287 | -8 | 38 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 9 LDN | -20 | 0 | 0 | 0 | 8 | -42 | 0 | -9 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 |
| 10 PW | 29 | -3 | 7 | 14 | 19 | -78 | 20 | -21 | 2 | -80 | 2 | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | -82 |
| 11 FRD | -46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -72 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | -58 | 4 | 4 | 1 | 3 | -47 | -24 | 1 | 0 | 3 | 0 | 0 | -22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -134 |
| 14 AAR | 34 | -18 | 5 | 3 | 5 | -71 | -29 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -64 |
| 15 CAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17 CHS | -4 | 4 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 18 FAU | 0 | 0 | -33 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -32 |
| 19 STA | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -9 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -325 | -3701 | 3044 | -1611 | 3956 | -3952 | 1548 | -287 | -44 | -76 | -23 | 0 | -119 | -179 | 0 | 0 | 0 | -12 | -17 | -18 | 0 | 0 | 0 | -1736 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Ratio (Est/Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 0.94 | 0.92 | 0.92 | 0.85 | 2.12 | 0.65 | 2.99 | 0.82 | 0 | 0.30 | 0 | 0 | 0.02 | 0.02 | 0.63 | 0.01 | 0.32 | 0 | 0 | 0 | 0.65 | 0 | 0 | 0.93 |
| 2 DC NC | 1.10 | 1.01 | 1.87 | 1.06 | 2.83 | 0.63 | 0.87 | 0.60 | 0 | 0.44 | 0 | 0 | 0.51 | 0.15 | 0.08 | 0 | 0.04 | 0 | 0 | 0 | 0.03 | 0 | 0 | 1.08 |
| 3 MTG | 0.70 | 0.49 | 1.57 | 0.26 | 3.91 | 0.79 | 1.00 | 0.71 | 0 | 14.98 | 0.01 | 0 | 0.05 | 0 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.01 |
| 4 PG | 1.39 | 0.54 | 0.23 | 0.69 | 5.29 | 0.54 | 0.40 | 0.25 | 0 | 14.86 | 0 | 0 | 0.18 | 0.01 | 0 | 0 | 0.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0.83 |
| 5 ARLCR | 2.39 | 1.01 | 2.85 | 0.56 | 324.64 | 1.41 | 4.21 | 1.52 | 0 | 0.21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.96 |
| 6 ARNCR | 0.71 | 0.44 | 1.08 | 0.10 | 3.95 | 0.65 | 1.50 | 0.78 | 0 | 7.30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.77 |
| 7 ALX | 1.14 | 0.50 | 1.24 | 0.19 | 2.28 | 0.89 | 1.73 | 0.88 | 0 | 0.30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.15 |
| 8 FFX | 1.13 | 0.29 | 0.93 | 0.53 | 3.14 | 0.77 | 0.98 | 1.17 | 0.08 | 37.99 | 0.79 | 0 | 1.02 | 0.46 | 0.28 | 0.35 | 0.81 | 0 | 0 | 0 | 0.21 | 0 | 0 | 1.05 |
| 9 LDN | 0.75 | 0.40 | 0.42 | 0 | 8.39 | 0.11 | 0.35 | 0.20 | 45.83 | 5.35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.93 |
| 10 PW | 1.25 | 0.79 | 1.67 | 13.95 | 19.26 | 0.20 | 20.36 | 0.68 | 2.10 | 0.45 | 1.93 | 0 | 2.48 | 1.29 | 0.69 | 0.91 | 2.00 | 0 | 0 | 0 | 0.53 | 0 | 0 | 0.82 |
| 11 FRD | 0.04 | 0.04 | 0.15 | 0 | 0.11 | 0.04 | 0 | 0.04 | 0 | 0.12 | 0.85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.68 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0.46 | 4.30 | 3.99 | 1.13 | 2.70 | 0.03 | 0.02 | 1.30 | 0 | 3.03 | 0 | 0 | 0.18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.36 |
| 14 AAR | 1.25 | 0.42 | 4.66 | 2.62 | 5.00 | 0.04 | 0.06 | 3.47 | 0 | 3.35 | 0 | 0 | 0 | 0.20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.76 |
| 15 CAL | 1.16 | 0.09 | 0.02 | 0 | 0.05 | 0.02 | 0 | 0.03 | 0 | 0.08 | 0 | 0 | 0 | 0 | 0.39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.84 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.29 | 0.73 | 0 | 0 | 0 | 0 | 0 | 0 | 12.02 |
| 17 CHS | 0.90 | 3.89 | 0.94 | 0 | 1.85 | 1.05 | 0.17 | 0.58 | 0 | 1.69 | 0 | 0 | 0 | 0 | 0 | 0.50 | 61.56 | 0 | 0 | 0 | 0 | 0 | 0 | 2.62 |
| 18 FAU | 0.05 | 0 | 0 | 0 | 0 | 0 | 0 | 0.73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.02 |
| 19 STA | 0.02 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.12 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0.78 | 0.25 | 0.56 | 0.27 | 0.09 | 0.17 | 0.18 | 2.47 | 0 | 0.14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.91 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.05 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.99 | 0.85 | 1.29 | 0.71 | 2.97 | 0.69 | 1.56 | 0.93 | 0.52 | 0.72 | 0.87 | 0 | 0.09 | 0.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.98 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Est Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 31630 | 14507 | 5105 | 10022 | 1874 | 3326 | 2434 | 5813 | 404 | 768 | 324 | 76 | 614 | 1604 | 166 | 111 | 633 | 121 | 207 | 42 | 138 | 12 | 0 | 79933 |
| 2 DC NC | 12225 | 32953 | 7765 | 12755 | 1123 | 2443 | 1962 | 4708 | 318 | 565 | 314 | 75 | 769 | 1732 | 157 | 91 | 611 | 88 | 145 | 39 | 97 | 9 | 0 | 80943 |
| 3 MTG | 4311 | 9292 | 155735 | 10541 | 453 | 1685 | 1038 | 6467 | 628 | 625 | 2282 | 444 | 2397 | 2350 | 133 | 75 | 325 | 155 | 153 | 164 | 115 | 8 | 0 | 199377 |
| 4 PG | 8689 | 13323 | 10515 | 109488 | 701 | 1723 | 2168 | 4045 | 268 | 548 | 403 | 161 | 3073 | 6988 | 582 | 293 | 2143 | 95 | 179 | 48 | 130 | 22 | 0 | 165586 |
| 5 ARLCR | 1744 | 1694 | 777 | 909 | 5207 | 3138 | 1460 | 3086 | 168 | 341 | 37 | 8 | 47 | 121 | 14 | 10 | 54 | 30 | 52 | 10 | 34 | 3 | 0 | 18942 |
| 6 ARNCR | 3205 | 3120 | 1763 | 1835 | 2697 | 21222 | 3543 | 9410 | 447 | 850 | 77 | 14 | 97 | 253 | 26 | 17 | 113 | 73 | 115 | 22 | 79 | 5 | 0 | 48982 |
| 7 ALX | 2412 | 2213 | 1027 | 2114 | 1401 | 3588 | 19881 | 9025 | 297 | 1010 | 56 | 12 | 81 | 237 | 38 | 30 | 193 | 61 | 155 | 17 | 101 | 8 | 0 | 43956 |
| 8 FFX | 4012 | 4636 | 5962 | 3900 | 2776 | 9079 | 8681 | 227141 | 8297 | 8216 | 324 | 59 | 320 | 625 | 80 | 64 | 368 | 706 | 675 | 160 | 432 | 23 | 0 | 286534 |
| 9 LDN | 277 | 255 | 548 | 229 | 146 | 403 | 272 | 8281 | 39427 | 992 | 217 | 21 | 43 | 63 | 4 | 4 | 24 | 192 | 48 | 248 | 36 | 1 | 0 | 51733 |
| 10 PW | 583 | 511 | 579 | 515 | 311 | 818 | 967 | 8027 | 931 | 55488 | 43 | 7 | 43 | 107 | 14 | 12 | 68 | 707 | 1053 | 48 | 463 | 19 | 0 | 71314 |
| 11 FRD | 323 | 313 | 2360 | 419 | 39 | 81 | 60 | 383 | 261 | 56 | 45128 | 1008 | 586 | 365 | 13 | 8 | 33 | 31 | 20 | 444 | 16 | 1 | 0 | 51947 |
| 12 CAR | 89 | 84 | 508 | 184 | 9 | 17 | 14 | 80 | 29 | 11 | 1041 | 26207 | 507 | 267 | 6 | 3 | 13 | 6 | 5 | 51 | 4 | 0 | 0 | 29136 |
| 13 HOW | 641 | 832 | 2545 | 3295 | 51 | 107 | 92 | 384 | 54 | 52 | 530 | 456 | 33009 | 4815 | 45 | 26 | 92 | 20 | 19 | 44 | 16 | 2 | 0 | 47128 |
| 14 AAR | 1521 | 1781 | 2527 | 7226 | 123 | 263 | 252 | 731 | 84 | 128 | 347 | 246 | 5009 | 88151 | 363 | 113 | 355 | 38 | 57 | 41 | 47 | 9 | 0 | 109414 |
| 15 CAL | 180 | 167 | 148 | 628 | 16 | 29 | 42 | 97 | 7 | 19 | 14 | 6 | 51 | 391 | 13610 | 830 | 350 | 5 | 10 | 2 | 11 | 9 | 0 | 16623 |
| 16 STM | 132 | 110 | 94 | 352 | 12 | 22 | 35 | 81 | 7 | 17 | 10 | 4 | 33 | 139 | 887 | 36711 | 734 | 6 | 19 | 2 | 33 | 39 | 0 | 39478 |
| 17 CHS | 624 | 620 | 357 | 2244 | 55 | 116 | 193 | 385 | 28 | 74 | 32 | 11 | 98 | 372 | 333 | 659 | 25713 | 18 | 42 | 5 | 44 | 70 | 0 | 32093 |
| 18 FAU | 102 | 72 | 130 | 81 | 26 | 63 | 55 | 690 | 191 | 723 | 25 | 4 | 16 | 31 | 4 | 4 | 16 | 8037 | 145 | 39 | 112 | 5 | 0 | 10573 |
| 19 STA | 176 | 119 | 133 | 153 | 43 | 94 | 132 | 624 | 47 | 1073 | 16 | 3 | 17 | 50 | 8 | 12 | 37 | 142 | 12374 | 5 | 2148 | 55 | 0 | 17461 |
| 20 CL/JF | 36 | 32 | 147 | 42 | 8 | 19 | 15 | 154 | 243 | 50 | 371 | 40 | 42 | 37 | 2 | 1 | 5 | 39 | 5 | 10065 | 5 | 0 | 0 | 11360 |
| 21 SP/FB | 120 | 89 | 99 | 110 | 29 | 64 | 85 | 398 | 36 | 464 | 12 | 3 | 14 | 40 | 8 | 21 | 36 | 107 | 2075 | 5 | 20034 | 82 | 0 | 23931 |
| 22 KGEO | 11 | 7 | 7 | 19 | 2 | 4 | 7 | 22 | 1 | 20 | 1 | 0 | 2 | 8 | 7 | 28 | 60 | 5 | 57 | 0 | 86 | 1961 | 0 | 2316 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 73044 | 86731 | 198831 | 167062 | 17101 | 48304 | 43388 | 290030 | 52173 | 72090 | 51604 | 28865 | 46869 | 108745 | 16501 | 39124 | 31976 | 10681 | 17614 | 11502 | 24181 | 2343 | 0 | 1438760 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Obs Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 24492 | 17645 | 9284 | 12601 | 382 | 7308 | 5548 | 12447 | 1623 | 635 | 0 | 0 | 0 | 1974 | 0 | 0 | 1289 | 0 | 610 | 0 | 0 | 218 | 0 | 96057 |
| 2 DC NC | 13372 | 35152 | 14187 | 21173 | 500 | 2117 | 1074 | 8691 | 691 | 271 | 0 | 0 | 172 | 1917 | 951 | 0 | 1302 | 0 | 568 | 0 | 610 | 0 | 0 | 102748 |
| 3 MTG | 7988 | 6881 | 182299 | 15389 | 0 | 2390 | 922 | 6513 | 1316 | 186 | 5969 | 455 | 2368 | 2535 | 0 | 0 | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 235541 |
| 4 PG | 7299 | 9492 | 14249 | 117882 | 410 | 941 | 503 | 4562 | 661 | 281 | 0 | 0 | 4576 | 11109 | 376 | 0 | 2326 | 0 | 0 | 0 | 0 | 0 | 0 | 174665 |
| 5 ARLCR | 1501 | 1095 | 674 | 578 | 1093 | 2132 | 1275 | 3740 | 0 | 666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12755 |
| 6 ARNCR | 5572 | 1670 | 2579 | 958 | 3172 | 22054 | 4424 | 17269 | 243 | 976 | 0 | 0 | 0 | 383 | 0 | 0 | 156 | 0 | 929 | 0 | 0 | 0 | 0 | 60384 |
| 7 ALX | 2706 | 1733 | 589 | 1054 | 799 | 3330 | 22215 | 7306 | 618 | 857 | 0 | 0 | 1832 | 757 | 0 | 0 | 394 | 0 | 320 | 0 | 0 | 0 | 0 | 44510 |
| 8 FFX | 12244 | 8314 | 12004 | 5143 | 2308 | 13260 | 6809 | 244825 | 10629 | 16271 | 610 | 0 | 54 | 280 | 238 | 235 | 1866 | 909 | 2885 | 521 | 1344 | 0 | 0 | 340747 |
| 9 LDN | 1491 | 356 | 460 | 984 | 0 | 719 | 300 | 9678 | 36901 | 1147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 78 | 0 | 0 | 0 | 52374 |
| 10 PW | 0 | 367 | 770 | 203 | 0 | 1102 | 1002 | 16194 | 804 | 53581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 759 | 797 | 0 | 129 | 164 | 0 | 75870 |
| 11 FRD | 0 | 0 | 3837 | 1533 | 0 | 0 | 0 | 0 | 0 | 298 | 51834 | 1142 | 883 | 0 | 0 | 0 | 0 | 0 | 0 | 539 | 0 | 0 | 0 | 60066 |
| 12 CAR | 0 | 0 | 679 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1302 | 23345 | 1072 | 1026 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27424 |
| 13 HOW | 740 | 707 | 1876 | 2185 | 0 | 0 | 1368 | 210 | 0 | 0 | 387 | 1630 | 35663 | 10060 | 0 | 0 | 392 | 0 | 0 | 0 | 0 | 0 | 0 | 55217 |
| 14 AAR | 1217 | 602 | 3742 | 6812 | 188 | 1292 | 0 | 191 | 0 | 363 | 0 | 969 | 6472 | 86800 | 765 | 527 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109941 |
| 15 CAL | 801 | 0 | 0 | 510 | 0 | 0 | 0 | 674 | 0 | 0 | 0 | 0 | 239 | 889 | 14131 | 760 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 18254 |
| 16 STM | 0 | 0 | 0 | 460 | 0 | 0 | 0 | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 1343 | 38555 | 1136 | 0 | 0 | 0 | 0 | 0 | 0 | 42017 |
| 17 CHS | 142 | 491 | 0 | 2971 | 0 | 295 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 401 | 0 | 1403 | 26668 | 0 | 0 | 0 | 0 | 0 | 0 | 33053 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 685 | 351 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3937 | 0 | 0 | 0 | 0 | 0 | 5259 |
| 19 STA | 0 | 1014 | 0 | 0 | 0 | 0 | 0 | 856 | 0 | 1228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10130 | 0 | 2452 | 118 | 0 | 15799 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2923 | 539 | 0 | 0 | 4495 |
| 21 SP/FB | 0 | 266 | 0 | 0 | 558 | 568 | 0 | 337 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2784 | 0 | 22091 | 593 | 0 | 27328 |
| 22 KGEO | 335 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 596 | 0 | 0 | 0 | 1643 | 5357 | 0 | 8267 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 79900 | 85957 | 247229 | 190434 | 9410 | 57510 | 46120 | 334698 | 54325 | 77341 | 60646 | 27541 | 53333 | 118130 | 17805 | 41480 | 36374 | 5605 | 19614 | 4060 | 28807 | 6450 | 0 | 1602771 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips  MODE: Difference (Est-Obs) Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 7138 | -3138 | -4179 | -2579 | 1491 | -3982 | -3113 | -6634 | -1219 | 133 | 324 | 76 | 614 | -370 | 166 | 111 | -655 | 121 | -403 | 42 | 138 | -206 | 0 | -16123 |
| 2 DC NC | -1148 | -2199 | -6422 | -8418 | 623 | 326 | 889 | -3983 | -373 | 294 | 314 | 75 | 596 | -185 | -795 | 91 | -691 | 88 | -423 | 39 | -513 | 9 | 0 | -21805 |
| 3 MTG | -3677 | 2411 | -26564 | -4848 | 453 | -706 | 116 | -46 | -688 | 439 | -3687 | -11 | 29 | -185 | 133 | 75 | 325 | 155 | -177 | 164 | 115 | 8 | 0 | -36165 |
| 4 PG | 1390 | 3830 | -3734 | -8394 | 292 | 782 | 1664 | -517 | -393 | 267 | 403 | 161 | -1503 | -4121 | 206 | 293 | -183 | 95 | 179 | 48 | 130 | 22 | 0 | -9080 |
| 5 ARLCR | 242 | 599 | 103 | 331 | 4113 | 1006 | 184 | -655 | 168 | -326 | 37 | 8 | 47 | 121 | 14 | 10 | 54 | 30 | 52 | 10 | 34 | 3 | 0 | 6186 |
| 6 ARNCR | -2367 | 1450 | -816 | 878 | -475 | -832 | -882 | -7859 | 204 | -126 | 77 | 14 | 97 | -130 | 26 | 17 | -43 | 73 | -814 | 22 | 79 | 5 | 0 | -11402 |
| 7 ALX | -294 | 480 | 438 | 1060 | 603 | 258 | -2335 | 1720 | -321 | 153 | 56 | 12 | -1751 | -520 | 38 | 30 | -201 | 61 | -165 | 17 | 101 | 8 | 0 | -554 |
| 8 FFX | -8233 | -3678 | -6042 | -1242 | 469 | -4181 | 1872 | -17685 | -2331 | -8055 | -286 | 59 | 266 | 345 | -158 | -171 | -1499 | -204 | -2209 | -361 | -912 | 23 | 0 | -54214 |
| 9 LDN | -1214 | -101 | 88 | -755 | 146 | -317 | -28 | -1396 | 2526 | -154 | 217 | 21 | 43 | 63 | 4 | 4 | 24 | 192 | -212 | 170 | 36 | 1 | 0 | -641 |
| 10 PW | 583 | 144 | -191 | 313 | 311 | -284 | -35 | -8167 | 127 | 1907 | 43 | 7 | 43 | 107 | 14 | 12 | 68 | -52 | 257 | 48 | 334 | -145 | 0 | -4556 |
| 11 FRD | 323 | 313 | -1477 | -1114 | 39 | 81 | 60 | 383 | 261 | -243 | -6705 | -134 | -297 | 365 | 13 | 8 | 33 | 31 | 20 | -95 | 16 | 1 | 0 | -8119 |
| 12 CAR | 89 | 84 | -171 | 184 | 9 | 17 | 14 | 80 | 29 | 11 | -260 | 2862 | -565 | -759 | 6 | 3 | 13 | 6 | 5 | 51 | 4 | 0 | 0 | 1713 |
| 13 HOW | -99 | 125 | 669 | 1110 | 51 | 107 | -1276 | 174 | 54 | 52 | 143 | -1174 | -2654 | -5244 | 45 | 26 | -299 | 20 | 19 | 44 | 16 | 2 | 0 | -8089 |
| 14 AAR | 304 | 1179 | -1215 | 415 | -65 | -1029 | 252 | 540 | 84 | -234 | 347 | -723 | -1464 | 1351 | -402 | -414 | 355 | 38 | 57 | 41 | 47 | 9 | 0 | -527 |
| 15 CAL | -621 | 167 | 148 | 118 | 16 | 29 | 42 | -577 | 7 | 19 | 14 | 6 | -188 | -499 | -521 | 71 | 100 | 5 | 10 | 2 | 11 | 9 | 0 | -1631 |
| 16 STM | 132 | 110 | 94 | -108 | 12 | 22 | 35 | -442 | 7 | 17 | 10 | 4 | 33 | 139 | -456 | -1844 | -403 | 6 | 19 | 2 | 33 | 39 | 0 | -2539 |
| 17 CHS | 482 | 130 | 357 | -727 | 55 | -179 | -488 | 385 | 28 | 74 | 32 | 11 | 98 | -29 | 333 | -745 | -955 | 18 | 42 | 5 | 44 | 70 | 0 | -959 |
| 18 FAU | 102 | 72 | 130 | 81 | 26 | 63 | 55 | 6 | -161 | 437 | 25 | 4 | 16 | 31 | 4 | 4 | 16 | 4100 | 145 | 39 | 112 | 5 | 0 | 5314 |
| 19 STA | 176 | -895 | 133 | 153 | 43 | 94 | 132 | -233 | 47 | -155 | 16 | 3 | 17 | 50 | 8 | 12 | 37 | 142 | 2244 | 5 | -304 | -63 | 0 | 1662 |
| 20 CL/JF | 36 | 32 | 147 | 42 | 8 | 19 | 15 | 154 | -245 | 50 | -174 | 40 | 42 | 37 | 2 | 1 | 5 | 39 | 5 | 7142 | -534 | 0 | 0 | 6865 |
| 21 SP/FB | 120 | -177 | 99 | 110 | -530 | -505 | 85 | 61 | 36 | 334 | 12 | 3 | 14 | 40 | 8 | 21 | 36 | 107 | -709 | 5 | -2058 | -511 | 0 | -3397 |
| 22 KGEO | -323 | -165 | 7 | 19 | 2 | 4 | 7 | 22 | 1 | -143 | 1 | 0 | 2 | 8 | 7 | 28 | -536 | 5 | 57 | 0 | -1557 | -3396 | 0 | -5951 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -6856 | 774 | -48398 | -23372 | 7691 | -9206 | -2732 | -44668 | -2152 | -5251 | -9043 | 1324 | -6463 | -9385 | -1304 | -2356 | -4398 | 5077 | -2000 | 7442 | -4627 | -4107 | 0 | -164011 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips  MODE: Ratio (Est/Obs) Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.29 | 0.82 | 0.55 | 0.80 | 4.90 | 0.46 | 0.44 | 0.47 | 0.25 | 1.21 | 324.47 | 76.06 | 613.73 | 0.81 | 166.03 | 111.03 | 0.49 | 121.15 | 0.34 | 42.43 | 138.36 | 0.06 | 0 | 0.83 |
| 2 DC NC | 0.91 | 0.94 | 0.55 | 0.60 | 2.25 | 1.15 | 1.83 | 0.54 | 0.46 | 2.08 | 313.58 | 74.58 | 4.46 | 0.90 | 0.16 | 91.22 | 0.47 | 88.39 | 0.26 | 38.70 | 0.16 | 9.24 | 0 | 0.79 |
| 3 MTG | 0.54 | 1.35 | 0.85 | 0.68 | 452.65 | 0.70 | 1.13 | 0.99 | 0.48 | 3.36 | 0.38 | 0.98 | 1.01 | 0.93 | 133.48 | 74.78 | 325.13 | 154.92 | 0.46 | 164.48 | 114.70 | 7.59 | 0 | 0.85 |
| 4 PG | 1.19 | 1.40 | 0.74 | 0.93 | 1.71 | 1.83 | 4.31 | 0.89 | 0.41 | 1.95 | 403.20 | 160.91 | 0.67 | 0.63 | 1.55 | 292.95 | 0.92 | 95.32 | 178.90 | 48.16 | 130.31 | 21.91 | 0 | 0.95 |
| 5 ARLCR | 1.16 | 1.55 | 1.15 | 1.57 | 4.76 | 1.47 | 1.14 | 0.82 | 168.06 | 0.51 | 37.47 | 7.84 | 47.37 | 121.06 | 14.46 | 9.88 | 53.75 | 29.62 | 51.66 | 9.50 | 34.23 | 2.74 | 0 | 1.49 |
| 6 ARNCR | 0.58 | 1.87 | 0.68 | 1.92 | 0.85 | 0.96 | 0.80 | 0.54 | 1.84 | 0.87 | 76.62 | 13.84 | 97.33 | 0.66 | 25.89 | 17.39 | 0.73 | 73.17 | 0.12 | 22.33 | 78.91 | 5.02 | 0 | 0.81 |
| 7 ALX | 0.89 | 1.28 | 1.74 | 2.01 | 1.75 | 1.08 | 0.89 | 1.24 | 0.48 | 1.18 | 55.76 | 11.64 | 0.04 | 0.31 | 37.68 | 29.82 | 0.49 | 61.01 | 0.49 | 17.47 | 101.07 | 7.86 | 0 | 0.99 |
| 8 FFX | 0.33 | 0.56 | 0.50 | 0.76 | 1.20 | 0.68 | 1.27 | 0.93 | 0.78 | 0.50 | 0.53 | 59.42 | 5.96 | 2.23 | 0.34 | 0.27 | 0.20 | 0.78 | 0.23 | 0.31 | 0.32 | 23.00 | 0 | 0.84 |
| 9 LDN | 0.19 | 0.72 | 1.19 | 0.23 | 146.35 | 0.56 | 0.91 | 0.86 | 1.07 | 0.87 | 216.94 | 21.04 | 43.31 | 62.84 | 4.44 | 3.97 | 23.68 | 191.98 | 0.18 | 3.17 | 36.36 | 1.39 | 0 | 0.99 |
| 10 PW | 583.15 | 1.39 | 0.75 | 2.54 | 311.25 | 0.74 | 0.96 | 0.50 | 1.16 | 1.04 | 42.89 | 7.03 | 43.29 | 107.02 | 14.16 | 12.00 | 68.11 | 0.93 | 1.32 | 47.68 | 3.60 | 0.11 | 0 | 0.94 |
| 11 FRD | 323.43 | 313.44 | 0.62 | 0.27 | 38.50 | 80.60 | 59.80 | 382.96 | 261.22 | 0.19 | 0.87 | 0.88 | 0.66 | 365.00 | 13.23 | 8.32 | 32.85 | 30.60 | 19.66 | 0.82 | 16.21 | 0.84 | 0 | 0.86 |
| 12 CAR | 89.21 | 84.24 | 0.75 | 183.59 | 9.17 | 17.23 | 14.37 | 80.28 | 29.36 | 10.83 | 0.80 | 1.12 | 0.47 | 0.26 | 5.70 | 3.27 | 12.74 | 5.67 | 4.77 | 50.76 | 4.05 | 0.17 | 0 | 1.06 |
| 13 HOW | 0.87 | 1.18 | 1.36 | 1.51 | 51.31 | 107.31 | 0.07 | 1.83 | 53.87 | 52.26 | 1.37 | 0.28 | 0.93 | 0.48 | 45.29 | 25.89 | 0.24 | 19.56 | 19.37 | 44.21 | 15.96 | 2.12 | 0 | 0.85 |
| 14 AAR | 1.25 | 2.96 | 0.68 | 1.06 | 0.65 | 0.20 | 252.38 | 3.82 | 83.99 | 0.35 | 346.82 | 0.25 | 0.77 | 1.02 | 0.47 | 0.22 | 355.31 | 37.52 | 57.21 | 41.41 | 47.06 | 8.52 | 0 | 1.00 |
| 15 CAL | 0.22 | 167.37 | 148.28 | 1.23 | 15.71 | 28.85 | 42.40 | 0.14 | 6.67 | 18.87 | 14.17 | 5.61 | 0.21 | 0.44 | 0.96 | 1.09 | 1.40 | 4.76 | 10.41 | 2.22 | 10.63 | 9.13 | 0 | 0.91 |
| 16 STM | 131.75 | 109.86 | 93.74 | 0.77 | 11.96 | 21.95 | 34.94 | 0.16 | 6.60 | 17.18 | 10.21 | 3.73 | 33.25 | 139.19 | 0.66 | 0.95 | 0.65 | 5.97 | 19.47 | 1.92 | 32.91 | 38.52 | 0 | 0.94 |
| 17 CHS | 4.39 | 1.26 | 356.99 | 0.76 | 54.60 | 0.39 | 0.28 | 384.55 | 27.74 | 73.85 | 32.06 | 11.33 | 98.24 | 0.93 | 333.09 | 0.47 | 0.96 | 17.93 | 42.29 | 5.42 | 44.24 | 70.37 | 0 | 0.97 |
| 18 FAU | 102.35 | 72.18 | 130.07 | 81.31 | 26.05 | 62.91 | 55.41 | 1.01 | 0.54 | 2.52 | 24.79 | 3.94 | 16.40 | 31.16 | 3.79 | 4.16 | 16.42 | 2.04 | 145.02 | 38.70 | 111.77 | 5.19 | 0 | 2.01 |
| 19 STA | 175.75 | 0.12 | 132.94 | 153.01 | 42.55 | 94.15 | 132.06 | 0.73 | 47.33 | 0.87 | 15.79 | 3.42 | 16.85 | 49.50 | 7.88 | 12.39 | 37.41 | 142.40 | 1.22 | 5.20 | 0.88 | 0.46 | 0 | 1.11 |
| 20 CL/JF | 36.15 | 32.33 | 147.44 | 41.51 | 8.27 | 19.22 | 15.45 | 153.80 | 0.50 | 49.77 | 0.68 | 40.42 | 41.87 | 36.97 | 1.63 | 1.13 | 4.61 | 39.47 | 5.37 | 3.44 | 0.01 | 0.17 | 0 | 2.53 |
| 21 SP/FB | 120.15 | 0.33 | 98.62 | 109.56 | 0.05 | 0.11 | 85.09 | 1.18 | 35.80 | 3.55 | 12.49 | 2.66 | 14.04 | 40.17 | 7.73 | 21.26 | 36.48 | 107.03 | 0.75 | 4.94 | 0.91 | 0.14 | 0 | 0.88 |
| 22 KGEO | 0.03 | 0.04 | 6.67 | 19.18 | 2.31 | 4.38 | 6.89 | 21.72 | 1.46 | 0.12 | 0.65 | 0.10 | 1.94 | 7.64 | 6.86 | 27.59 | 0.10 | 5.37 | 57.18 | 0.17 | 0.05 | 0.37 | 0 | 0.28 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.91 | 1.01 | 0.80 | 0.88 | 1.82 | 0.84 | 0.94 | 0.87 | 0.96 | 0.93 | 0.85 | 1.05 | 0.88 | 0.92 | 0.93 | 0.94 | 0.88 | 1.91 | 0.90 | 2.83 | 0.84 | 0.36 | 0 | 0.90 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Est Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 25737 | 11711 | 4311 | 9415 | 1345 | 2508 | 1793 | 5048 | 305 | 653 | 175 | 44 | 519 | 1286 | 122 | 54 | 536 | 66 | 133 | 15 | 62 | 4 | 0 | 65841 |
| 2 DC NC | 9469 | 27416 | 6655 | 12048 | 748 | 1741 | 1345 | 4022 | 235 | 479 | 181 | 47 | 660 | 1406 | 118 | 46 | 529 | 46 | 90 | 13 | 39 | 3 | 0 | 67335 |
| 3 MTG | 3707 | 8326 | 132254 | 8331 | 323 | 1347 | 619 | 3576 | 261 | 260 | 1343 | 247 | 1725 | 1274 | 45 | 22 | 122 | 48 | 47 | 51 | 33 | 2 | 0 | 163965 |
| 4 PG | 7988 | 12303 | 7901 | 100030 | 537 | 1412 | 1557 | 2155 | 87 | 222 | 128 | 59 | 2276 | 4990 | 346 | 121 | 1588 | 28 | 56 | 14 | 38 | 6 | 0 | 143840 |
| 5 ARLCR | 1225 | 1498 | 666 | 858 | 3885 | 2657 | 1237 | 2722 | 118 | 294 | 19 | 4 | 39 | 90 | 10 | 4 | 44 | 16 | 34 | 3 | 14 | 1 | 0 | 15437 |
| 6 ARNCR | 2218 | 2744 | 1476 | 1723 | 2079 | 18556 | 3046 | 8252 | 322 | 740 | 37 | 6 | 75 | 181 | 18 | 7 | 95 | 40 | 76 | 7 | 32 | 2 | 0 | 41732 |
| 7 ALX | 1716 | 1919 | 755 | 1901 | 1136 | 3151 | 17013 | 7705 | 181 | 826 | 20 | 4 | 50 | 142 | 23 | 14 | 159 | 26 | 96 | 5 | 41 | 2 | 0 | 36885 |
| 8 FFX | 3805 | 4143 | 3803 | 2555 | 2701 | 8371 | 6736 | 182743 | 6886 | 6435 | 105 | 18 | 115 | 211 | 25 | 19 | 167 | 352 | 319 | 54 | 139 | 7 | 0 | 229709 |
| 9 LDN | 195 | 167 | 222 | 79 | 124 | 275 | 126 | 5672 | 36881 | 681 | 116 | 6 | 13 | 18 | 1 | 1 | 7 | 100 | 15 | 155 | 11 | 0 | 0 | 44867 |
| 10 PW | 473 | 391 | 240 | 223 | 284 | 658 | 585 | 5385 | 637 | 51984 | 12 | 2 | 13 | 31 | 4 | 3 | 22 | 523 | 818 | 15 | 234 | 6 | 0 | 62544 |
| 11 FRD | 129 | 157 | 1261 | 139 | 19 | 35 | 19 | 114 | 141 | 16 | 40956 | 740 | 268 | 112 | 4 | 2 | 9 | 9 | 6 | 262 | 5 | 0 | 0 | 44404 |
| 12 CAR | 34 | 39 | 239 | 65 | 4 | 6 | 4 | 23 | 9 | 3 | 704 | 24978 | 327 | 100 | 2 | 1 | 4 | 2 | 1 | 16 | 1 | 0 | 0 | 26563 |
| 13 HOW | 487 | 664 | 1732 | 2449 | 32 | 67 | 40 | 122 | 16 | 15 | 239 | 324 | 30289 | 3880 | 14 | 7 | 28 | 6 | 6 | 13 | 5 | 1 | 0 | 40436 |
| 14 AAR | 1073 | 1329 | 1345 | 5173 | 75 | 154 | 114 | 228 | 24 | 37 | 108 | 101 | 3971 | 79986 | 214 | 34 | 134 | 11 | 16 | 12 | 14 | 2 | 0 | 94156 |
| 15 CAL | 97 | 103 | 51 | 355 | 9 | 14 | 18 | 29 | 2 | 5 | 4 | 2 | 16 | 218 | 12898 | 631 | 217 | 1 | 3 | 1 | 3 | 3 | 0 | 14679 |
| 16 STM | 49 | 47 | 28 | 140 | 6 | 8 | 12 | 23 | 2 | 5 | 3 | 1 | 10 | 41 | 682 | 34388 | 484 | 2 | 6 | 1 | 9 | 13 | 0 | 35959 |
| 17 CHS | 444 | 471 | 138 | 1653 | 34 | 74 | 114 | 145 | 8 | 23 | 9 | 3 | 30 | 141 | 210 | 448 | 24171 | 5 | 12 | 2 | 13 | 31 | 0 | 28179 |
| 18 FAU | 41 | 32 | 42 | 25 | 19 | 34 | 20 | 287 | 99 | 527 | 7 | 1 | 5 | 9 | 1 | 1 | 5 | 7539 | 94 | 17 | 56 | 2 | 0 | 8863 |
| 19 STA | 86 | 61 | 43 | 49 | 33 | 58 | 59 | 255 | 14 | 812 | 5 | 1 | 5 | 14 | 2 | 4 | 11 | 93 | 11733 | 2 | 1899 | 41 | 0 | 15279 |
| 20 CL/JF | 10 | 10 | 45 | 12 | 4 | 6 | 5 | 47 | 143 | 15 | 201 | 13 | 12 | 11 | 0 | 0 | 1 | 17 | 2 | 9583 | 2 | 0 | 0 | 10140 |
| 21 SP/FB | 40 | 33 | 29 | 32 | 19 | 30 | 30 | 126 | 10 | 242 | 4 | 1 | 4 | 12 | 2 | 6 | 11 | 56 | 1863 | 1 | 18911 | 62 | 0 | 21524 |
| 22 KGEO | 3 | 2 | 2 | 6 | 1 | 2 | 2 | 6 | 0 | 7 | 0 | 0 | 1 | 2 | 2 | 9 | 27 | 2 | 42 | 0 | 61 | 1883 | 0 | 2060 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 59028 | | 163238 | | 13419 | | 34493 | | 46383 | | 44378 | | 40419 | | 14745 | | 28369 | | 15466 | | 21619 | | 0 | |
| | | 73568 | | 147259 | | 41165 | | 228685 | | 64283 | | 26602 | | 94155 | | 35822 | | 8987 | | 10240 | | 2072 | | 1214396 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Obs Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 19851 | 14593 | 8320 | 10799 | 233 | 5905 | 4449 | 11035 | 1623 | 635 | 0 | 0 | 0 | 1974 | 0 | 0 | 1289 | 0 | 174 | 0 | 0 | 218 | 0 | 81097 |
| 2 DC NC | 10542 | 28622 | 12019 | 16741 | 282 | 2117 | 1074 | 8167 | 691 | 271 | 0 | 0 | 172 | 1917 | 634 | 0 | 1302 | 0 | 162 | 0 | 174 | 0 | 0 | 84889 |
| 3 MTG | 7015 | 5983 | 150732 | 13752 | 0 | 2390 | 810 | 5993 | 1134 | 186 | 5065 | 455 | 2368 | 2535 | 0 | 0 | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 198749 |
| 4 PG | 6267 | 7687 | 12943 | 95292 | 263 | 941 | 503 | 4380 | 661 | 281 | 0 | 0 | 3916 | 10171 | 376 | 0 | 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 145700 |
| 5 ARLCR | 881 | 1095 | 674 | 578 | 1093 | 1635 | 1275 | 3740 | 0 | 666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11638 |
| 6 ARNCR | 4111 | 1559 | 1646 | 958 | 1794 | 18589 | 3968 | 15419 | 243 | 687 | 0 | 0 | 0 | 191 | 0 | 0 | 156 | 0 | 929 | 0 | 0 | 0 | 0 | 50249 |
| 7 ALX | 2170 | 1544 | 589 | 1054 | 799 | 3100 | 17996 | 6967 | 618 | 857 | 0 | 0 | 730 | 399 | 0 | 0 | 394 | 0 | 320 | 0 | 0 | 0 | 0 | 37537 |
| 8 FFX | 10339 | 7554 | 10939 | 3611 | 2100 | 11508 | 6809 | 196505 | 9379 | 14473 | 610 | 0 | 54 | 280 | 238 | 235 | 1387 | 699 | 1036 | 327 | 1344 | 0 | 0 | 279426 |
| 9 LDN | 1491 | 356 | 460 | 984 | 0 | 719 | 300 | 8107 | 32101 | 1147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 78 | 0 | 0 | 0 | 46003 |
| 10 PW | 0 | 367 | 770 | 203 | 0 | 1102 | 1002 | 14113 | 804 | 45994 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 592 | 797 | 0 | 129 | 164 | 0 | 66035 |
| 11 FRD | 0 | 0 | 2664 | 952 | 0 | 0 | 0 | 0 | 0 | 298 | 44564 | 976 | 883 | 0 | 0 | 0 | 0 | 0 | 0 | 539 | 0 | 0 | 0 | 50876 |
| 12 CAR | 0 | 0 | 679 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1136 | 19012 | 1072 | 1026 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22925 |
| 13 HOW | 211 | 707 | 1568 | 1765 | 0 | 0 | 540 | 210 | 0 | 0 | 387 | 1630 | 31827 | 8293 | 0 | 0 | 392 | 0 | 0 | 0 | 0 | 0 | 0 | 47530 |
| 14 AAR | 859 | 602 | 2042 | 6812 | 188 | 646 | 0 | 191 | 0 | 363 | 0 | 969 | 5944 | 80970 | 765 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100614 |
| 15 CAL | 801 | 0 | 0 | 510 | 0 | 0 | 0 | 674 | 0 | 0 | 0 | 0 | 239 | 626 | 12393 | 760 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 16252 |
| 16 STM | 0 | 0 | 0 | 460 | 0 | 0 | 0 | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 1343 | 34619 | 1136 | 0 | 0 | 0 | 0 | 0 | 0 | 38080 |
| 17 CHS | 142 | 491 | 0 | 2971 | 0 | 295 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 401 | 0 | 1403 | 19913 | 0 | 0 | 0 | 0 | 0 | 0 | 26298 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 685 | 351 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3389 | 0 | 0 | 0 | 0 | 0 | 4711 |
| 19 STA | 0 | 404 | 0 | 0 | 0 | 0 | 0 | 856 | 0 | 1228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6941 | 0 | 2156 | 118 | 0 | 11703 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2266 | 539 | 0 | 0 | 3839 |
| 21 SP/FB | 0 | 266 | 0 | 0 | 558 | 568 | 0 | 337 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2488 | 0 | 18863 | 593 | 0 | 23803 |
| 22 KGEO | 335 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 596 | 0 | 0 | 0 | 900 | 3257 | 0 | 5425 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 65015 | | 206044 | | 7312 | | 39405 | | 48094 | | 52306 | | 47206 | | 15749 | | 28832 | | 13438 | | 24105 | | 0 | |
| | | 72002 | | 157441 | | 49515 | | 277902 | | 67668 | | 23043 | | 108783 | | 37280 | | 4680 | | 3210 | | 4350 | | 1353382 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips  MODE: Difference (Est-Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 5887 | -2882 | -4009 | -1385 | 1112 | -3396 | -2656 | -5986 | -1317 | 17 | 175 | 44 | 519 | -688 | 122 | 54 | -753 | 66 | -41 | 15 | 62 | -214 | 0 | -15257 |
| 2 DC NC | -1073 | -1206 | -5364 | -4694 | 465 | -376 | 271 | -4146 | -456 | 207 | 181 | 47 | 488 | -511 | -516 | 46 | -773 | 46 | -73 | 13 | -135 | 3 | 0 | -17554 |
| 3 MTG | -3308 | 2343 | -18478 | -5421 | 323 | -1043 | -191 | -2417 | -873 | 74 | -3721 | -208 | -643 | -1261 | 45 | 22 | 122 | 48 | -283 | 51 | 33 | 2 | 0 | -34784 |
| 4 PG | 1721 | 4616 | -5042 | 4737 | 274 | 471 | 1053 | -2225 | -574 | -59 | 128 | 59 | -1640 | -5182 | -30 | 121 | -430 | 28 | 56 | 14 | 38 | 6 | 0 | -1860 |
| 5 ARLCR | 343 | 403 | -8 | 280 | 2792 | 1022 | -39 | -1019 | 118 | -372 | 19 | 4 | 39 | 90 | 10 | 4 | 44 | 16 | 34 | 3 | 14 | 1 | 0 | 3799 |
| 6 ARNCR | -1893 | 1185 | -170 | 765 | 286 | -33 | -922 | -7167 | 80 | 53 | 37 | 6 | 75 | -10 | 18 | 7 | -61 | 40 | -853 | 7 | 32 | 2 | 0 | -8518 |
| 7 ALX | -454 | 375 | 166 | 847 | 337 | 51 | -982 | 738 | -437 | -31 | 20 | 4 | -681 | -257 | 23 | 14 | -235 | 26 | -224 | 5 | 41 | 2 | 0 | -652 |
| 8 FFX | -6534 | -3411 | -7136 | -1056 | 600 | -3137 | -72 | -13761 | -2493 | -8038 | -505 | 18 | 61 | -69 | -213 | -216 | -1220 | -347 | -717 | -273 | -1205 | 7 | 0 | -49717 |
| 9 LDN | -1296 | -189 | -238 | -904 | 124 | -444 | -173 | -2435 | 4780 | -465 | 116 | 6 | 13 | 18 | 1 | 1 | 7 | 100 | -245 | 77 | 11 | 0 | 0 | -1136 |
| 10 PW | 473 | 24 | -529 | 20 | 284 | -444 | -418 | -8728 | -167 | 5991 | 12 | 2 | 13 | 31 | 4 | 3 | 22 | -69 | 21 | 15 | 105 | -157 | 0 | -3491 |
| 11 FRD | 129 | 157 | -1403 | -813 | 19 | 35 | 19 | 114 | 141 | -282 | -3607 | -236 | -616 | 112 | 4 | 2 | 9 | 9 | 6 | -277 | 5 | 0 | 0 | -6473 |
| 12 CAR | 34 | 39 | -440 | 65 | 4 | 6 | 4 | 23 | 9 | 3 | -432 | 5966 | -746 | -926 | 2 | 1 | 4 | 2 | 1 | 16 | 1 | 0 | 0 | 3638 |
| 13 HOW | 276 | -43 | 164 | 684 | 32 | 67 | -499 | -89 | 16 | 15 | -148 | -1306 | -1538 | -4413 | 14 | 7 | -363 | 6 | 6 | 13 | 5 | 1 | 0 | -7094 |
| 14 AAR | 214 | 726 | -697 | -1638 | -113 | -492 | 114 | 37 | 24 | -325 | 108 | -868 | -1972 | -984 | -551 | -230 | 134 | 11 | 16 | 12 | 14 | 2 | 0 | -6458 |
| 15 CAL | -704 | 103 | 51 | -155 | 9 | 14 | 18 | -645 | 2 | 5 | 4 | 2 | -224 | -407 | 506 | -129 | -32 | 1 | 3 | 1 | 3 | 3 | 0 | -1573 |
| 16 STM | 49 | 47 | 28 | -320 | 6 | 8 | 12 | -499 | 2 | 5 | 3 | 1 | 10 | 41 | -661 | -230 | -653 | 2 | 6 | 1 | 9 | 13 | 0 | -2121 |
| 17 CHS | 302 | -20 | 138 | -1318 | 34 | -221 | -566 | 145 | 8 | 23 | 9 | 3 | 30 | -260 | 210 | -956 | 4257 | 5 | 12 | 2 | 13 | 31 | 0 | 1881 |
| 18 FAU | 41 | 32 | 42 | 25 | 19 | 34 | 20 | -398 | -252 | 241 | 7 | 1 | 5 | 9 | 1 | 1 | 5 | 4150 | 94 | 17 | 56 | 2 | 0 | 4151 |
| 19 STA | 86 | -342 | 43 | 49 | 33 | 58 | 59 | -601 | 14 | -416 | 5 | 1 | 5 | 14 | 2 | 4 | 11 | 93 | 4792 | 2 | -256 | -76 | 0 | 3576 |
| 20 CL/JF | 10 | 10 | 45 | 12 | 4 | 6 | 5 | 47 | -345 | 15 | -344 | 13 | 12 | 11 | 0 | 0 | 1 | 17 | 2 | 7317 | -538 | 0 | 0 | 6301 |
| 21 SP/FB | 40 | -233 | 29 | 32 | -539 | -539 | 30 | -210 | 10 | 112 | 4 | 1 | 4 | 12 | 2 | 6 | 11 | 56 | -625 | 1 | 48 | -531 | 0 | -2279 |
| 22 KGEO | -331 | -170 | 2 | 6 | 1 | 2 | 2 | 6 | 0 | -157 | 0 | 0 | 1 | 2 | 2 | 9 | -569 | 2 | 42 | 0 | -840 | -1374 | 0 | -3365 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -5987 | 1565 | -42806 | -10182 | 6108 | -8350 | -4912 | -49217 | -1711 | -3385 | -7928 | 3560 | -6787 | -14628 | -1004 | -1458 | -463 | 4307 | 2028 | 7030 | -2486 | -2278 | 0 | -138985 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips  MODE: Ratio (Est/Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.30 | 0.80 | 0.52 | 0.87 | 5.77 | 0.42 | 0.40 | 0.46 | 0.19 | 1.03 | 175.41 | 44.22 | 518.77 | 0.65 | 121.87 | 53.59 | 0.42 | 66.07 | 0.76 | 14.68 | 61.67 | 0.02 | 0 | 0.81 |
| 2 DC NC | 0.90 | 0.96 | 0.55 | 0.72 | 2.65 | 0.82 | 1.25 | 0.49 | 0.34 | 1.76 | 181.10 | 46.53 | 3.83 | 0.73 | 0.19 | 46.06 | 0.41 | 45.79 | 0.55 | 13.22 | 0.23 | 3.04 | 0 | 0.79 |
| 3 MTG | 0.53 | 1.39 | 0.88 | 0.61 | 323.47 | 0.56 | 0.76 | 0.60 | 0.23 | 1.40 | 0.27 | 0.54 | 0.73 | 0.50 | 45.07 | 21.76 | 122.09 | 48.21 | 0.14 | 51.31 | 33.00 | 2.19 | 0 | 0.82 |
| 4 PG | 1.27 | 1.60 | 0.61 | 1.05 | 2.04 | 1.50 | 3.09 | 0.49 | 0.13 | 0.79 | 127.58 | 58.60 | 0.58 | 0.49 | 0.92 | 120.59 | 0.79 | 27.69 | 55.77 | 13.84 | 37.54 | 6.40 | 0 | 0.99 |
| 5 ARLCR | 1.39 | 1.37 | 0.99 | 1.48 | 3.55 | 1.63 | 0.97 | 0.73 | 118.14 | 0.44 | 18.98 | 4.01 | 38.57 | 89.94 | 9.91 | 4.16 | 44.10 | 16.29 | 33.54 | 3.02 | 14.44 | 0.87 | 0 | 1.33 |
| 6 ARNCR | 0.54 | 1.76 | 0.90 | 1.80 | 1.16 | 1.00 | 0.77 | 0.54 | 1.33 | 1.08 | 37.10 | 6.36 | 74.72 | 0.95 | 17.53 | 7.00 | 0.61 | 40.33 | 0.08 | 6.94 | 32.15 | 1.52 | 0 | 0.83 |
| 7 ALX | 0.79 | 1.24 | 1.28 | 1.80 | 1.42 | 1.02 | 0.95 | 1.11 | 0.29 | 0.96 | 20.01 | 4.16 | 0.07 | 0.36 | 23.05 | 13.56 | 0.40 | 25.79 | 0.30 | 5.16 | 40.91 | 2.45 | 0 | 0.98 |
| 8 FFX | 0.37 | 0.55 | 0.35 | 0.71 | 1.29 | 0.73 | 0.99 | 0.93 | 0.73 | 0.44 | 0.17 | 18.18 | 2.14 | 0.75 | 0.11 | 0.08 | 0.12 | 0.50 | 0.31 | 0.16 | 0.10 | 6.65 | 0 | 0.82 |
| 9 LDN | 0.13 | 0.47 | 0.48 | 0.08 | 124.13 | 0.38 | 0.42 | 0.70 | 1.15 | 0.59 | 116.39 | 6.28 | 12.72 | 18.27 | 1.28 | 1.15 | 6.89 | 100.12 | 0.06 | 1.98 | 10.52 | 0.40 | 0 | 0.98 |
| 10 PW | 473.25 | 1.06 | 0.31 | 1.10 | 284.32 | 0.60 | 0.58 | 0.38 | 0.79 | 1.13 | 12.37 | 2.03 | 12.55 | 31.21 | 4.11 | 3.46 | 21.80 | 0.88 | 1.03 | 14.83 | 1.82 | 0.04 | 0 | 0.95 |
| 11 FRD | 128.77 | 157.21 | 0.47 | 0.15 | 19.15 | 34.98 | 19.15 | 113.81 | 140.78 | 0.05 | 0.92 | 0.76 | 0.30 | 112.15 | 3.81 | 2.40 | 9.44 | 8.95 | 5.65 | 0.49 | 4.66 | 0.24 | 0 | 0.87 |
| 12 CAR | 34.16 | 39.06 | 0.35 | 65.24 | 4.31 | 6.45 | 4.35 | 23.23 | 8.58 | 3.12 | 0.62 | 1.31 | 0.30 | 0.10 | 1.64 | 0.94 | 3.67 | 1.63 | 1.37 | 15.94 | 1.17 | 0.05 | 0 | 1.16 |
| 13 HOW | 2.31 | 0.94 | 1.10 | 1.39 | 32.18 | 67.11 | 0.08 | 0.58 | 15.85 | 15.12 | 0.62 | 0.20 | 0.95 | 0.47 | 14.45 | 7.45 | 0.07 | 5.62 | 5.57 | 12.87 | 4.59 | 0.61 | 0 | 0.85 |
| 14 AAR | 1.25 | 2.21 | 0.66 | 0.76 | 0.40 | 0.24 | 114.05 | 1.19 | 24.44 | 0.10 | 107.81 | 0.10 | 0.67 | 0.99 | 0.28 | 0.13 | 133.53 | 10.77 | 16.45 | 11.87 | 13.51 | 2.45 | 0 | 0.94 |
| 15 CAL | 0.12 | 103.00 | 50.57 | 0.70 | 8.70 | 13.81 | 17.84 | 0.04 | 1.93 | 5.45 | 4.08 | 1.62 | 0.07 | 0.35 | 1.04 | 0.83 | 0.87 | 1.37 | 3.00 | 0.64 | 3.06 | 2.68 | 0 | 0.90 |
| 16 STM | 49.00 | 47.09 | 27.97 | 0.31 | 5.66 | 8.17 | 11.87 | 0.04 | 1.90 | 4.95 | 2.94 | 1.08 | 9.55 | 41.40 | 0.51 | 0.99 | 0.43 | 1.72 | 5.60 | 0.56 | 9.44 | 12.90 | 0 | 0.94 |
| 17 CHS | 3.12 | 0.96 | 137.63 | 0.56 | 34.06 | 0.25 | 0.17 | 145.25 | 8.02 | 23.01 | 9.21 | 3.26 | 29.79 | 0.35 | 210.21 | 0.32 | 1.21 | 5.15 | 12.31 | 1.56 | 12.74 | 31.01 | 0 | 1.07 |
| 18 FAU | 41.18 | 32.40 | 41.97 | 24.56 | 18.92 | 34.27 | 19.71 | 0.42 | 0.28 | 1.84 | 7.27 | 1.13 | 4.71 | 8.95 | 1.09 | 1.20 | 4.72 | 2.22 | 93.91 | 16.89 | 55.59 | 1.74 | 0 | 1.88 |
| 19 STA | 86.07 | 0.15 | 42.99 | 49.28 | 33.09 | 57.57 | 58.54 | 0.30 | 14.39 | 0.66 | 4.54 | 0.99 | 4.84 | 14.24 | 2.27 | 3.57 | 10.92 | 92.78 | 1.69 | 1.50 | 0.88 | 0.35 | 0 | 1.31 |
| 20 CL/JF | 10.38 | 10.14 | 45.39 | 12.06 | 4.07 | 6.48 | 4.52 | 46.50 | 0.29 | 15.17 | 0.37 | 12.95 | 12.20 | 10.60 | 0.47 | 0.33 | 1.33 | 16.65 | 1.54 | 4.23 | 0.00 | 0.05 | 0 | 2.64 |
| 21 SP/FB | 40.33 | 0.12 | 29.46 | 32.23 | 0.03 | 0.05 | 30.16 | 0.38 | 10.35 | 1.85 | 3.59 | 0.77 | 4.04 | 11.53 | 2.23 | 6.11 | 10.56 | 55.65 | 0.75 | 1.42 | 1.00 | 0.10 | 0 | 0.90 |
| 22 KGEO | 0.01 | 0.01 | 1.93 | 5.64 | 1.20 | 1.56 | 2.07 | 6.27 | 0.42 | 0.04 | 0.19 | 0.03 | 0.56 | 2.20 | 2.02 | 9.32 | 0.04 | 1.78 | 42.03 | 0.05 | 0.07 | 0.58 | 0 | 0.38 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.91 | 1.02 | 0.79 | 0.94 | 1.84 | 0.83 | 0.88 | 0.82 | 0.96 | 0.95 | 0.85 | 1.15 | 0.86 | 0.87 | 0.94 | 0.96 | 0.98 | 1.92 | 1.15 | 3.19 | 0.90 | 0.48 | 0 | 0.90 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Est Motr Psn

| ORIGIN | DESTINATION 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 49927 | 23728 | 7546 | 11526 | 3827 | 6242 | 3613 | 6680 | 404 | 786 | 324 | 76 | 615 | 1606 | 167 | 111 | 634 | 121 | 207 | 42 | 139 | 12 | 0 | 118335 |
| 2 DC NC | 23751 | 41378 | 10205 | 13968 | 2080 | 3698 | 2418 | 5025 | 318 | 575 | 314 | 75 | 769 | 1732 | 157 | 91 | 611 | 88 | 145 | 39 | 97 | 9 | 0 | 107544 |
| 3 MTG | 7565 | 10329 | 163683 | 10716 | 914 | 1981 | 1106 | 6513 | 628 | 640 | 2282 | 444 | 2399 | 2350 | 133 | 75 | 325 | 155 | 153 | 164 | 115 | 8 | 0 | 212678 |
| 4 PG | 11824 | 14096 | 10768 | 110495 | 977 | 1924 | 2217 | 4054 | 268 | 563 | 403 | 161 | 3073 | 6988 | 582 | 293 | 2143 | 95 | 179 | 48 | 130 | 22 | 0 | 171303 |
| 5 ARLCR | 3682 | 2056 | 900 | 942 | 5531 | 3963 | 1776 | 3254 | 168 | 344 | 37 | 8 | 47 | 121 | 14 | 10 | 54 | 30 | 52 | 10 | 34 | 3 | 0 | 23036 |
| 6 ARNCR | 6123 | 3639 | 1940 | 1877 | 3934 | 23420 | 4177 | 9901 | 447 | 857 | 77 | 14 | 97 | 253 | 26 | 17 | 113 | 73 | 115 | 22 | 79 | 5 | 0 | 57207 |
| 7 ALX | 3579 | 2377 | 1090 | 2132 | 1714 | 4182 | 21045 | 9214 | 297 | 1018 | 56 | 12 | 81 | 237 | 38 | 30 | 193 | 61 | 155 | 17 | 101 | 8 | 0 | 47636 |
| 8 FFX | 6302 | 4792 | 6046 | 3912 | 3178 | 9713 | 9090 | 229094 | 8298 | 8254 | 324 | 59 | 321 | 625 | 80 | 64 | 369 | 706 | 675 | 160 | 432 | 23 | 0 | 292516 |
| 9 LDN | 338 | 255 | 548 | 229 | 155 | 408 | 272 | 8284 | 39473 | 998 | 217 | 21 | 43 | 63 | 4 | 4 | 24 | 192 | 48 | 248 | 36 | 1 | 0 | 51862 |
| 10 PW | 727 | 522 | 596 | 529 | 331 | 838 | 987 | 8071 | 933 | 55554 | 45 | 7 | 46 | 108 | 15 | 13 | 70 | 707 | 1053 | 48 | 463 | 19 | 0 | 71680 |
| 11 FRD | 325 | 313 | 2360 | 419 | 39 | 81 | 60 | 383 | 261 | 56 | 45281 | 1008 | 586 | 365 | 13 | 8 | 33 | 31 | 20 | 444 | 16 | 1 | 0 | 52102 |
| 12 CAR | 89 | 84 | 508 | 184 | 9 | 17 | 14 | 80 | 29 | 11 | 1041 | 26207 | 507 | 267 | 6 | 3 | 13 | 6 | 5 | 51 | 4 | 0 | 0 | 29136 |
| 13 HOW | 691 | 836 | 2549 | 3296 | 54 | 109 | 92 | 386 | 54 | 55 | 530 | 456 | 33014 | 4815 | 45 | 26 | 92 | 20 | 19 | 44 | 16 | 2 | 0 | 47202 |
| 14 AAR | 1692 | 1793 | 2532 | 7229 | 128 | 266 | 254 | 735 | 84 | 132 | 347 | 246 | 5009 | 88151 | 363 | 113 | 355 | 38 | 57 | 41 | 47 | 9 | 0 | 109622 |
| 15 CAL | 181 | 167 | 148 | 628 | 16 | 29 | 42 | 97 | 7 | 19 | 14 | 6 | 51 | 391 | 13611 | 830 | 350 | 5 | 10 | 2 | 11 | 9 | 0 | 16624 |
| 16 STM | 132 | 110 | 94 | 352 | 12 | 22 | 35 | 81 | 7 | 17 | 10 | 4 | 33 | 139 | 887 | 36722 | 735 | 6 | 19 | 2 | 33 | 39 | 0 | 39490 |
| 17 CHS | 662 | 624 | 358 | 2244 | 56 | 117 | 193 | 385 | 28 | 76 | 32 | 11 | 98 | 372 | 333 | 659 | 25775 | 18 | 42 | 5 | 44 | 70 | 0 | 32203 |
| 18 FAU | 102 | 72 | 130 | 81 | 26 | 63 | 55 | 691 | 191 | 723 | 25 | 4 | 16 | 31 | 4 | 4 | 16 | 8037 | 145 | 39 | 112 | 5 | 0 | 10574 |
| 19 STA | 176 | 119 | 133 | 153 | 43 | 94 | 132 | 625 | 47 | 1073 | 16 | 3 | 17 | 50 | 8 | 12 | 37 | 142 | 12374 | 5 | 2148 | 55 | 0 | 17462 |
| 20 CL/JF | 36 | 32 | 147 | 42 | 8 | 19 | 15 | 154 | 243 | 50 | 371 | 40 | 42 | 37 | 2 | 1 | 5 | 39 | 5 | 10065 | 5 | 0 | 0 | 11360 |
| 21 SP/FB | 121 | 89 | 99 | 110 | 29 | 64 | 85 | 400 | 36 | 465 | 12 | 3 | 14 | 40 | 8 | 21 | 36 | 107 | 2075 | 5 | 20034 | 82 | 0 | 23936 |
| 22 KGEO | 11 | 7 | 7 | 19 | 2 | 4 | 7 | 22 | 1 | 20 | 1 | 0 | 2 | 8 | 7 | 28 | 60 | 5 | 57 | 0 | 86 | 1961 | 0 | 2316 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 118037 | 107422 | 212386 | 171083 | 23064 | 57253 | 47687 | 294129 | 52222 | 72284 | 51759 | 28865 | 46881 | 108749 | 16503 | 39138 | 32042 | 10681 | 17614 | 11502 | 24182 | 2343 | 0 | 1545825 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Obs Motr Psn

| ORIGIN | DESTINATION 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 44004 | 27699 | 11942 | 14362 | 1302 | 11773 | 5942 | 13501 | 1671 | 695 | 0 | 0 | 79 | 2063 | 0 | 0 | 1289 | 12 | 610 | 0 | 0 | 218 | 0 | 137163 |
| 2 DC NC | 23807 | 43475 | 15493 | 22320 | 838 | 4109 | 1597 | 9221 | 691 | 294 | 0 | 0 | 172 | 1917 | 951 | 0 | 1302 | 0 | 568 | 18 | 610 | 0 | 0 | 127383 |
| 3 MTG | 12618 | 9011 | 187371 | 16051 | 118 | 2767 | 989 | 6579 | 1316 | 186 | 5969 | 455 | 2393 | 2535 | 0 | 0 | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 248688 |
| 4 PG | 9548 | 10928 | 15334 | 119349 | 462 | 1314 | 628 | 4597 | 661 | 281 | 0 | 0 | 4576 | 11140 | 376 | 0 | 2326 | 0 | 0 | 0 | 0 | 0 | 0 | 181518 |
| 5 ARLCR | 2312 | 1455 | 717 | 636 | 1093 | 2717 | 1350 | 3851 | 0 | 681 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14841 |
| 6 ARNCR | 9670 | 2854 | 2743 | 1376 | 3485 | 25410 | 4847 | 17901 | 279 | 976 | 0 | 0 | 0 | 418 | 0 | 0 | 156 | 0 | 946 | 0 | 0 | 0 | 0 | 71060 |
| 7 ALX | 3726 | 2062 | 639 | 1152 | 936 | 3994 | 22888 | 7521 | 618 | 883 | 0 | 0 | 1832 | 757 | 0 | 0 | 394 | 0 | 320 | 0 | 0 | 0 | 0 | 47722 |
| 8 FFX | 14265 | 8846 | 12094 | 5164 | 2436 | 14082 | 7225 | 246492 | 10638 | 16271 | 610 | 0 | 54 | 280 | 238 | 235 | 1866 | 909 | 2885 | 521 | 1344 | 0 | 0 | 346453 |
| 9 LDN | 1573 | 356 | 460 | 984 | 0 | 766 | 300 | 9689 | 36901 | 1147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 78 | 0 | 0 | 0 | 52514 |
| 10 PW | 115 | 381 | 780 | 203 | 0 | 1200 | 1002 | 16259 | 804 | 53727 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 759 | 797 | 0 | 129 | 164 | 0 | 76318 |
| 11 FRD | 48 | 0 | 3837 | 1533 | 0 | 0 | 0 | 0 | 0 | 298 | 52013 | 1142 | 883 | 0 | 0 | 0 | 0 | 0 | 0 | 539 | 0 | 0 | 0 | 60293 |
| 12 CAR | 0 | 0 | 679 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1302 | 23345 | 1072 | 1026 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27424 |
| 13 HOW | 849 | 707 | 1876 | 2185 | 0 | 48 | 1392 | 210 | 0 | 0 | 387 | 1630 | 35690 | 10060 | 0 | 0 | 392 | 0 | 0 | 0 | 0 | 0 | 0 | 55425 |
| 14 AAR | 1354 | 632 | 3742 | 6812 | 188 | 1366 | 31 | 191 | 0 | 363 | 0 | 969 | 6472 | 86800 | 765 | 527 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110213 |
| 15 CAL | 801 | 0 | 0 | 510 | 0 | 0 | 0 | 674 | 0 | 0 | 0 | 0 | 239 | 889 | 14131 | 760 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 18254 |
| 16 STM | 0 | 0 | 0 | 460 | 0 | 0 | 0 | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 1343 | 38555 | 1136 | 0 | 0 | 0 | 0 | 0 | 0 | 42017 |
| 17 CHS | 184 | 491 | 0 | 2971 | 0 | 295 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 401 | 0 | 1403 | 26668 | 0 | 0 | 0 | 0 | 0 | 0 | 33095 |
| 18 FAU | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 685 | 351 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3937 | 0 | 0 | 0 | 0 | 0 | 5292 |
| 19 STA | 10 | 1014 | 0 | 0 | 0 | 0 | 0 | 856 | 0 | 1228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10130 | 0 | 2452 | 118 | 0 | 15809 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2923 | 539 | 0 | 0 | 4495 |
| 21 SP/FB | 0 | 266 | 0 | 0 | 558 | 568 | 0 | 337 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2784 | 0 | 22091 | 593 | 0 | 27328 |
| 22 KGEO | 335 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 596 | 0 | 0 | 0 | 1643 | 5357 | 0 | 8267 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 125219 | 110349 | 257740 | 196066 | 11416 | 70411 | 48871 | 339084 | 54418 | 77611 | 60825 | 27541 | 53464 | 118313 | 17805 | 41480 | 36374 | 5617 | 19631 | 4078 | 28807 | 6450 | 0 | 1711572 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips  MODE: Difference (Est-Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 5924 | -3971 | -4396 | -2836 | 2525 | -5532 | -2329 | -6821 | -1267 | 90 | 324 | 76 | 536 | -457 | 167 | 111 | -655 | 109 | -403 | 42 | 139 | -206 | 0 | -18827 |
| 2 DC NC | -57 | -2097 | -5288 | -8351 | 1243 | -411 | 822 | -4196 | -373 | 281 | 314 | 75 | 597 | -185 | -795 | 91 | -691 | 88 | -423 | 21 | -513 | 9 | 0 | -19839 |
| 3 MTG | -5053 | 1318 | -23688 | -5335 | 796 | -787 | 117 | -66 | -688 | 454 | -3687 | -11 | 5 | -185 | 133 | 75 | 325 | 155 | -177 | 164 | 115 | 8 | 0 | -36011 |
| 4 PG | 2275 | 3167 | -4566 | -8854 | 515 | 610 | 1589 | -543 | -393 | 282 | 403 | 161 | -1503 | -4152 | 206 | 293 | -183 | 95 | 179 | 48 | 130 | 22 | 0 | -10216 |
| 5 ARLCR | 1370 | 601 | 183 | 306 | 4438 | 1246 | 425 | -597 | 168 | -337 | 37 | 8 | 47 | 93 | 14 | 10 | 54 | 30 | 52 | 10 | 34 | 3 | 0 | 8194 |
| 6 ARNCR | -3546 | 786 | -803 | 501 | 450 | -1990 | -670 | -7999 | 168 | -119 | 77 | 14 | 97 | -165 | 26 | 17 | -43 | 73 | -831 | 22 | 79 | 5 | 0 | -13853 |
| 7 ALX | -146 | 316 | 450 | 980 | 778 | 187 | -1843 | 1693 | -321 | 135 | 56 | 12 | -1751 | -520 | 38 | 30 | -201 | 61 | -165 | 17 | 101 | 8 | 0 | -86 |
| 8 FFX | -7964 | -4054 | -6048 | -1252 | 742 | -4370 | 1865 | -17398 | -2339 | -8017 | -286 | 59 | 267 | 345 | -158 | -171 | -1498 | -204 | -2209 | -361 | -912 | 23 | 0 | -53937 |
| 9 LDN | -1234 | -101 | 88 | -755 | 155 | -358 | -27 | -1405 | 2572 | -149 | 217 | 21 | 43 | 63 | 4 | 4 | 24 | 192 | -212 | 170 | 36 | 1 | 0 | -651 |
| 10 PW | 612 | 141 | -184 | 327 | 331 | -362 | -15 | -8187 | 129 | 1827 | 45 | 7 | 46 | 108 | 15 | 13 | 70 | -52 | 257 | 48 | 335 | -145 | 0 | -4638 |
| 11 FRD | 277 | 313 | -1477 | -1114 | 39 | 81 | 60 | 383 | 261 | -243 | -6731 | -134 | -297 | 365 | 13 | 8 | 33 | 31 | 20 | -95 | 16 | 1 | 0 | -8191 |
| 12 CAR | 89 | 84 | -171 | 184 | 9 | 17 | 14 | 80 | 29 | 11 | -260 | 2862 | -565 | -759 | 6 | 3 | 13 | 6 | 5 | 51 | 4 | 0 | 0 | 1713 |
| 13 HOW | -157 | 129 | 673 | 1111 | 54 | 61 | -1300 | 175 | 54 | 55 | 143 | -1174 | -2676 | -5244 | 45 | 26 | -299 | 20 | 19 | 44 | 16 | 2 | 0 | -8223 |
| 14 AAR | 338 | 1161 | -1210 | 418 | -60 | -1100 | 223 | 544 | 84 | -231 | 347 | -723 | -1464 | 1351 | -402 | -414 | 355 | 38 | 57 | 41 | 47 | 9 | 0 | -591 |
| 15 CAL | -620 | 167 | 148 | 118 | 16 | 29 | 42 | -577 | 7 | 19 | 14 | 6 | -188 | -499 | -520 | 71 | 100 | 5 | 10 | 2 | 11 | 9 | 0 | -1629 |
| 16 STM | 132 | 110 | 94 | -108 | 12 | 22 | 35 | -442 | 7 | 17 | 10 | 4 | 33 | 139 | -456 | -1833 | -402 | 6 | 19 | 2 | 33 | 39 | 0 | -2527 |
| 17 CHS | 478 | 133 | 358 | -727 | 56 | -178 | -487 | 385 | 28 | 76 | 32 | 11 | 98 | -29 | 333 | -744 | -894 | 18 | 42 | 5 | 44 | 70 | 0 | -891 |
| 18 FAU | 102 | 72 | 97 | 81 | 26 | 63 | 55 | 7 | -161 | 437 | 25 | 4 | 16 | 31 | 4 | 4 | 16 | 4100 | 145 | 39 | 112 | 5 | 0 | 5282 |
| 19 STA | 166 | -895 | 133 | 153 | 43 | 94 | 132 | -232 | 47 | -155 | 16 | 3 | 17 | 50 | 8 | 12 | 37 | 142 | 2244 | 5 | -304 | -63 | 0 | 1654 |
| 20 CL/JF | 36 | 32 | 147 | 42 | 8 | 19 | 15 | 154 | -245 | 50 | -174 | 40 | 42 | 37 | 2 | 1 | 5 | 39 | 5 | 7142 | -534 | 0 | 0 | 6865 |
| 21 SP/FB | 121 | -177 | 99 | 110 | -530 | -504 | 85 | 64 | 36 | 334 | 12 | 3 | 14 | 40 | 8 | 21 | 36 | 107 | -709 | 5 | -2058 | -511 | 0 | -3392 |
| 22 KGEO | -323 | -165 | 7 | 19 | 2 | 4 | 7 | 22 | 1 | -143 | 1 | 0 | 2 | 8 | 7 | 28 | -536 | 5 | 57 | 0 | -1557 | -3396 | 0 | -5951 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -7181 | -2928 | -45355 | -24983 | 11648 | -13158 | -1184 | -44955 | -2196 | -5327 | -9066 | 1324 | -6583 | -9564 | -1302 | -2343 | -4333 | 5065 | -2017 | 7424 | -4625 | -4107 | 0 | -165746 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips  MODE: Ratio (Est/Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.13 | 0.86 | 0.63 | 0.80 | 2.94 | 0.53 | 0.61 | 0.49 | 0.24 | 1.13 | 324.47 | 76.06 | 7.79 | 0.78 | 166.66 | 111.04 | 0.49 | 10.10 | 0.34 | 42.43 | 139.01 | 0.06 | 0 | 0.86 |
| 2 DC NC | 1.00 | 0.95 | 0.66 | 0.63 | 2.48 | 0.90 | 1.51 | 0.54 | 0.46 | 1.96 | 313.58 | 74.58 | 4.46 | 0.90 | 0.16 | 91.22 | 0.47 | 88.39 | 0.26 | 2.15 | 0.16 | 9.24 | 0 | 0.84 |
| 3 MTG | 0.60 | 1.15 | 0.87 | 0.67 | 7.75 | 0.72 | 1.12 | 0.99 | 0.48 | 3.44 | 0.38 | 0.98 | 1.00 | 0.93 | 133.49 | 74.78 | 325.13 | 154.92 | 0.46 | 164.48 | 114.70 | 7.59 | 0 | 0.86 |
| 4 PG | 1.24 | 1.29 | 0.70 | 0.93 | 2.12 | 1.46 | 3.53 | 0.88 | 0.41 | 2.00 | 403.20 | 160.91 | 0.67 | 0.63 | 1.55 | 292.95 | 0.92 | 95.32 | 178.90 | 48.16 | 130.31 | 21.91 | 0 | 0.94 |
| 5 ARLCR | 1.59 | 1.41 | 1.25 | 1.48 | 5.06 | 1.46 | 1.31 | 0.85 | 168.06 | 0.50 | 37.47 | 7.84 | 47.37 | 4.32 | 14.46 | 9.88 | 53.75 | 29.62 | 51.66 | 9.50 | 34.23 | 2.74 | 0 | 1.55 |
| 6 ARNCR | 0.63 | 1.28 | 0.71 | 1.36 | 1.13 | 0.92 | 0.86 | 0.55 | 1.60 | 0.88 | 76.62 | 13.84 | 97.33 | 0.61 | 25.89 | 17.39 | 0.73 | 73.17 | 0.12 | 22.33 | 78.91 | 5.02 | 0 | 0.81 |
| 7 ALX | 0.96 | 1.15 | 1.70 | 1.85 | 1.83 | 1.05 | 0.92 | 1.23 | 0.48 | 1.15 | 55.76 | 11.64 | 0.04 | 0.31 | 37.68 | 29.82 | 0.49 | 61.01 | 0.49 | 17.47 | 101.07 | 7.86 | 0 | 1.00 |
| 8 FFX | 0.44 | 0.54 | 0.50 | 0.76 | 1.30 | 0.69 | 1.26 | 0.93 | 0.78 | 0.51 | 0.53 | 59.42 | 5.98 | 2.23 | 0.34 | 0.27 | 0.20 | 0.78 | 0.23 | 0.31 | 0.32 | 23.00 | 0 | 0.84 |
| 9 LDN | 0.22 | 0.72 | 1.19 | 0.23 | 154.74 | 0.53 | 0.91 | 0.85 | 1.07 | 0.87 | 216.94 | 21.04 | 43.31 | 62.84 | 4.44 | 3.97 | 23.68 | 191.98 | 0.18 | 3.17 | 36.36 | 1.39 | 0 | 0.99 |
| 10 PW | 6.32 | 1.37 | 0.76 | 2.61 | 330.51 | 0.70 | 0.98 | 0.50 | 1.16 | 1.03 | 44.82 | 7.03 | 45.77 | 108.31 | 14.85 | 12.91 | 70.11 | 0.93 | 1.32 | 47.68 | 3.60 | 0.11 | 0 | 0.94 |
| 11 FRD | 6.77 | 313.48 | 0.62 | 0.27 | 38.61 | 80.64 | 59.80 | 383.00 | 261.22 | 0.19 | 0.87 | 0.88 | 0.66 | 365.00 | 13.23 | 8.32 | 32.85 | 30.60 | 19.66 | 0.82 | 16.21 | 0.84 | 0 | 0.86 |
| 12 CAR | 89.21 | 84.24 | 0.75 | 183.59 | 9.17 | 17.23 | 14.37 | 80.28 | 29.36 | 10.83 | 0.80 | 1.12 | 0.47 | 0.26 | 5.70 | 3.27 | 12.74 | 5.67 | 4.77 | 50.76 | 4.05 | 0.17 | 0 | 1.06 |
| 13 HOW | 0.81 | 1.18 | 1.36 | 1.51 | 54.01 | 2.27 | 0.07 | 1.83 | 53.87 | 55.29 | 1.37 | 0.28 | 0.93 | 0.48 | 45.29 | 25.89 | 0.24 | 19.56 | 19.37 | 44.21 | 15.96 | 2.12 | 0 | 0.85 |
| 14 AAR | 1.25 | 2.84 | 0.68 | 1.06 | 0.68 | 0.19 | 8.20 | 3.84 | 83.99 | 0.36 | 346.82 | 0.25 | 0.77 | 1.02 | 0.47 | 0.22 | 355.31 | 37.52 | 57.21 | 41.41 | 47.06 | 8.52 | 0 | 0.99 |
| 15 CAL | 0.23 | 167.46 | 148.30 | 1.23 | 15.76 | 28.87 | 42.40 | 0.14 | 6.67 | 18.95 | 14.17 | 5.61 | 0.21 | 0.44 | 0.96 | 1.09 | 1.40 | 4.76 | 10.41 | 2.22 | 10.63 | 9.13 | 0 | 0.91 |
| 16 STM | 131.75 | 109.86 | 93.74 | 0.77 | 11.96 | 21.95 | 34.94 | 0.16 | 6.60 | 17.18 | 10.21 | 3.73 | 33.25 | 139.19 | 0.66 | 0.95 | 0.65 | 5.97 | 19.47 | 1.92 | 32.91 | 38.52 | 0 | 0.94 |
| 17 CHS | 3.59 | 1.27 | 357.93 | 0.76 | 56.45 | 0.40 | 0.28 | 385.13 | 27.74 | 75.54 | 32.06 | 11.33 | 98.24 | 0.93 | 333.09 | 0.47 | 0.97 | 17.93 | 42.29 | 5.42 | 44.24 | 70.37 | 0 | 0.97 |
| 18 FAU | 102.40 | 72.18 | 3.94 | 81.31 | 26.05 | 62.91 | 55.41 | 1.01 | 0.54 | 2.52 | 24.79 | 3.94 | 16.40 | 31.16 | 3.79 | 4.16 | 16.42 | 2.04 | 145.02 | 38.70 | 111.77 | 5.19 | 0 | 2.00 |
| 19 STA | 17.59 | 0.12 | 132.94 | 153.01 | 42.55 | 94.15 | 132.06 | 0.73 | 47.33 | 0.87 | 15.79 | 3.42 | 16.85 | 49.50 | 7.88 | 12.39 | 37.41 | 142.40 | 1.22 | 5.20 | 0.88 | 0.46 | 0 | 1.10 |
| 20 CL/JF | 36.15 | 32.33 | 147.44 | 41.51 | 8.27 | 19.22 | 15.45 | 153.80 | 0.50 | 49.77 | 0.68 | 40.42 | 41.87 | 36.97 | 1.63 | 1.13 | 4.61 | 39.47 | 5.37 | 3.44 | 0.01 | 0.17 | 0 | 2.53 |
| 21 SP/FB | 120.93 | 0.34 | 99.18 | 109.83 | 0.05 | 0.11 | 85.27 | 1.19 | 35.80 | 3.55 | 12.49 | 2.66 | 14.04 | 40.17 | 7.73 | 21.26 | 36.48 | 107.03 | 0.75 | 4.94 | 0.91 | 0.14 | 0 | 0.88 |
| 22 KGEO | 0.03 | 0.04 | 6.67 | 19.18 | 2.31 | 4.38 | 6.89 | 21.77 | 1.46 | 0.12 | 0.65 | 0.10 | 1.94 | 7.64 | 6.86 | 27.59 | 0.10 | 5.37 | 57.18 | 0.17 | 0.05 | 0.37 | 0 | 0.28 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.94 | 0.97 | 0.82 | 0.87 | 2.02 | 0.81 | 0.98 | 0.87 | 0.96 | 0.93 | 0.85 | 1.05 | 0.88 | 0.92 | 0.93 | 0.94 | 0.88 | 1.90 | 0.90 | 2.82 | 0.84 | 0.36 | 0 | 0.90 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Est Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.23 | 1.24 | 1.18 | 1.06 | 1.39 | 1.33 | 1.36 | 1.15 | 1.32 | 1.18 | 1.85 | 1.72 | 1.18 | 1.25 | 1.36 | 2.07 | 1.18 | 1.83 | 1.56 | 2.89 | 2.24 | 3.00 | 0 | 1.21 |
| 2 DC NC | 1.29 | 1.20 | 1.17 | 1.06 | 1.50 | 1.40 | 1.46 | 1.17 | 1.35 | 1.18 | 1.73 | 1.60 | 1.16 | 1.23 | 1.32 | 1.98 | 1.16 | 1.93 | 1.62 | 2.93 | 2.47 | 3.04 | 0 | 1.20 |
| 3 MTG | 1.16 | 1.12 | 1.18 | 1.27 | 1.40 | 1.25 | 1.68 | 1.81 | 2.40 | 2.40 | 1.70 | 1.80 | 1.39 | 1.85 | 2.96 | 3.44 | 2.66 | 3.21 | 3.24 | 3.21 | 3.48 | 3.47 | 0 | 1.22 |
| 4 PG | 1.09 | 1.08 | 1.33 | 1.09 | 1.31 | 1.22 | 1.39 | 1.88 | 3.09 | 2.47 | 3.16 | 2.75 | 1.35 | 1.40 | 1.68 | 2.43 | 1.35 | 3.44 | 3.21 | 3.48 | 3.47 | 3.42 | 0 | 1.15 |
| 5 ARLCR | 1.42 | 1.13 | 1.17 | 1.06 | 1.34 | 1.18 | 1.18 | 1.13 | 1.42 | 1.16 | 1.97 | 1.96 | 1.23 | 1.35 | 1.46 | 2.38 | 1.22 | 1.82 | 1.54 | 3.15 | 2.37 | 3.15 | 0 | 1.23 |
| 6 ARNCR | 1.45 | 1.14 | 1.19 | 1.07 | 1.30 | 1.14 | 1.16 | 1.14 | 1.38 | 1.15 | 2.07 | 2.18 | 1.30 | 1.39 | 1.48 | 2.48 | 1.19 | 1.81 | 1.51 | 3.22 | 2.45 | 3.30 | 0 | 1.17 |
| 7 ALX | 1.41 | 1.15 | 1.36 | 1.11 | 1.23 | 1.14 | 1.17 | 1.17 | 1.64 | 1.22 | 2.79 | 2.80 | 1.62 | 1.67 | 1.63 | 2.20 | 1.22 | 2.37 | 1.62 | 3.39 | 2.47 | 3.21 | 0 | 1.19 |
| 8 FFX | 1.05 | 1.12 | 1.57 | 1.53 | 1.03 | 1.08 | 1.29 | 1.24 | 1.20 | 1.28 | 3.07 | 3.27 | 2.79 | 2.96 | 3.17 | 3.41 | 2.20 | 2.01 | 2.12 | 2.97 | 3.11 | 3.46 | 0 | 1.25 |
| 9 LDN | 1.42 | 1.53 | 2.47 | 2.89 | 1.18 | 1.46 | 2.15 | 1.46 | 1.07 | 1.46 | 1.86 | 3.35 | 3.40 | 3.44 | 3.47 | 3.45 | 3.44 | 1.92 | 3.20 | 1.60 | 3.46 | 3.47 | 0 | 1.15 |
| 10 PW | 1.23 | 1.31 | 2.41 | 2.31 | 1.09 | 1.24 | 1.65 | 1.49 | 1.46 | 1.07 | 3.47 | 3.46 | 3.45 | 3.43 | 3.45 | 3.47 | 3.12 | 1.35 | 1.29 | 3.22 | 1.98 | 2.94 | 0 | 1.14 |
| 11 FRD | 2.51 | 1.99 | 1.87 | 3.01 | 2.01 | 2.30 | 3.12 | 3.36 | 1.86 | 3.48 | 1.10 | 1.36 | 2.19 | 3.25 | 3.47 | 3.47 | 3.48 | 3.42 | 3.48 | 1.69 | 3.48 | 3.50 | 0 | 1.17 |
| 12 CAR | 2.61 | 2.16 | 2.12 | 2.81 | 2.13 | 2.67 | 3.30 | 3.46 | 3.42 | 3.47 | 1.48 | 1.05 | 1.55 | 2.67 | 3.48 | 3.48 | 3.47 | 3.48 | 3.48 | 3.18 | 3.46 | 3.40 | 0 | 1.10 |
| 13 HOW | 1.31 | 1.25 | 1.47 | 1.35 | 1.59 | 1.60 | 2.26 | 3.16 | 3.40 | 3.46 | 2.22 | 1.41 | 1.09 | 1.24 | 3.13 | 3.48 | 3.25 | 3.48 | 3.48 | 3.44 | 3.48 | 3.48 | 0 | 1.17 |
| 14 AAR | 1.42 | 1.34 | 1.88 | 1.40 | 1.63 | 1.71 | 2.21 | 3.21 | 3.44 | 3.44 | 3.22 | 2.43 | 1.26 | 1.10 | 1.70 | 3.36 | 2.66 | 3.48 | 3.48 | 3.49 | 3.48 | 3.48 | 0 | 1.16 |
| 15 CAL | 1.86 | 1.62 | 2.93 | 1.77 | 1.81 | 2.09 | 2.38 | 3.37 | 3.46 | 3.46 | 3.47 | 3.46 | 3.28 | 1.79 | 1.06 | 1.32 | 1.61 | 3.47 | 3.47 | 3.47 | 3.41 | 3.41 | 0 | 1.13 |
| 16 STM | 2.69 | 2.33 | 3.35 | 2.51 | 2.11 | 2.69 | 2.94 | 3.46 | 3.47 | 3.47 | 3.47 | 3.45 | 3.48 | 3.36 | 1.30 | 1.07 | 1.52 | 3.47 | 3.48 | 3.43 | 3.49 | 2.99 | 0 | 1.10 |
| 17 CHS | 1.41 | 1.32 | 2.59 | 1.36 | 1.60 | 1.57 | 1.69 | 2.65 | 3.46 | 3.21 | 3.48 | 3.48 | 3.30 | 2.64 | 1.58 | 1.47 | 1.06 | 3.48 | 3.44 | 3.47 | 3.47 | 2.27 | 0 | 1.14 |
| 18 FAU | 2.49 | 2.23 | 3.10 | 3.31 | 1.38 | 1.84 | 2.81 | 2.41 | 1.92 | 1.37 | 3.41 | 3.49 | 3.48 | 3.48 | 3.48 | 3.47 | 3.48 | 1.07 | 1.54 | 2.29 | 2.01 | 2.98 | 0 | 1.19 |
| 19 STA | 2.04 | 1.94 | 3.09 | 3.10 | 1.29 | 1.64 | 2.26 | 2.45 | 3.29 | 1.32 | 3.48 | 3.45 | 3.48 | 3.48 | 3.47 | 3.47 | 3.43 | 1.53 | 1.05 | 3.47 | 1.13 | 1.32 | 0 | 1.14 |
| 20 CL/JF | 3.48 | 3.19 | 3.25 | 3.44 | 2.03 | 2.97 | 3.42 | 3.31 | 1.70 | 3.28 | 1.84 | 3.12 | 3.43 | 3.49 | 3.47 | 3.42 | 3.47 | 2.37 | 3.49 | 1.05 | 3.47 | 3.40 | 0 | 1.12 |
| 21 SP/FB | 2.98 | 2.70 | 3.35 | 3.40 | 1.51 | 2.15 | 2.82 | 3.15 | 3.46 | 1.92 | 3.48 | 3.45 | 3.48 | 3.48 | 3.47 | 3.48 | 3.45 | 1.92 | 1.11 | 3.48 | 1.06 | 1.33 | 0 | 1.11 |
| 22 KGEO | 3.47 | 3.20 | 3.46 | 3.40 | 1.93 | 2.81 | 3.33 | 3.46 | 3.48 | 3.06 | 3.42 | 3.33 | 3.46 | 3.47 | 3.40 | 2.96 | 2.26 | 3.02 | 1.36 | 3.40 | 1.42 | 1.04 | 0 | 1.12 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.24 | | 1.22 | | 1.27 | | 1.26 | | 1.12 | | 1.16 | | 1.16 | | 1.12 | | 1.13 | | 1.14 | | 1.12 | | 0 | |
| | | 1.18 | | 1.13 | | 1.17 | | 1.27 | | 1.12 | | 1.09 | | 1.15 | | 1.09 | | 1.19 | | 1.12 | | 1.13 | | 1.18 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Obs Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.23 | 1.21 | 1.12 | 1.17 | 1.64 | 1.24 | 1.25 | 1.13 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 1.00 | 0 | 3.50 | 0 | 0 | 1.00 | 0 | 1.18 |
| 2 DC NC | 1.27 | 1.23 | 1.18 | 1.26 | 1.77 | 1.00 | 1.00 | 1.06 | 1.00 | 1.00 | 0 | 0 | 1.00 | 1.00 | 1.50 | 0 | 1.00 | 0 | 3.50 | 0 | 3.50 | 0 | 0 | 1.21 |
| 3 MTG | 1.14 | 1.15 | 1.21 | 1.12 | 0 | 1.00 | 1.14 | 1.09 | 1.16 | 1.00 | 1.18 | 1.00 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.19 |
| 4 PG | 1.16 | 1.23 | 1.10 | 1.24 | 1.56 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 | 0 | 0 | 1.17 | 1.09 | 1.00 | 0 | 1.15 | 0 | 0 | 0 | 0 | 0 | 0 | 1.20 |
| 5 ARLCR | 1.70 | 1.00 | 1.00 | 1.00 | 1.00 | 1.30 | 1.00 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.10 |
| 6 ARNCR | 1.36 | 1.07 | 1.57 | 1.00 | 1.77 | 1.19 | 1.11 | 1.12 | 1.00 | 1.42 | 0 | 0 | 0 | 2.00 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.20 |
| 7 ALX | 1.25 | 1.12 | 1.00 | 1.00 | 1.00 | 1.07 | 1.23 | 1.05 | 1.00 | 1.00 | 0 | 0 | 2.51 | 1.90 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.19 |
| 8 FFX | 1.18 | 1.10 | 1.10 | 1.42 | 1.10 | 1.15 | 1.00 | 1.25 | 1.13 | 1.12 | 1.00 | 0 | 1.00 | 1.00 | 1.00 | 1.00 | 1.35 | 1.30 | 2.78 | 1.59 | 1.00 | 0 | 0 | 1.22 |
| 9 LDN | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 1.00 | 1.19 | 1.15 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 1.14 |
| 10 PW | 0 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 1.00 | 1.15 | 1.00 | 1.16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.28 | 1.00 | 0 | 1.00 | 1.00 | 0 | 1.15 |
| 11 FRD | 0 | 0 | 1.44 | 1.61 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.16 | 1.17 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.18 |
| 12 CAR | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.15 | 1.23 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.20 |
| 13 HOW | 3.50 | 1.00 | 1.20 | 1.24 | 0 | 0 | 2.53 | 1.00 | 0 | 0 | 1.00 | 1.00 | 1.12 | 1.21 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.16 |
| 14 AAR | 1.42 | 1.00 | 1.83 | 1.00 | 1.00 | 2.00 | 0 | 1.00 | 0 | 1.00 | 0 | 1.00 | 1.09 | 1.07 | 1.00 | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.09 |
| 15 CAL | 1.00 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.00 | 1.42 | 1.14 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.12 |
| 16 STM | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.11 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.10 |
| 17 CHS | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 1.34 | 0 | 0 | 0 | 0 | 0 | 0 | 1.26 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.16 | 0 | 0 | 0 | 0 | 0 | 1.12 |
| 19 STA | 0 | 2.51 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.46 | 0 | 1.14 | 1.00 | 0 | 1.35 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.29 | 1.00 | 0 | 0 | 1.17 |
| 21 SP/FB | 0 | 1.00 | 0 | 0 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.12 | 0 | 1.17 | 1.00 | 0 | 1.15 |
| 22 KGEO | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.82 | 1.64 | 0 | 1.52 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.23 | | 1.20 | | 1.29 | | 1.17 | | 1.13 | | 1.16 | | 1.13 | | 1.13 | | 1.26 | | 1.46 | | 1.20 | | 0 | |
| | | 1.19 | | 1.21 | | 1.16 | | 1.20 | | 1.14 | | 1.20 | | 1.09 | | 1.11 | | 1.20 | | 1.26 | | 1.48 | | 1.18 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Est Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 36.6 | 38.9 | 32.3 | 13.0 | 51.0 | 46.7 | 32.6 | 13.0 | 0 | 2.3 | 0 | 0 | 0.3 | 0.1 | 0.4 | 0.0 | 0.1 | 0 | 0 | 0 | 0.5 | 0 | 0 | 32.5 |
| 2 DC NC | 48.5 | 20.4 | 23.9 | 8.7 | 46.0 | 33.9 | 18.9 | 6.3 | 0 | 1.8 | 0 | 0 | 0.1 | 0.0 | 0.1 | 0 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 24.7 |
| 3 MTG | 43.0 | 10.0 | 4.9 | 1.6 | 50.5 | 14.9 | 6.1 | 0.7 | 0 | 2.3 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.3 |
| 4 PG | 26.5 | 5.5 | 2.4 | 0.9 | 28.2 | 10.4 | 2.2 | 0.2 | 0 | 2.6 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 |
| 5 ARLCR | 52.6 | 17.6 | 13.6 | 3.5 | 5.9 | 20.8 | 17.8 | 5.2 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 |
| 6 ARNCR | 47.7 | 14.3 | 9.1 | 2.2 | 31.5 | 9.4 | 15.2 | 5.0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 |
| 7 ALX | 32.6 | 6.9 | 5.7 | 0.9 | 18.2 | 14.2 | 5.5 | 2.0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.7 |
| 8 FFX | 36.3 | 3.3 | 1.4 | 0.3 | 12.6 | 6.5 | 4.5 | 0.9 | 0.0 | 0.5 | 0.2 | 0 | 0.3 | 0.1 | 0.3 | 0.5 | 0.2 | 0 | 0 | 0 | 0.0 | 0 | 0 | 2.0 |
| 9 LDN | 18.2 | 0.2 | 0.1 | 0 | 5.4 | 1.3 | 0.1 | 0.0 | 0.1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 10 PW | 19.8 | 2.1 | 2.8 | 2.6 | 5.8 | 2.3 | 2.1 | 0.5 | 0.2 | 0.1 | 4.3 | 0 | 5.4 | 1.2 | 4.6 | 7.0 | 2.9 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0.5 |
| 11 FRD | 0.5 | 0.0 | 0.0 | 0 | 0.3 | 0.0 | 0 | 0.0 | 0 | 0.2 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 7.3 | 0.5 | 0.2 | 0.0 | 5.0 | 1.4 | 0.4 | 0.3 | 0 | 5.5 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 14 AAR | 10.1 | 0.7 | 0.2 | 0.0 | 3.9 | 1.2 | 0.8 | 0.5 | 0 | 2.5 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 15 CAL | 0.6 | 0.1 | 0.0 | 0 | 0.3 | 0.1 | 0 | 0.0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17 CHS | 5.7 | 0.6 | 0.3 | 0 | 3.3 | 0.9 | 0.1 | 0.2 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 18 FAU | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 19 STA | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0.6 | 0.3 | 0.6 | 0.2 | 0.3 | 0.3 | 0.2 | 0.6 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 38.1 | | 6.4 | | 25.9 | | 9.0 | | 0.1 | | 0.3 | | 0.0 | | 0.0 | | 0.2 | | 0 | | 0.0 | | 0 | |
| | | 19.3 | | 2.4 | | 15.6 | | 1.4 | | 0.3 | | 0 | | 0.0 | | 0.0 | | 0 | | 0 | | 0 | | 6.9 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHW Trips MODE: Obs Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 44.3 | 36.3 | 22.3 | 12.3 | 70.6 | 37.9 | 6.6 | 7.8 | 2.9 | 8.6 | 0 | 0 | 100.0 | 4.3 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 30.0 |
| 2 DC NC | 43.8 | 19.1 | 8.4 | 5.1 | 40.3 | 48.5 | 32.8 | 5.7 | 0 | 7.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 19.3 |
| 3 MTG | 36.7 | 23.6 | 2.7 | 4.1 | 100.0 | 13.6 | 6.8 | 1.0 | 0 | 0 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.3 |
| 4 PG | 23.6 | 13.1 | 7.1 | 1.2 | 11.3 | 28.4 | 19.9 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.8 |
| 5 ARLCR | 35.1 | 24.7 | 6.0 | 9.1 | 0 | 21.5 | 5.6 | 2.9 | 0 | 2.2 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.1 |
| 6 ARNCR | 42.4 | 41.5 | 6.0 | 30.4 | 9.0 | 13.2 | 8.7 | 3.5 | 12.9 | 0 | 0 | 0 | 0 | 8.4 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 15.0 |
| 7 ALX | 27.4 | 16.0 | 7.8 | 8.5 | 14.6 | 16.6 | 2.9 | 2.9 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.7 |
| 8 FFX | 14.2 | 6.0 | 0.7 | 0.4 | 5.3 | 5.8 | 5.8 | 0.7 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 |
| 9 LDN | 5.2 | 0 | 0 | 0 | 0 | 6.1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 10 PW | 100.0 | 3.7 | 1.3 | 0 | 0 | 8.2 | 0 | 0.4 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 |
| 11 FRD | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 12.8 | 0 | 0 | 0 | 0 | 100.0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| 14 AAR | 10.1 | 4.7 | 0 | 0 | 0 | 5.4 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 CHS | 22.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 18 FAU | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 |
| 19 STA | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 36.2 | | 4.1 | | 17.6 | | 5.6 | | 0.2 | | 0.3 | | 0.2 | | 0 | | 0 | | 0.1 | | 0 | | 0 | |
| | | 22.1 | | 2.9 | | 18.3 | | 1.3 | | 0.3 | | 0 | | 0.2 | | 0 | | 0.2 | | 0.4 | | 0 | | 6.4 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Est Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 4799 | 2972 | 757 | 425 | 620 | 734 | 212 | 151 | 0 | 15 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10687 |
| 2 DC NC | 4608 | 6608 | 1290 | 647 | 463 | 437 | 102 | 46 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14218 |
| 3 MTG | 637 | 512 | 4810 | 190 | 247 | 146 | 11 | 18 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6628 |
| 4 PG | 586 | 358 | 181 | 955 | 227 | 190 | 7 | 12 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2559 |
| 5 ARLCR | 482 | 51 | 7 | 1 | 43 | 218 | 90 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 908 |
| 6 ARNCR | 1463 | 98 | 12 | 1 | 243 | 1080 | 320 | 86 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3327 |
| 7 ALX | 721 | 24 | 3 | 0 | 71 | 278 | 792 | 74 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1996 |
| 8 FFX | 433 | 12 | 17 | 9 | 43 | 241 | 249 | 773 | 3 | 165 | 3 | 0 | 4 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1960 |
| 9 LDN | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 50 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 10 PW | 17 | 14 | 38 | 26 | 5 | 30 | 42 | 179 | 11 | 238 | 7 | 0 | 11 | 6 | 3 | 3 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 641 |
| 11 FRD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 17 | 0 | 0 | 0 | 7 | 4 | 0 | 7 | 0 | 16 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14 AAR | 31 | 0 | 0 | 1 | 18 | 14 | 0 | 15 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17 CHS | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 13796 | 10650 | 7118 | 2255 | 1991 | 3378 | 1825 | 1402 | 64 | 665 | 161 | 0 | 21 | 11 | 5 | 23 | 180 | 0 | 0 | 0 | 3 | 0 | 0 | 43547 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Obs Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 4161 | 3557 | 734 | 502 | 151 | 1894 | 226 | 114 | 25 | 46 | 29 | 0 | 0 | 430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11869 |
| 2 DC NC | 5257 | 5669 | 644 | 619 | 60 | 1040 | 180 | 114 | 31 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13681 |
| 3 MTG | 762 | 696 | 3264 | 416 | 23 | 250 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5475 |
| 4 PG | 465 | 681 | 252 | 2242 | 35 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3956 |
| 5 ARLCR | 497 | 71 | 0 | 0 | 39 | 211 | 34 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 859 |
| 6 ARNCR | 1724 | 916 | 119 | 14 | 96 | 968 | 116 | 106 | 9 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4089 |
| 7 ALX | 387 | 154 | 18 | 0 | 42 | 279 | 269 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1232 |
| 8 FFX | 501 | 129 | 13 | 0 | 11 | 363 | 186 | 1524 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2738 |
| 9 LDN | 19 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10 PW | 67 | 27 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 11 FRD | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 14 AAR | 194 | 13 | 16 | 0 | 35 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 CHS | 24 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 18 FAU | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 14187 | 11941 | 5060 | 3793 | 537 | 5292 | 1011 | 1941 | 65 | 155 | 182 | 0 | 0 | 647 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44811 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Difference (Est-Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 638 | -585 | 23 | -77 | 469 | -1160 | -14 | 37 | -25 | -31 | -29 | 0 | 1 | -428 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1182 |
| 2 DC NC | -649 | 939 | 646 | 28 | 403 | -603 | -78 | -68 | -31 | 17 | 0 | 0 | 0 | -66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 537 |
| 3 MTG | -125 | -184 | 1546 | -226 | 224 | -104 | 11 | 18 | 0 | 57 | -3 | 0 | 0 | -61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1153 |
| 4 PG | 121 | -323 | -71 | -1287 | 192 | -23 | 7 | 12 | 0 | 41 | 0 | 0 | 0 | -68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1397 |
| 5 ARLCR | -15 | -20 | 7 | 1 | 4 | 7 | 56 | 12 | 0 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 6 ARNCR | -261 | -818 | -107 | -13 | 147 | 112 | 204 | -20 | -9 | 24 | 0 | 0 | 0 | -21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -763 |
| 7 ALX | 334 | -130 | -15 | 0 | 29 | -1 | 523 | -9 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 764 |
| 8 FFX | -68 | -117 | 4 | 9 | 32 | -122 | 63 | -751 | 3 | 154 | 3 | 0 | 4 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | -778 |
| 9 LDN | -17 | 0 | 0 | 0 | -24 | 0 | 0 | 10 | 50 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 10 PW | -50 | -13 | 38 | 26 | -16 | 30 | 42 | 179 | 11 | 147 | 7 | 0 | 11 | 6 | 3 | 3 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 435 |
| 11 FRD | -20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -17 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | -62 | 0 | 0 | 0 | 7 | 4 | 0 | 7 | 0 | 16 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -23 |
| 14 AAR | -163 | -13 | -16 | 1 | -17 | -60 | 0 | 15 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -234 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17 CHS | -24 | -28 | 0 | 0 | 4 | 4 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 18 FAU | -30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -27 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -391 | | 2058 | | 1454 | | 814 | | -1 | | -21 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | | -1291 | | -1538 | | -1914 | | -539 | | 510 | | 0 | | -636 | | 0 | | 0 | | 0 | | 0 | | -1264 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Ratio (Est/Obs) Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.15 | 0.84 | 1.03 | 0.85 | 4.11 | 0.39 | 0.94 | 1.32 | 0 | 0.33 | 0 | 0 | 0.55 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0.02 | 0 | 0 | 0.90 |
| 2 DC NC | 0.88 | 1.17 | 2.00 | 1.05 | 7.71 | 0.42 | 0.57 | 0.40 | 0 | 16.87 | 0 | 0 | 0.03 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.04 |
| 3 MTG | 0.84 | 0.74 | 1.47 | 0.46 | 10.73 | 0.58 | 10.92 | 18.39 | 0 | 56.90 | 0 | 0 | 0.18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.21 |
| 4 PG | 1.26 | 0.53 | 0.72 | 0.43 | 6.50 | 0.89 | 6.94 | 12.06 | 0 | 41.21 | 0 | 0 | 0.12 | 0.01 | 0 | 0 | 0.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0.65 |
| 5 ARLCR | 0.97 | 0.72 | 7.42 | 0.68 | 1.10 | 1.03 | 2.65 | 11.66 | 0 | 0.59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.06 |
| 6 ARNCR | 0.85 | 0.11 | 0.10 | 0.05 | 2.53 | 1.12 | 2.76 | 0.81 | 0 | 24.15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.81 |
| 7 ALX | 1.86 | 0.16 | 0.16 | 0.05 | 1.69 | 1.00 | 2.94 | 0.89 | 0 | 32.16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.62 |
| 8 FFX | 0.86 | 0.10 | 1.32 | 9.40 | 3.88 | 0.66 | 1.34 | 0.51 | 3.34 | 14.98 | 2.52 | 0 | 4.07 | 1.79 | 1.06 | 1.04 | 3.38 | 0 | 0 | 0 | 0.91 | 0 | 0 | 0.72 |
| 9 LDN | 0.11 | 0 | 0 | 0 | 0 | 0.13 | 0 | 9.66 | 49.63 | 25.57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.02 |
| 10 PW | 0.25 | 0.52 | 38.28 | 26.25 | 0.23 | 30.23 | 41.75 | 179.32 | 11.16 | 2.61 | 6.78 | 0 | 10.77 | 5.82 | 2.76 | 2.83 | 9.06 | 0 | 0.03 | 0 | 2.47 | 0 | 0 | 3.11 |
| 11 FRD | 0 | 0 | 0 | 0 | 0.20 | 0.08 | 0 | 0.18 | 0 | 0.60 | 1.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.90 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 0.21 | 0 | 0.27 | 0.22 | 6.52 | 4.34 | 0 | 6.67 | 0 | 16.26 | 0 | 0 | 4.91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.71 |
| 14 AAR | 0.16 | 0.01 | 0.01 | 0.92 | 0.51 | 0.19 | 0.01 | 15.32 | 0 | 18.11 | 0 | 0 | 0 | 0.75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.30 |
| 15 CAL | 0 | 0 | 0 | 0 | 0.13 | 0.12 | 0 | 0.13 | 0 | 0.43 | 0 | 0 | 0 | 0 | 0.76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.57 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.18 | 0.19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.37 |
| 17 CHS | 0.01 | 0 | 0 | 0 | 4.26 | 4.06 | 0 | 2.92 | 0 | 9.90 | 0 | 0 | 0 | 0 | 0 | 0.33 | 166.94 | 0 | 0 | 0 | 0 | 0 | 0 | 3.63 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.09 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.90 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0.28 | 0.15 | 1.45 | 0.61 | 0.07 | 0.22 | 0.50 | 9.84 | 0 | 0.54 | 0 | 0 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.03 | 0 | 0 | 13.70 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.24 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.97 | | 1.41 | | 3.71 | | 1.80 | | 0.99 | | 0.89 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | | 0.89 | | 0.59 | | 0.64 | | 0.72 | | 4.29 | | 0 | | 0.02 | | 0 | | 0 | | 0 | | 0 | | 0.97 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Est Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 19306 | 12764 | 5148 | 7322 | 64 | 1584 | 1550 | 2316 | 54 | 175 | 32 | 2 | 163 | 450 | 25 | 1 | 179 | 14 | 32 | 0 | 13 | 0 | 0 | 51194 |
| 2 DC NC | 11610 | 69630 | 13880 | 20061 | 54 | 1425 | 1522 | 2424 | 48 | 144 | 53 | 5 | 438 | 992 | 49 | 3 | 336 | 10 | 22 | 0 | 7 | 0 | 0 | 122714 |
| 3 MTG | 5691 | 15364 | 404714 | 22114 | 27 | 1233 | 788 | 4908 | 325 | 273 | 3721 | 586 | 5086 | 2535 | 35 | 1 | 117 | 49 | 36 | 81 | 10 | 0 | 0 | 467692 |
| 4 PG | 7815 | 21237 | 22205 | 241673 | 22 | 756 | 1829 | 2491 | 31 | 210 | 78 | 36 | 5117 | 10133 | 527 | 90 | 3603 | 9 | 45 | 1 | 13 | 4 | 0 | 317927 |
| 5 ARLCR | 41 | 340 | 189 | 177 | 1084 | 1827 | 1211 | 1824 | 41 | 139 | 3 | 0 | 6 | 18 | 1 | 0 | 9 | 3 | 8 | 0 | 3 | 0 | 0 | 6925 |
| 6 ARNCR | 292 | 1272 | 913 | 641 | 1753 | 24781 | 6819 | 14374 | 302 | 828 | 11 | 1 | 22 | 67 | 3 | 0 | 34 | 20 | 38 | 0 | 13 | 0 | 0 | 52183 |
| 7 ALX | 658 | 1179 | 551 | 1214 | 1170 | 6820 | 40234 | 19765 | 201 | 1596 | 8 | 0 | 23 | 91 | 11 | 2 | 124 | 19 | 94 | 0 | 35 | 0 | 0 | 73797 |
| 8 FFX | 1149 | 1507 | 2846 | 1608 | 1540 | 12939 | 18667 | 428188 | 14430 | 16940 | 45 | 2 | 64 | 134 | 10 | 1 | 179 | 532 | 436 | 27 | 150 | 1 | 0 | 501393 |
| 9 LDN | 15 | 17 | 135 | 10 | 29 | 211 | 147 | 13722 | 103714 | 1682 | 262 | 3 | 3 | 2 | 0 | 0 | 1 | 225 | 5 | 506 | 1 | 0 | 0 | 120691 |
| 10 PW | 73 | 58 | 119 | 104 | 105 | 643 | 1278 | 15257 | 1510 | 187718 | 1 | 0 | 2 | 8 | 0 | 0 | 16 | 1597 | 1906 | 19 | 492 | 10 | 0 | 210915 |
| 11 FRD | 34 | 57 | 3570 | 73 | 3 | 12 | 8 | 61 | 373 | 3 | 116820 | 2337 | 686 | 86 | 0 | 0 | 0 | 2 | 0 | 721 | 0 | 0 | 0 | 124847 |
| 12 CAR | 4 | 7 | 613 | 38 | 0 | 1 | 0 | 3 | 6 | 0 | 2400 | 79582 | 1027 | 108 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 83812 |
| 13 HOW | 189 | 525 | 5554 | 5603 | 2 | 27 | 33 | 107 | 7 | 5 | 672 | 1010 | 105446 | 10039 | 8 | 0 | 19 | 1 | 0 | 14 | 0 | 0 | 0 | 129259 |
| 14 AAR | 500 | 1122 | 2760 | 10794 | 4 | 71 | 115 | 188 | 5 | 16 | 87 | 109 | 10292 | 239007 | 519 | 8 | 160 | 1 | 2 | 2 | 0 | 0 | 0 | 265762 |
| 15 CAL | 32 | 59 | 40 | 571 | 2 | 5 | 15 | 15 | 0 | 1 | 0 | 0 | 9 | 550 | 37221 | 1100 | 464 | 0 | 0 | 0 | 0 | 3 | 0 | 40085 |
| 16 STM | 3 | 3 | 1 | 94 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 1104 | 51222 | 931 | 0 | 0 | 0 | 0 | 25 | 0 | 53395 |
| 17 CHS | 196 | 367 | 126 | 3846 | 6 | 39 | 141 | 190 | 1 | 23 | 0 | 0 | 19 | 172 | 452 | 927 | 76589 | 1 | 5 | 0 | 5 | 110 | 0 | 83216 |
| 18 FAU | 5 | 3 | 14 | 2 | 2 | 11 | 11 | 406 | 193 | 1422 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22820 | 220 | 46 | 97 | 2 | 0 | 25256 |
| 19 STA | 15 | 10 | 12 | 16 | 4 | 23 | 59 | 311 | 4 | 1827 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 234 | 30556 | 0 | 4573 | 139 | 0 | 37788 |
| 20 CL/JF | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 17 | 413 | 14 | 321 | 9 | 5 | 0 | 0 | 0 | 0 | 42 | 0 | 22773 | 0 | 0 | 0 | 23623 |
| 21 SP/FB | 4 | 1 | 2 | 3 | 2 | 7 | 21 | 100 | 1 | 451 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4474 | 0 | 54013 | 166 | 0 | 59346 |
| 22 KGEO | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 37 | 2 | 120 | 0 | 138 | 4540 | 0 | 4853 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 47632 | 125521 | 463424 | 315963 | 5870 | 52414 | 74450 | 506669 | 121661 | 213475 | 124513 | 83682 | 128408 | 264402 | 39968 | 53362 | 82801 | 25680 | 38000 | 24213 | 59563 | 4999 | 0 | 2856672 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Obs Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 17996 | 16087 | 2847 | 4627 | 119 | 1583 | 3054 | 2928 | 1103 | 322 | 0 | 0 | 0 | 85 | 0 | 474 | 469 | 0 | 0 | 0 | 0 | 0 | 0 | 51692 |
| 2 DC NC | 17552 | 70403 | 19792 | 14483 | 956 | 2058 | 1674 | 3237 | 0 | 416 | 0 | 339 | 282 | 0 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 131343 |
| 3 MTG | 2805 | 17491 | 371369 | 16760 | 0 | 759 | 317 | 4786 | 1391 | 304 | 4223 | 2354 | 2640 | 2161 | 310 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 427814 |
| 4 PG | 3771 | 12224 | 17716 | 228100 | 0 | 206 | 182 | 2691 | 0 | 182 | 0 | 100 | 10260 | 7494 | 2565 | 0 | 7478 | 0 | 0 | 0 | 0 | 0 | 0 | 292968 |
| 5 ARLCR | 181 | 732 | 0 | 113 | 341 | 1186 | 540 | 496 | 0 | 886 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4476 |
| 6 ARNCR | 700 | 2396 | 575 | 1031 | 3492 | 27541 | 4477 | 12659 | 664 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53535 |
| 7 ALX | 340 | 777 | 563 | 527 | 240 | 4023 | 43645 | 18058 | 0 | 589 | 382 | 0 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 0 | 0 | 0 | 0 | 69433 |
| 8 FFX | 1994 | 3485 | 3872 | 1616 | 816 | 14369 | 18038 | 428681 | 17407 | 22216 | 0 | 0 | 0 | 470 | 219 | 0 | 0 | 849 | 521 | 132 | 768 | 0 | 0 | 515454 |
| 9 LDN | 214 | 0 | 341 | 256 | 0 | 295 | 0 | 13500 | 89488 | 1403 | 297 | 0 | 0 | 178 | 0 | 0 | 0 | 627 | 0 | 2540 | 0 | 0 | 0 | 109138 |
| 10 PW | 0 | 949 | 0 | 0 | 0 | 519 | 421 | 14751 | 1432 | 177322 | 0 | 0 | 0 | 0 | 0 | 0 | 337 | 772 | 3352 | 0 | 976 | 0 | 0 | 200831 |
| 11 FRD | 0 | 0 | 3722 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 114591 | 2463 | 1233 | 228 | 0 | 0 | 0 | 0 | 0 | 899 | 0 | 0 | 0 | 123351 |
| 12 CAR | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2732 | 72213 | 741 | 934 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76885 |
| 13 HOW | 0 | 0 | 3767 | 5810 | 0 | 54 | 0 | 94 | 0 | 0 | 1137 | 1436 | 107477 | 6725 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126500 |
| 14 AAR | 116 | 93 | 4850 | 22819 | 0 | 178 | 163 | 440 | 0 | 0 | 395 | 414 | 3795 | 237390 | 2495 | 81 | 402 | 0 | 453 | 0 | 0 | 0 | 0 | 274084 |
| 15 CAL | 0 | 185 | 0 | 1990 | 0 | 0 | 0 | 621 | 0 | 0 | 0 | 0 | 0 | 634 | 35938 | 1185 | 2561 | 0 | 0 | 0 | 0 | 0 | 0 | 43114 |
| 16 STM | 0 | 0 | 0 | 695 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 803 | 54412 | 2828 | 0 | 0 | 0 | 0 | 0 | 0 | 59132 |
| 17 CHS | 0 | 849 | 548 | 3603 | 0 | 0 | 290 | 264 | 0 | 0 | 0 | 363 | 0 | 315 | 1127 | 2794 | 77177 | 0 | 0 | 0 | 0 | 349 | 0 | 87681 |
| 18 FAU | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 608 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25303 | 0 | 0 | 0 | 179 | 0 | 26591 |
| 19 STA | 0 | 0 | 297 | 0 | 0 | 0 | 0 | 1945 | 0 | 2539 | 130 | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 32479 | 0 | 3136 | 118 | 0 | 41035 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 589 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19536 | 0 | 0 | 0 | 20125 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 0 | 1062 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10298 | 616 | 73448 | 665 | 0 | 86439 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 179 | 0 | 0 | 690 | 2909 | 0 | 4271 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 45959 | 125673 | 430523 | 302428 | 5964 | 53164 | 72801 | 505833 | 111695 | 208027 | 124476 | 79682 | 126426 | 257007 | 43457 | 59143 | 91839 | 27730 | 47102 | 23722 | 79017 | 4219 | 0 | 2825891 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips MODE: Difference (Est-Obs) Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1311 | -3323 | 2302 | 2695 | -55 | 1 | -1504 | -612 | -1049 | -148 | 32 | 2 | 163 | 365 | 25 | -473 | -290 | 14 | 32 | 0 | 13 | 0 | 0 | -499 |
| 2 DC NC | -5942 | -774 | -5912 | 5578 | -902 | -633 | -152 | -813 | 48 | -272 | 53 | -333 | 156 | 992 | 49 | 3 | 184 | 10 | 22 | 0 | 7 | 0 | 0 | -8629 |
| 3 MTG | 2886 | -2128 | 33345 | 5354 | 27 | 474 | 471 | 122 | -1066 | -31 | -502 | -1768 | 2446 | 374 | -275 | 1 | -29 | 49 | 36 | 81 | 10 | 0 | 0 | 39878 |
| 4 PG | 4045 | 9013 | 4490 | 13573 | 22 | 549 | 1648 | -199 | 31 | 29 | 78 | -64 | -5143 | 2639 | -2038 | 90 | -3875 | 9 | 45 | 1 | 13 | 4 | 0 | 24959 |
| 5 ARLCR | -140 | -392 | 189 | 64 | 743 | 640 | 671 | 1328 | 41 | -747 | 3 | 0 | 6 | 18 | 1 | 0 | 9 | 3 | 8 | 0 | 3 | 0 | 0 | 2449 |
| 6 ARNCR | -408 | -1124 | 337 | -391 | -1739 | -2760 | 2342 | 1715 | -362 | 828 | 11 | 1 | 22 | 67 | 3 | 0 | 34 | 20 | 38 | 0 | 13 | 0 | 0 | -1352 |
| 7 ALX | 318 | 402 | -12 | 688 | 930 | 2797 | -3412 | 1707 | 201 | 1007 | -374 | 0 | 23 | 91 | 11 | 2 | -165 | 19 | 94 | 0 | 35 | 0 | 0 | 4364 |
| 8 FFX | -846 | -1978 | -1025 | -9 | 723 | -1431 | 629 | -493 | -2977 | -5277 | 45 | 2 | 64 | -336 | -208 | 1 | 179 | -317 | -85 | -104 | -619 | 1 | 0 | -14060 |
| 9 LDN | -199 | 17 | -205 | -246 | 29 | -83 | 147 | 222 | 14226 | 279 | -36 | 3 | 3 | -176 | 0 | 0 | 1 | -402 | 5 | -2034 | 1 | 0 | 0 | 11553 |
| 10 PW | 73 | -891 | 119 | 104 | 105 | 124 | 856 | 506 | 78 | 10396 | 1 | 0 | 2 | 8 | 0 | 0 | -321 | 825 | -1447 | 19 | -484 | 10 | 0 | 10083 |
| 11 FRD | 34 | 57 | -152 | 73 | 3 | 12 | 8 | -154 | 373 | 3 | 2229 | -126 | -547 | -143 | 0 | 0 | 0 | 2 | 0 | -178 | 0 | 0 | 0 | 1495 |
| 12 CAR | 4 | 7 | 348 | 38 | 0 | 1 | 0 | 3 | 6 | 0 | -333 | 7369 | 286 | -826 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 6928 |
| 13 HOW | 189 | 525 | 1787 | -207 | 2 | -28 | 33 | 13 | 7 | 5 | -465 | -427 | -2031 | 3314 | 8 | 0 | 19 | 1 | 0 | 14 | 0 | 0 | 0 | 2759 |
| 14 AAR | 384 | 1028 | -2091 | -12025 | 4 | -107 | -49 | -252 | 5 | 16 | -308 | -305 | 6498 | 1617 | -1976 | -73 | -242 | 1 | -450 | 2 | 0 | 0 | 0 | -8322 |
| 15 CAL | 32 | -126 | 40 | -1419 | 2 | 5 | 15 | -607 | 0 | 1 | 0 | 0 | 9 | -84 | 1283 | -85 | -2097 | 0 | 0 | 0 | 0 | 3 | 0 | -3029 |
| 16 STM | 3 | 3 | 1 | -601 | 0 | -394 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 301 | -3191 | -1897 | 0 | 0 | 0 | 0 | 25 | 0 | -5737 |
| 17 CHS | 196 | -483 | -422 | 243 | 6 | 39 | -149 | -74 | 1 | 23 | 0 | -363 | 19 | -143 | -675 | -1868 | -588 | 1 | 5 | 0 | 5 | -239 | 0 | -4464 |
| 18 FAU | -285 | 3 | 14 | 2 | 2 | 11 | 11 | 406 | -17 | 814 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -2483 | 220 | 46 | 97 | -177 | 0 | -1335 |
| 19 STA | 15 | 10 | -285 | 16 | 4 | 23 | 59 | -1633 | 4 | -711 | -130 | 0 | 0 | -393 | 0 | 0 | 2 | 234 | -1923 | 0 | 1438 | 21 | 0 | -3247 |
| 20 CL/JF | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 17 | 413 | 14 | -268 | 9 | 5 | 0 | 0 | 0 | 0 | 42 | 0 | 3237 | 0 | 0 | 0 | 3498 |
| 21 SP/FB | 4 | 1 | 2 | 3 | 2 | 7 | 21 | -249 | 1 | -611 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -5824 | -616 | -19434 | -499 | 0 | -27092 |
| 22 KGEO | 0 | 0 | 0 | 1 | 0 | 0 | 0 | -118 | 0 | -171 | 0 | 0 | 0 | 0 | 0 | -189 | 37 | -177 | 120 | 0 | -552 | 1630 | 0 | 582 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1674 | | 32901 | | -94 | | 1649 | | 9966 | | 37 | | 1982 | | -3489 | | -9039 | | -9102 | | -19454 | | 0 | |
| | | -152 | | 13534 | | -751 | | 836 | | 5448 | | 4000 | | 7394 | | -5781 | | -2049 | | 491 | | 780 | | 30781 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips MODE: Ratio (Est/Obs) Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.07 | 0.79 | 1.81 | 1.58 | 0.53 | 1.00 | 0.51 | 0.79 | 0.05 | 0.54 | 32.44 | 1.68 | 163.00 | 5.32 | 25.14 | 0.00 | 0.38 | 13.66 | 31.96 | 0.42 | 12.95 | 0.01 | 0 | 0.99 |
| 2 DC NC | 0.66 | 0.99 | 0.70 | 1.39 | 0.06 | 0.69 | 0.91 | 0.75 | 48.18 | 0.35 | 52.52 | 0.02 | 1.55 | 992.35 | 48.96 | 3.09 | 2.21 | 9.93 | 21.90 | 0.35 | 7.16 | 0.06 | 0 | 0.93 |
| 3 MTG | 2.03 | 0.88 | 1.09 | 1.32 | 27.29 | 1.62 | 2.49 | 1.03 | 0.23 | 0.90 | 0.88 | 0.25 | 1.93 | 1.17 | 0.11 | 1.10 | 0.80 | 49.27 | 35.75 | 81.00 | 9.74 | 0.03 | 0 | 1.09 |
| 4 PG | 2.07 | 1.74 | 1.25 | 1.06 | 22.31 | 3.66 | 10.07 | 0.93 | 31.37 | 1.16 | 78.23 | 0.36 | 0.50 | 1.35 | 0.21 | 90.44 | 0.48 | 9.22 | 45.47 | 0.50 | 12.76 | 3.77 | 0 | 1.09 |
| 5 ARLCR | 0.23 | 0.46 | 189.35 | 1.57 | 3.18 | 1.54 | 2.24 | 3.68 | 41.08 | 0.16 | 2.72 | 0.20 | 5.89 | 17.92 | 1.28 | 0.06 | 8.61 | 3.32 | 7.74 | 0.15 | 2.85 | 0.02 | 0 | 1.55 |
| 6 ARNCR | 0.42 | 0.53 | 1.59 | 0.62 | 0.50 | 0.90 | 1.52 | 1.14 | 0.46 | 827.97 | 11.05 | 0.54 | 21.73 | 66.64 | 3.27 | 0.20 | 34.35 | 20.19 | 38.19 | 0.34 | 12.97 | 0.02 | 0 | 0.97 |
| 7 ALX | 1.93 | 1.52 | 0.98 | 2.31 | 4.88 | 1.70 | 0.92 | 1.09 | 201.34 | 2.71 | 0.02 | 0.37 | 23.13 | 91.16 | 11.19 | 1.65 | 0.43 | 19.43 | 93.92 | 0.20 | 35.03 | 0.44 | 0 | 1.06 |
| 8 FFX | 0.58 | 0.43 | 0.74 | 0.99 | 1.89 | 0.90 | 1.03 | 1.00 | 0.83 | 0.76 | 44.74 | 2.00 | 63.78 | 0.28 | 0.05 | 1.16 | 178.92 | 0.63 | 0.84 | 0.21 | 0.19 | 1.01 | 0 | 0.97 |
| 9 LDN | 0.07 | 17.34 | 0.40 | 0.04 | 28.85 | 0.72 | 147.11 | 1.02 | 1.16 | 1.20 | 0.88 | 3.16 | 2.78 | 0.01 | 0.02 | 0 | 0.74 | 0.36 | 5.47 | 0.20 | 1.19 | 0 | 0 | 1.11 |
| 10 PW | 72.85 | 0.06 | 118.84 | 103.54 | 104.76 | 1.24 | 3.03 | 1.03 | 1.05 | 1.06 | 1.22 | 0.02 | 1.79 | 8.08 | 0.47 | 0.04 | 0.05 | 2.07 | 0.57 | 19.01 | 0.50 | 9.89 | 0 | 1.05 |
| 11 FRD | 34.37 | 57.12 | 0.96 | 72.68 | 2.66 | 12.23 | 7.97 | 0.29 | 372.90 | 2.84 | 1.02 | 0.95 | 0.56 | 0.38 | 0 | 0 | 0.16 | 2.33 | 0.12 | 0.80 | 0.01 | 0 | 0 | 1.01 |
| 12 CAR | 3.77 | 6.79 | 2.32 | 38.45 | 0.25 | 0.68 | 0.44 | 3.38 | 5.93 | 0.08 | 0.88 | 1.10 | 1.39 | 0.12 | 0 | 0 | 0.01 | 0.03 | 0 | 23.12 | 0 | 0 | 0 | 1.09 |
| 13 HOW | 189.47 | 524.50 | 1.47 | 0.96 | 1.51 | 0.49 | 32.95 | 1.14 | 7.39 | 4.71 | 0.59 | 0.70 | 0.98 | 1.49 | 8.48 | 0.19 | 18.63 | 0.70 | 0.29 | 13.52 | 0.02 | 0 | 0 | 1.02 |
| 14 AAR | 4.30 | 12.05 | 0.57 | 0.47 | 3.61 | 0.40 | 0.70 | 0.43 | 5.33 | 16.19 | 0.22 | 0.26 | 2.71 | 1.01 | 0.21 | 0.10 | 0.40 | 0.76 | 0.01 | 1.78 | 0.37 | 0.17 | 0 | 0.97 |
| 15 CAL | 31.57 | 0.32 | 39.78 | 0.29 | 1.50 | 4.74 | 15.03 | 0.02 | 0.02 | 1.25 | 0 | 0 | 9.19 | 0.87 | 1.04 | 0.93 | 0.18 | 0 | 0.07 | 0 | 0 | 2.54 | 0 | 0.93 |
| 16 STM | 2.55 | 3.37 | 1.05 | 0.13 | 0.08 | 0.00 | 1.79 | 0.94 | 0 | 0.07 | 0 | 0 | 0.18 | 8.56 | 1.37 | 0.94 | 0.33 | 0 | 0.08 | 0 | 0.45 | 25.11 | 0 | 0.90 |
| 17 CHS | 196.30 | 0.43 | 0.23 | 1.07 | 5.93 | 39.01 | 0.49 | 0.72 | 1.32 | 22.99 | 0.23 | 0.00 | 19.24 | 0.55 | 0.40 | 0.33 | 0.99 | 0.53 | 5.33 | 0 | 4.51 | 0.31 | 0 | 0.95 |
| 18 FAU | 0.02 | 3.31 | 14.14 | 2.36 | 1.98 | 11.41 | 11.42 | 405.51 | 0.92 | 2.34 | 0.67 | 0 | 0.12 | 0.20 | 0 | 0 | 0.17 | 0.90 | 219.53 | 46.28 | 96.70 | 0.01 | 0 | 0.95 |
| 19 STA | 14.94 | 10.33 | 0.04 | 16.19 | 4.43 | 23.04 | 59.13 | 0.16 | 4.17 | 0.72 | 0 | 0 | 0.01 | 0.00 | 0 | 0 | 1.78 | 234.12 | 0.94 | 0 | 1.46 | 1.18 | 0 | 0.92 |
| 20 CL/JF | 0 | 0 | 29.94 | 0 | 0.03 | 0.04 | 0.01 | 16.57 | 412.71 | 14.29 | 0.54 | 8.94 | 5.27 | 0.42 | 0 | 0 | 0 | 41.71 | 0 | 1.17 | 0 | 0 | 0 | 1.17 |
| 21 SP/FB | 4.16 | 1.08 | 2.13 | 3.15 | 1.59 | 6.74 | 21.17 | 0.29 | 0.78 | 0.42 | 0 | 0 | 0 | 0.01 | 0 | 0.02 | 1.25 | 99.62 | 0.43 | 0 | 0.74 | 0.25 | 0 | 0.69 |
| 22 KGEO | 0 | 0 | 0 | 0.71 | 0 | 0 | 0.07 | 0.00 | 0 | 0.04 | 0 | 0 | 0 | 0 | 0.47 | 0.04 | 37.12 | 0.01 | 119.82 | 0 | 0.20 | 1.56 | 0 | 1.14 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.04 | | 1.08 | | 0.98 | | 1.02 | | 1.09 | | 1.00 | | 1.02 | | 0.92 | | 0.90 | | 0.81 | | 0.75 | | 0 | |
| | | 1.00 | | 1.04 | | 0.99 | | 1.00 | | 1.03 | | 1.05 | | 1.03 | | 0.90 | | 0.93 | | 1.02 | | 1.18 | | 1.01 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Est Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 14590 | 9121 | 3734 | 5954 | 46 | 1096 | 964 | 1699 | 28 | 105 | 12 | 1 | 101 | 261 | 13 | 0 | 109 | 5 | 13 | 0 | 4 | 0 | 0 | 37856 |
| 2 DC NC | 8267 | 51962 | 10439 | 16770 | 38 | 931 | 883 | 1752 | 25 | 81 | 20 | 3 | 281 | 597 | 29 | 2 | 220 | 3 | 8 | 0 | 2 | 0 | 0 | 92311 |
| 3 MTG | 3775 | 10029 | 263164 | 13176 | 9 | 648 | 320 | 2077 | 111 | 89 | 1645 | 277 | 2654 | 1093 | 11 | 0 | 39 | 15 | 11 | 24 | 3 | 0 | 0 | 299170 |
| 4 PG | 4957 | 14688 | 13119 | 168363 | 7 | 377 | 822 | 1041 | 9 | 68 | 23 | 11 | 2923 | 5342 | 228 | 35 | 1980 | 3 | 13 | 0 | 4 | 1 | 0 | 214017 |
| 5 ARLCR | 34 | 260 | 123 | 129 | 897 | 1430 | 798 | 1223 | 17 | 73 | 1 | 0 | 3 | 7 | 0 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 0 | 5003 |
| 6 ARNCR | 255 | 959 | 550 | 452 | 1350 | 19968 | 4586 | 9639 | 125 | 433 | 3 | 0 | 8 | 25 | 1 | 0 | 15 | 6 | 13 | 0 | 4 | 0 | 0 | 38393 |
| 7 ALX | 571 | 851 | 284 | 806 | 829 | 5258 | 26106 | 12871 | 73 | 809 | 2 | 0 | 8 | 32 | 4 | 0 | 61 | 6 | 33 | 0 | 10 | 0 | 0 | 48613 |
| 8 FFX | 1036 | 1103 | 1271 | 745 | 793 | 9572 | 10288 | 262994 | 8645 | 8980 | 13 | 1 | 19 | 40 | 3 | 0 | 61 | 191 | 151 | 8 | 44 | 0 | 0 | 305956 |
| 9 LDN | 10 | 7 | 44 | 3 | 9 | 88 | 48 | 6992 | 75321 | 767 | 128 | 1 | 1 | 1 | 0 | 0 | 0 | 96 | 2 | 246 | 0 | 0 | 0 | 83763 |
| 10 PW | 53 | 27 | 37 | 33 | 41 | 317 | 516 | 7554 | 715 | 136478 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 829 | 1021 | 6 | 171 | 3 | 0 | 147810 |
| 11 FRD | 10 | 17 | 1514 | 21 | 1 | 4 | 2 | 18 | 182 | 1 | 82876 | 1356 | 274 | 25 | 0 | 0 | 0 | 1 | 0 | 310 | 0 | 0 | 0 | 86612 |
| 12 CAR | 1 | 2 | 269 | 12 | 0 | 0 | 0 | 1 | 2 | 0 | 1349 | 62728 | 556 | 34 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 64962 |
| 13 HOW | 70 | 223 | 2821 | 3057 | 0 | 8 | 10 | 31 | 2 | 1 | 265 | 565 | 74850 | 5740 | 2 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 87656 |
| 14 AAR | 176 | 469 | 1139 | 5538 | 1 | 22 | 35 | 55 | 2 | 5 | 26 | 36 | 5867 | 170329 | 291 | 2 | 52 | 0 | 1 | 1 | 0 | 0 | 0 | 184047 |
| 15 CAL | 10 | 22 | 12 | 236 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 3 | 307 | 28740 | 619 | 227 | 0 | 0 | 0 | 0 | 1 | 0 | 30187 |
| 16 STM | 1 | 1 | 0 | 36 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 642 | 38170 | 504 | 0 | 0 | 0 | 0 | 8 | 0 | 39366 |
| 17 CHS | 69 | 164 | 38 | 2188 | 2 | 12 | 49 | 61 | 0 | 7 | 0 | 0 | 6 | 58 | 218 | 512 | 57210 | 0 | 2 | 0 | 1 | 38 | 0 | 60635 |
| 18 FAU | 2 | 1 | 4 | 1 | 1 | 4 | 3 | 136 | 85 | 739 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16842 | 117 | 21 | 37 | 1 | 0 | 17995 |
| 19 STA | 8 | 3 | 3 | 5 | 1 | 8 | 19 | 103 | 1 | 949 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 126 | 23393 | 0 | 2863 | 80 | 0 | 27563 |
| 20 CL/JF | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 5 | 201 | 4 | 133 | 3 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 17612 | 0 | 0 | 0 | 17987 |
| 21 SP/FB | 2 | 0 | 1 | 1 | 0 | 2 | 6 | 29 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 2936 | 0 | 40064 | 83 | 0 | 43328 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 1 | 68 | 0 | 65 | 3559 | 0 | 3711 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 33896 | 89909 | 298574 | 217525 | 4026 | 39747 | 45459 | 308288 | 85544 | 149755 | 86498 | 64982 | 87553 | 183897 | 30183 | 39345 | 60504 | 18185 | 27784 | 18239 | 43274 | 3774 | 0 | 1936941 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Obs Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 14940 | 11964 | 2503 | 3438 | 119 | 1361 | 1784 | 2282 | 834 | 322 | 0 | 0 | 0 | 85 | 0 | 474 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 40241 |
| 2 DC NC | 11339 | 51778 | 15011 | 9627 | 604 | 1848 | 1528 | 3059 | 0 | 416 | 0 | 339 | 282 | 0 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 95981 |
| 3 MTG | 1306 | 13156 | 263445 | 10695 | 0 | 534 | 317 | 3916 | 919 | 304 | 3285 | 1653 | 2074 | 1669 | 310 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 303729 |
| 4 PG | 3038 | 7748 | 11660 | 158091 | 0 | 206 | 182 | 2691 | 0 | 182 | 0 | 100 | 4818 | 5772 | 1865 | 0 | 5667 | 0 | 0 | 0 | 0 | 0 | 0 | 202019 |
| 5 ARLCR | 181 | 209 | 0 | 113 | 341 | 832 | 331 | 496 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2757 |
| 6 ARNCR | 464 | 2095 | 390 | 803 | 1910 | 20969 | 3736 | 8929 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39628 |
| 7 ALX | 340 | 613 | 451 | 527 | 240 | 3091 | 32566 | 13129 | 0 | 378 | 382 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 51861 |
| 8 FFX | 1703 | 2185 | 3569 | 1616 | 816 | 9751 | 12897 | 289617 | 11926 | 12194 | 0 | 0 | 0 | 470 | 109 | 0 | 0 | 849 | 521 | 132 | 768 | 0 | 0 | 349125 |
| 9 LDN | 214 | 0 | 341 | 256 | 0 | 295 | 0 | 7920 | 62368 | 1403 | 297 | 0 | 0 | 178 | 0 | 0 | 0 | 353 | 0 | 1001 | 0 | 0 | 0 | 74625 |
| 10 PW | 0 | 633 | 0 | 0 | 0 | 519 | 211 | 8209 | 1114 | 107170 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 772 | 1727 | 0 | 363 | 0 | 0 | 120884 |
| 11 FRD | 0 | 0 | 2584 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 77043 | 1672 | 1024 | 228 | 0 | 0 | 0 | 0 | 0 | 570 | 0 | 0 | 0 | 83337 |
| 12 CAR | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1757 | 45496 | 575 | 652 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48745 |
| 13 HOW | 0 | 0 | 1994 | 3110 | 0 | 54 | 0 | 94 | 0 | 0 | 999 | 860 | 68529 | 4500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80140 |
| 14 AAR | 116 | 93 | 2503 | 13054 | 0 | 178 | 163 | 440 | 0 | 0 | 395 | 414 | 2177 | 155087 | 2110 | 81 | 402 | 0 | 453 | 0 | 0 | 0 | 0 | 177664 |
| 15 CAL | 0 | 185 | 0 | 1392 | 0 | 0 | 0 | 511 | 0 | 0 | 0 | 0 | 0 | 634 | 26550 | 981 | 1426 | 0 | 0 | 0 | 0 | 0 | 0 | 31679 |
| 16 STM | 0 | 0 | 0 | 491 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 803 | 38533 | 1379 | 0 | 0 | 0 | 0 | 0 | 0 | 41600 |
| 17 CHS | 0 | 528 | 548 | 3179 | 0 | 0 | 145 | 264 | 0 | 0 | 0 | 182 | 0 | 315 | 812 | 1663 | 55718 | 0 | 0 | 0 | 0 | 349 | 0 | 63703 |
| 18 FAU | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 441 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17801 | 0 | 0 | 0 | 179 | 0 | 18922 |
| 19 STA | 0 | 0 | 297 | 0 | 0 | 0 | 0 | 904 | 0 | 1979 | 130 | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 20400 | 0 | 1928 | 118 | 0 | 26149 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13025 | 0 | 0 | 0 | 13420 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 0 | 1062 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6073 | 308 | 41473 | 391 | 0 | 49657 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 179 | 0 | 0 | 404 | 2304 | 0 | 3282 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 33931 | 91189 | 305558 | 206389 | 4030 | 40033 | 53859 | 343143 | 77705 | 126283 | 84683 | 50715 | 79479 | 169982 | 32559 | 41830 | 65337 | 19953 | 29173 | 15037 | 44936 | 3341 | 0 | 1919147 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Difference (Est-Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | -350 | -2844 | 1231 | 2516 | -73 | -265 | -820 | -583 | -806 | -217 | 12 | 1 | 101 | 176 | 13 | -474 | -25 | 5 | 13 | 0 | 4 | 0 | 0 | -2384 |
| 2 DC NC | -3072 | 184 | -4572 | 7143 | -566 | -917 | -645 | -1307 | 25 | -334 | 20 | -336 | -1 | 597 | 29 | 2 | 68 | 3 | 8 | 0 | 2 | 0 | 0 | -3670 |
| 3 MTG | 2468 | -3127 | -280 | 2480 | 9 | 114 | 4 | -1838 | -808 | -215 | -1640 | -1376 | 580 | -576 | -299 | 0 | -107 | 15 | 11 | 24 | 3 | 0 | 0 | -4559 |
| 4 PG | 1920 | 6940 | 1459 | 10272 | 7 | 171 | 640 | -1649 | 9 | -114 | 23 | -88 | -1895 | -430 | -1636 | 35 | -3687 | 3 | 13 | 0 | 4 | 1 | 0 | 11998 |
| 5 ARLCR | -146 | 51 | 123 | 16 | 556 | 598 | 467 | 727 | 17 | -180 | 1 | 0 | 3 | 7 | 0 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 0 | 2246 |
| 6 ARNCR | -209 | -1136 | 160 | -351 | -560 | -1001 | 849 | 710 | -207 | 433 | 3 | 0 | 8 | 25 | 1 | 0 | 15 | 6 | 13 | 0 | 4 | 0 | 0 | -1235 |
| 7 ALX | 231 | 237 | -167 | 280 | 589 | 2167 | -6460 | -258 | 73 | 431 | -380 | 0 | 8 | 32 | 4 | 0 | -83 | 6 | 33 | 0 | 10 | 0 | 0 | -3248 |
| 8 FFX | -667 | -1083 | -2298 | -872 | -23 | -179 | -2610 | -26623 | -3282 | -3215 | 13 | 1 | 19 | -430 | -106 | 0 | 61 | -657 | -370 | -124 | -725 | 0 | 0 | -43169 |
| 9 LDN | -204 | 7 | -297 | -253 | 9 | -207 | 48 | -928 | 12952 | -636 | -169 | 1 | 1 | -177 | 0 | 0 | 0 | -257 | 2 | -755 | 0 | 0 | 0 | 9138 |
| 10 PW | 53 | -606 | 37 | 33 | 41 | -202 | 306 | -654 | -399 | 29309 | 0 | 0 | 1 | 2 | 0 | 0 | -164 | 58 | -706 | 6 | -192 | 3 | 0 | 26926 |
| 11 FRD | 10 | 17 | -1070 | 21 | 1 | 4 | 2 | -198 | 182 | 1 | 5834 | -317 | -750 | -203 | 0 | 0 | 0 | 1 | 0 | -260 | 0 | 0 | 0 | 3275 |
| 12 CAR | 1 | 2 | 5 | 12 | 0 | 0 | 0 | 1 | 2 | 0 | -408 | 17232 | -19 | -618 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 16217 |
| 13 HOW | 70 | 223 | 827 | -53 | 0 | -46 | 10 | -63 | 2 | 1 | -734 | -294 | 6320 | 1240 | 2 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 7517 |
| 14 AAR | 60 | 376 | -1364 | -7516 | 1 | -156 | -128 | -385 | 2 | 5 | -369 | -377 | 3690 | 15243 | -1819 | -79 | -350 | 0 | -452 | 1 | 0 | 0 | 0 | 6382 |
| 15 CAL | 10 | -163 | 12 | -1155 | 0 | 1 | 4 | -507 | 0 | 0 | 0 | 0 | 3 | -328 | 2189 | -362 | -1199 | 0 | 0 | 0 | 0 | 1 | 0 | -1493 |
| 16 STM | 1 | 1 | 0 | -454 | 0 | -394 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | -161 | -363 | -875 | 0 | 0 | 0 | 0 | 8 | 0 | -2235 |
| 17 CHS | 69 | -365 | -510 | -990 | 2 | 12 | -97 | -203 | 0 | 7 | 0 | -182 | 6 | -257 | -594 | -1151 | 1492 | 0 | 2 | 0 | 1 | -311 | 0 | -3068 |
| 18 FAU | -288 | 1 | 4 | 1 | 1 | 4 | 3 | 136 | -126 | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -959 | 117 | 21 | 37 | -178 | 0 | -927 |
| 19 STA | 8 | 3 | -293 | 5 | 1 | 8 | 19 | -801 | 1 | -1029 | -130 | 0 | 0 | -393 | 0 | 0 | 1 | 126 | 2993 | 0 | 935 | -38 | 0 | 1415 |
| 20 CL/JF | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 5 | 201 | 4 | -261 | 3 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 4586 | 0 | 0 | 0 | 4567 |
| 21 SP/FB | 2 | 0 | 1 | 1 | 0 | 2 | 6 | -320 | 0 | -900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | -3137 | -308 | -1408 | -308 | 0 | -6329 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -118 | 0 | -176 | 0 | 0 | 0 | 0 | 0 | -96 | 13 | -178 | 68 | 0 | -339 | 1254 | 0 | 428 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -35 | -1280 | -6984 | 11135 | -4 | -286 | -8400 | -34855 | 7839 | 23472 | 1816 | 14266 | 8074 | 13914 | -2376 | -2486 | -4833 | -1768 | -1389 | 3202 | -1663 | 433 | 0 | 17794 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Ratio (Est/Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 0.98 | 0.76 | 1.49 | 1.73 | 0.39 | 0.81 | 0.54 | 0.74 | 0.03 | 0.33 | 11.60 | 0.67 | 100.89 | 3.08 | 13.37 | 0.00 | 0.81 | 4.75 | 13.35 | 0.12 | 3.84 | 0 | 0 | 0.94 |
| 2 DC NC | 0.73 | 1.00 | 0.70 | 1.74 | 0.06 | 0.50 | 0.58 | 0.57 | 24.57 | 0.20 | 20.43 | 0.01 | 0.99 | 597.21 | 28.58 | 1.50 | 1.44 | 3.36 | 8.12 | 0.10 | 2.09 | 0.02 | 0 | 0.96 |
| 3 MTG | 2.89 | 0.76 | 1.00 | 1.23 | 8.70 | 1.21 | 1.01 | 0.53 | 0.12 | 0.29 | 0.50 | 0.17 | 1.28 | 0.65 | 0.04 | 0.32 | 0.27 | 14.69 | 10.66 | 23.91 | 2.82 | 0.01 | 0 | 0.98 |
| 4 PG | 1.63 | 1.90 | 1.13 | 1.06 | 7.34 | 1.83 | 4.52 | 0.39 | 9.46 | 0.37 | 23.45 | 0.12 | 0.61 | 0.93 | 0.12 | 35.47 | 0.35 | 2.66 | 13.31 | 0.15 | 3.68 | 1.09 | 0 | 1.06 |
| 5 ARLCR | 0.19 | 1.24 | 122.50 | 1.14 | 2.63 | 1.72 | 2.41 | 2.46 | 16.85 | 0.29 | 0.81 | 0.06 | 2.62 | 7.34 | 0.46 | 0.02 | 3.88 | 1.04 | 2.72 | 0.04 | 0.83 | 0.01 | 0 | 1.81 |
| 6 ARNCR | 0.55 | 0.46 | 1.41 | 0.56 | 0.71 | 0.95 | 1.23 | 1.08 | 0.38 | 433.41 | 3.25 | 0.16 | 7.82 | 24.72 | 1.09 | 0.06 | 15.04 | 6.30 | 13.21 | 0.10 | 3.76 | 0.01 | 0 | 0.97 |
| 7 ALX | 1.68 | 1.39 | 0.63 | 1.53 | 3.46 | 1.70 | 0.80 | 0.98 | 72.53 | 2.14 | 0.01 | 0.11 | 7.54 | 31.92 | 3.70 | 0.49 | 0.42 | 5.76 | 32.76 | 0.06 | 10.16 | 0.13 | 0 | 0.94 |
| 8 FFX | 0.61 | 0.50 | 0.36 | 0.46 | 0.97 | 0.98 | 0.80 | 0.91 | 0.72 | 0.74 | 13.00 | 0.58 | 18.68 | 0.08 | 0.03 | 0.34 | 60.64 | 0.23 | 0.29 | 0.06 | 0.06 | 0.29 | 0 | 0.88 |
| 9 LDN | 0.05 | 7.24 | 0.13 | 0.01 | 9.26 | 0.30 | 48.20 | 0.88 | 1.21 | 0.55 | 0.43 | 0.93 | 0.80 | 0.00 | 0.01 | 0 | 0.21 | 0.27 | 1.59 | 0.25 | 0.34 | 0 | 0 | 1.12 |
| 10 PW | 52.70 | 0.04 | 36.53 | 33.07 | 40.78 | 0.61 | 2.45 | 0.92 | 0.64 | 1.27 | 0.35 | 0.01 | 0.52 | 2.33 | 0.14 | 0.01 | 0.03 | 1.07 | 0.59 | 5.69 | 0.47 | 2.99 | 0 | 1.22 |
| 11 FRD | 9.96 | 17.10 | 0.59 | 21.13 | 0.77 | 3.55 | 2.30 | 0.08 | 182.07 | 0.82 | 1.08 | 0.81 | 0.27 | 0.11 | 0 | 0 | 0.05 | 0.68 | 0.03 | 0.54 | 0 | 0 | 0 | 1.04 |
| 12 CAR | 1.09 | 1.97 | 1.02 | 11.64 | 0.07 | 0.20 | 0.13 | 0.98 | 1.75 | 0.02 | 0.77 | 1.38 | 0.97 | 0.05 | 0 | 0 | 0 | 0.01 | 0 | 6.89 | 0 | 0 | 0 | 1.33 |
| 13 HOW | 69.57 | 223.15 | 1.41 | 0.98 | 0.43 | 0.15 | 9.77 | 0.33 | 2.13 | 1.36 | 0.27 | 0.66 | 1.09 | 1.28 | 2.49 | 0.06 | 5.40 | 0.20 | 0.08 | 3.90 | 0.01 | 0 | 0 | 1.09 |
| 14 AAR | 1.52 | 5.04 | 0.46 | 0.42 | 1.04 | 0.12 | 0.21 | 0.13 | 1.54 | 4.67 | 0.07 | 0.09 | 2.70 | 1.10 | 0.14 | 0.03 | 0.13 | 0.22 | 0.00 | 0.51 | 0.11 | 0.05 | 0 | 1.04 |
| 15 CAL | 9.59 | 0.12 | 11.75 | 0.17 | 0.43 | 1.38 | 4.43 | 0.01 | 0.01 | 0.36 | 0 | 0 | 2.67 | 0.48 | 1.08 | 0.63 | 0.16 | 0 | 0.02 | 0 | 0 | 0.73 | 0 | 0.95 |
| 16 STM | 0.74 | 1.02 | 0.30 | 0.07 | 0.02 | 0.00 | 0.52 | 0.27 | 0 | 0.02 | 0 | 0 | 0.05 | 2.53 | 0.80 | 0.99 | 0.37 | 0 | 0.02 | 0 | 0.13 | 7.70 | 0 | 0.95 |
| 17 CHS | 68.91 | 0.31 | 0.07 | 0.69 | 1.72 | 12.36 | 0.33 | 0.23 | 0.38 | 6.71 | 0.07 | 0 | 5.60 | 0.18 | 0.27 | 0.31 | 1.03 | 0.15 | 1.54 | 0 | 1.30 | 0.11 | 0 | 0.95 |
| 18 FAU | 0.01 | 0.99 | 4.11 | 0.68 | 0.58 | 3.68 | 3.34 | 136.33 | 0.40 | 1.68 | 0.19 | 0 | 0.03 | 0.06 | 0 | 0 | 0.05 | 0.95 | 117.31 | 21.29 | 36.93 | 0.00 | 0 | 0.95 |
| 19 STA | 7.95 | 3.11 | 0.01 | 4.69 | 1.39 | 7.56 | 18.66 | 0.11 | 1.21 | 0.48 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0.51 | 126.27 | 1.15 | 0 | 1.48 | 0.68 | 0 | 1.05 |
| 20 CL/JF | 0 | 0 | 8.74 | 0 | 0.01 | 0.01 | 0 | 4.80 | 200.85 | 4.21 | 0.34 | 2.65 | 1.53 | 0.12 | 0 | 0 | 0 | 18.89 | 0 | 1.35 | 0 | 0 | 0 | 1.34 |
| 21 SP/FB | 2.01 | 0.31 | 0.62 | 0.91 | 0.46 | 1.96 | 6.13 | 0.08 | 0.23 | 0.15 | 0 | 0 | 0 | 0 | 0 | 0.01 | 0.36 | 40.25 | 0.48 | 0 | 0.97 | 0.21 | 0 | 0.87 |
| 22 KGEO | 0 | 0 | 0 | 0.21 | 0 | 0 | 0.02 | 0.00 | 0 | 0.01 | 0 | 0 | 0 | 0 | 0.14 | 0.02 | 12.77 | 0.00 | 68.46 | 0 | 0.16 | 1.54 | 0 | 1.13 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.00 | 0.99 | 0.98 | 1.05 | 1.00 | 0.99 | 0.84 | 0.90 | 1.10 | 1.19 | 1.02 | 1.28 | 1.10 | 1.08 | 0.93 | 0.94 | 0.93 | 0.91 | 0.95 | 1.21 | 0.96 | 1.13 | 0 | 1.01 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Est Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 24105 | 15736 | 5905 | 7747 | 684 | 2318 | 1762 | 2467 | 54 | 190 | 32 | 2 | 164 | 452 | 25 | 1 | 179 | 14 | 32 | 0 | 13 | 0 | 0 | 61880 |
| 2 DC NC | 16218 | 76238 | 15171 | 20708 | 516 | 1862 | 1624 | 2469 | 48 | 161 | 53 | 5 | 438 | 993 | 49 | 3 | 336 | 10 | 22 | 0 | 7 | 0 | 0 | 136931 |
| 3 MTG | 6328 | 15875 | 409524 | 22304 | 274 | 1379 | 799 | 4926 | 325 | 330 | 3721 | 586 | 5086 | 2535 | 35 | 1 | 117 | 49 | 36 | 81 | 10 | 0 | 0 | 474320 |
| 4 PG | 8402 | 21595 | 22387 | 242627 | 250 | 946 | 1836 | 2503 | 31 | 252 | 78 | 36 | 5117 | 10133 | 527 | 90 | 3603 | 9 | 45 | 1 | 13 | 4 | 0 | 320486 |
| 5 ARLCR | 523 | 391 | 197 | 178 | 1127 | 2044 | 1301 | 1836 | 41 | 143 | 3 | 0 | 6 | 18 | 1 | 0 | 9 | 3 | 8 | 0 | 3 | 0 | 0 | 7833 |
| 6 ARNCR | 1756 | 1369 | 925 | 641 | 1995 | 25860 | 7139 | 14460 | 302 | 852 | 11 | 1 | 22 | 67 | 3 | 0 | 34 | 20 | 38 | 0 | 13 | 0 | 0 | 55509 |
| 7 ALX | 1380 | 1203 | 554 | 1214 | 1241 | 7098 | 41025 | 19839 | 201 | 1628 | 8 | 0 | 23 | 91 | 11 | 2 | 124 | 19 | 94 | 0 | 35 | 0 | 0 | 75793 |
| 8 FFX | 1581 | 1520 | 2864 | 1617 | 1582 | 13180 | 18916 | 428962 | 14434 | 17104 | 47 | 2 | 68 | 136 | 12 | 2 | 182 | 532 | 436 | 27 | 151 | 1 | 0 | 503354 |
| 9 LDN | 17 | 17 | 135 | 10 | 29 | 212 | 147 | 13732 | 103764 | 1707 | 262 | 3 | 3 | 2 | 0 | 0 | 1 | 225 | 5 | 506 | 1 | 0 | 0 | 120778 |
| 10 PW | 90 | 72 | 157 | 130 | 110 | 673 | 1319 | 15436 | 1521 | 187956 | 8 | 0 | 13 | 14 | 3 | 3 | 25 | 1597 | 1906 | 19 | 494 | 10 | 0 | 211556 |
| 11 FRD | 34 | 57 | 3570 | 73 | 3 | 12 | 8 | 62 | 373 | 3 | 116972 | 2337 | 686 | 86 | 0 | 0 | 0 | 2 | 0 | 721 | 0 | 0 | 0 | 125000 |
| 12 CAR | 4 | 7 | 613 | 38 | 0 | 1 | 0 | 3 | 6 | 0 | 2400 | 79582 | 1027 | 108 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 83812 |
| 13 HOW | 206 | 525 | 5555 | 5603 | 8 | 31 | 33 | 113 | 7 | 21 | 672 | 1010 | 105451 | 10039 | 8 | 0 | 19 | 1 | 0 | 14 | 0 | 0 | 0 | 129315 |
| 14 AAR | 531 | 1122 | 2760 | 10795 | 22 | 85 | 115 | 204 | 5 | 34 | 87 | 109 | 10292 | 239008 | 519 | 8 | 160 | 1 | 2 | 2 | 0 | 0 | 0 | 265860 |
| 15 CAL | 32 | 59 | 40 | 571 | 2 | 5 | 15 | 15 | 0 | 2 | 0 | 0 | 9 | 550 | 37221 | 1100 | 464 | 0 | 0 | 0 | 0 | 3 | 0 | 40087 |
| 16 STM | 3 | 3 | 1 | 94 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 1104 | 51241 | 931 | 0 | 0 | 0 | 0 | 25 | 0 | 53414 |
| 17 CHS | 197 | 367 | 126 | 3846 | 10 | 43 | 141 | 193 | 1 | 33 | 0 | 0 | 19 | 172 | 452 | 927 | 76756 | 1 | 5 | 0 | 5 | 110 | 0 | 83405 |
| 18 FAU | 5 | 3 | 14 | 2 | 2 | 11 | 11 | 408 | 193 | 1422 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22820 | 220 | 46 | 97 | 2 | 0 | 25259 |
| 19 STA | 15 | 10 | 12 | 16 | 4 | 23 | 59 | 314 | 4 | 1827 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 234 | 30556 | 0 | 4573 | 139 | 0 | 37791 |
| 20 CL/JF | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 17 | 413 | 14 | 321 | 9 | 5 | 0 | 0 | 0 | 0 | 42 | 0 | 22773 | 0 | 0 | 0 | 23623 |
| 21 SP/FB | 4 | 1 | 4 | 4 | 2 | 7 | 22 | 110 | 1 | 452 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4474 | 0 | 54013 | 166 | 0 | 59360 |
| 22 KGEO | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 37 | 2 | 120 | 0 | 138 | 4540 | 0 | 4853 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 61429 | 136172 | 470542 | 318218 | 7861 | 55791 | 76275 | 508070 | 121726 | 214140 | 124675 | 83682 | 128429 | 264413 | 39972 | 53385 | 82980 | 25680 | 38000 | 24213 | 59567 | 4999 | 0 | 2900219 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Obs Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 22157 | 19644 | 3581 | 5129 | 270 | 3477 | 3280 | 3042 | 1128 | 368 | 29 | 0 | 0 | 515 | 0 | 474 | 469 | 0 | 0 | 0 | 0 | 0 | 0 | 63561 |
| 2 DC NC | 22809 | 76072 | 20436 | 15102 | 1016 | 3098 | 1854 | 3351 | 31 | 416 | 0 | 339 | 282 | 67 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 145024 |
| 3 MTG | 3567 | 18187 | 374633 | 17176 | 23 | 1009 | 317 | 4786 | 1391 | 304 | 4226 | 2354 | 2640 | 2222 | 310 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 433289 |
| 4 PG | 4236 | 12905 | 17968 | 230342 | 35 | 419 | 182 | 2691 | 0 | 182 | 0 | 100 | 10260 | 7562 | 2565 | 0 | 7478 | 0 | 0 | 0 | 0 | 0 | 0 | 296924 |
| 5 ARLCR | 678 | 803 | 0 | 113 | 380 | 1397 | 574 | 496 | 0 | 893 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5335 |
| 6 ARNCR | 2424 | 3312 | 694 | 1045 | 3588 | 28509 | 4593 | 12765 | 673 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57624 |
| 7 ALX | 727 | 931 | 581 | 527 | 282 | 4302 | 43914 | 18141 | 0 | 589 | 382 | 0 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 0 | 0 | 0 | 0 | 70665 |
| 8 FFX | 2495 | 3614 | 3885 | 1616 | 827 | 14732 | 18224 | 430205 | 17407 | 22227 | 0 | 0 | 0 | 470 | 219 | 0 | 0 | 849 | 521 | 132 | 768 | 0 | 0 | 518192 |
| 9 LDN | 233 | 0 | 341 | 256 | 24 | 295 | 0 | 13500 | 89488 | 1403 | 297 | 0 | 0 | 178 | 0 | 0 | 0 | 627 | 0 | 2540 | 0 | 0 | 0 | 109181 |
| 10 PW | 67 | 976 | 0 | 0 | 21 | 519 | 421 | 14751 | 1432 | 177413 | 0 | 0 | 0 | 0 | 0 | 0 | 337 | 772 | 3352 | 0 | 976 | 0 | 0 | 201037 |
| 11 FRD | 20 | 0 | 3722 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 114741 | 2463 | 1233 | 228 | 0 | 0 | 0 | 0 | 0 | 899 | 0 | 0 | 0 | 123521 |
| 12 CAR | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2732 | 72213 | 741 | 934 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76885 |
| 13 HOW | 79 | 0 | 3767 | 5810 | 0 | 54 | 0 | 94 | 0 | 0 | 1137 | 1436 | 107477 | 6725 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126579 |
| 14 AAR | 310 | 106 | 4866 | 22819 | 35 | 252 | 163 | 440 | 0 | 0 | 395 | 414 | 3795 | 237390 | 2495 | 81 | 402 | 0 | 453 | 0 | 0 | 0 | 0 | 274416 |
| 15 CAL | 0 | 185 | 0 | 1990 | 0 | 0 | 0 | 621 | 0 | 0 | 0 | 0 | 0 | 634 | 35938 | 1185 | 2561 | 0 | 0 | 0 | 0 | 0 | 0 | 43114 |
| 16 STM | 0 | 0 | 0 | 695 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 803 | 54412 | 2828 | 0 | 0 | 0 | 0 | 0 | 0 | 59132 |
| 17 CHS | 24 | 877 | 548 | 3603 | 0 | 0 | 290 | 264 | 0 | 0 | 0 | 363 | 0 | 315 | 1127 | 2794 | 77177 | 0 | 0 | 0 | 0 | 349 | 0 | 87733 |
| 18 FAU | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 608 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25303 | 0 | 0 | 0 | 179 | 0 | 26621 |
| 19 STA | 0 | 0 | 297 | 0 | 0 | 0 | 0 | 1945 | 0 | 2539 | 130 | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 32479 | 0 | 3136 | 118 | 0 | 41035 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 589 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19536 | 0 | 0 | 0 | 20125 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 0 | 1062 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10298 | 616 | 73448 | 665 | 0 | 86439 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 179 | 0 | 0 | 690 | 2909 | 0 | 4271 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 60146 | 137614 | 435583 | 306221 | 6501 | 58456 | 73812 | 507774 | 111760 | 208182 | 124658 | 79682 | 126426 | 257654 | 43457 | 59143 | 91839 | 27730 | 47102 | 23722 | 79017 | 4219 | 0 | 2870702 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Difference (Est-Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1948 | -3908 | 2324 | 2618 | 414 | -1159 | -1518 | -575 | -1074 | -179 | 3 | 2 | 164 | -63 | 25 | -473 | -290 | 14 | 32 | 0 | 13 | 0 | 0 | -1681 |
| 2 DC NC | -6591 | 166 | -5266 | 5606 | -500 | -1236 | -230 | -881 | 17 | -255 | 53 | -333 | 156 | 926 | 49 | 3 | 184 | 10 | 22 | 0 | 7 | 0 | 0 | -8092 |
| 3 MTG | 2761 | -2312 | 34891 | 5128 | 251 | 370 | 482 | 140 | -1066 | 26 | -505 | -1768 | 2446 | 313 | -275 | 1 | -29 | 49 | 36 | 81 | 10 | 0 | 0 | 41031 |
| 4 PG | 4166 | 8690 | 4419 | 12286 | 215 | 527 | 1655 | -187 | 31 | 70 | 78 | -64 | -5143 | 2571 | -2038 | 90 | -3875 | 9 | 45 | 1 | 13 | 4 | 0 | 23562 |
| 5 ARLCR | -155 | -412 | 197 | 65 | 747 | 647 | 728 | 1340 | 41 | -750 | 3 | 0 | 6 | 18 | 1 | 0 | 9 | 3 | 8 | 0 | 3 | 0 | 0 | 2498 |
| 6 ARNCR | -669 | -1942 | 231 | -404 | -1592 | -2648 | 2546 | 1695 | -371 | 852 | 11 | 1 | 22 | 46 | 3 | 0 | 34 | 20 | 38 | 0 | 13 | 0 | 0 | -2115 |
| 7 ALX | 652 | 272 | -27 | 688 | 959 | 2797 | -2889 | 1698 | 201 | 1039 | -374 | 0 | 23 | 91 | 11 | 2 | -165 | 19 | 94 | 0 | 35 | 0 | 0 | 5128 |
| 8 FFX | -914 | -2094 | -1021 | 1 | 755 | -1552 | 692 | -1244 | -2974 | -5123 | 47 | 2 | 68 | -335 | -207 | 2 | 182 | -317 | -85 | -104 | -618 | 1 | 0 | -14838 |
| 9 LDN | -216 | 17 | -205 | -246 | 5 | -83 | 147 | 232 | 14276 | 304 | -36 | 3 | 3 | -176 | 0 | 0 | 1 | -402 | 5 | -2034 | 1 | 0 | 0 | 11597 |
| 10 PW | 23 | -904 | 157 | 130 | 89 | 154 | 898 | 685 | 89 | 10543 | 8 | 0 | 13 | 14 | 3 | 3 | -312 | 825 | -1447 | 19 | -481 | 10 | 0 | 10518 |
| 11 FRD | 14 | 57 | -152 | 73 | 3 | 12 | 8 | -154 | 373 | 3 | 2231 | -126 | -547 | -143 | 0 | 0 | 0 | 2 | 0 | -178 | 0 | 0 | 0 | 1479 |
| 12 CAR | 4 | 7 | 348 | 38 | 0 | 1 | 0 | 3 | 6 | 0 | -333 | 7369 | 286 | -826 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 6928 |
| 13 HOW | 127 | 525 | 1787 | -207 | 8 | -23 | 33 | 19 | 7 | 21 | -465 | -427 | -2026 | 3314 | 8 | 0 | 19 | 1 | 0 | 14 | 0 | 0 | 0 | 2736 |
| 14 AAR | 220 | 1016 | -2106 | -12024 | -13 | -167 | -49 | -236 | 5 | 34 | -308 | -305 | 6498 | 1618 | -1976 | -73 | -242 | 1 | -450 | 2 | 0 | 0 | 0 | -8556 |
| 15 CAL | 32 | -126 | 40 | -1419 | 2 | 5 | 15 | -606 | 0 | 2 | 0 | 0 | 9 | -84 | 1283 | -85 | -2097 | 0 | 0 | 0 | 0 | 3 | 0 | -3028 |
| 16 STM | 3 | 3 | 1 | -601 | 0 | -394 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 301 | -3171 | -1897 | 0 | 0 | 0 | 0 | 25 | 0 | -5718 |
| 17 CHS | 173 | -511 | -422 | 243 | 10 | 43 | -149 | -71 | 1 | 33 | 0 | -363 | 19 | -143 | -675 | -1867 | -421 | 1 | 5 | 0 | 5 | -239 | 0 | -4328 |
| 18 FAU | -315 | 3 | 14 | 2 | 2 | 11 | 11 | 408 | -17 | 814 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -2483 | 220 | 46 | 97 | -177 | 0 | -1362 |
| 19 STA | 15 | 10 | -285 | 16 | 4 | 23 | 59 | -1630 | 4 | -711 | -130 | 0 | 0 | -393 | 0 | 0 | 2 | 234 | -1923 | 0 | 1438 | 21 | 0 | -3245 |
| 20 CL/JF | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 17 | 413 | 14 | -268 | 9 | 5 | 0 | 0 | 0 | 0 | 42 | 0 | 3237 | 0 | 0 | 0 | 3498 |
| 21 SP/FB | 4 | 1 | 4 | 4 | 2 | 7 | 22 | -239 | 1 | -611 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -5824 | -616 | -19434 | -499 | 0 | -27079 |
| 22 KGEO | 0 | 0 | 0 | 1 | 0 | 0 | 0 | -117 | 0 | -171 | 0 | 0 | 0 | 0 | 0 | -189 | 37 | -177 | 120 | 0 | -552 | 1630 | 0 | 582 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1283 | | 34959 | | 1360 | | 2463 | | 9965 | | 16 | | 2002 | | -3485 | | -8859 | | -9102 | | -19451 | | 0 | |
| | | -1442 | | 11996 | | -2665 | | 296 | | 5957 | | 4000 | | 6759 | | -5758 | | -2049 | | 491 | | 780 | | 29517 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Ratio (Est/Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.09 | 0.80 | 1.65 | 1.51 | 2.53 | 0.67 | 0.54 | 0.81 | 0.05 | 0.51 | 1.12 | 1.68 | 163.55 | 0.88 | 25.14 | 0.00 | 0.38 | 13.66 | 31.96 | 0.42 | 12.97 | 0.01 | 0 | 0.97 |
| 2 DC NC | 0.71 | 1.00 | 0.74 | 1.37 | 0.51 | 0.60 | 0.88 | 0.74 | 1.55 | 0.39 | 52.52 | 0.02 | 1.55 | 14.82 | 48.96 | 3.09 | 2.21 | 9.93 | 21.90 | 0.35 | 7.16 | 0.06 | 0 | 0.94 |
| 3 MTG | 1.77 | 0.87 | 1.09 | 1.30 | 11.92 | 1.37 | 2.52 | 1.03 | 0.23 | 1.09 | 0.88 | 0.25 | 1.93 | 1.14 | 0.11 | 1.10 | 0.80 | 49.27 | 35.75 | 81.00 | 9.74 | 0.03 | 0 | 1.09 |
| 4 PG | 1.98 | 1.67 | 1.25 | 1.05 | 7.14 | 2.26 | 10.11 | 0.93 | 31.37 | 1.38 | 78.23 | 0.36 | 0.50 | 1.34 | 0.21 | 90.44 | 0.48 | 9.22 | 45.47 | 0.50 | 12.76 | 3.77 | 0 | 1.08 |
| 5 ARLCR | 0.77 | 0.49 | 196.77 | 1.58 | 2.96 | 1.46 | 2.27 | 3.70 | 41.08 | 0.16 | 2.72 | 0.20 | 5.89 | 17.92 | 1.28 | 0.06 | 8.61 | 3.32 | 7.74 | 0.15 | 2.85 | 0.02 | 0 | 1.47 |
| 6 ARNCR | 0.72 | 0.41 | 1.33 | 0.61 | 0.56 | 0.91 | 1.55 | 1.13 | 0.45 | 852.12 | 11.05 | 0.54 | 21.73 | 3.17 | 3.27 | 0.20 | 34.35 | 20.19 | 38.19 | 0.34 | 12.97 | 0.02 | 0 | 0.96 |
| 7 ALX | 1.90 | 1.29 | 0.95 | 2.31 | 4.40 | 1.65 | 0.93 | 1.09 | 201.34 | 2.77 | 0.02 | 0.37 | 23.13 | 91.16 | 11.19 | 1.65 | 0.43 | 19.43 | 93.92 | 0.20 | 35.03 | 0.44 | 0 | 1.07 |
| 8 FFX | 0.63 | 0.42 | 0.74 | 1.00 | 1.91 | 0.89 | 1.04 | 1.00 | 0.83 | 0.77 | 47.26 | 2.00 | 67.85 | 0.29 | 0.05 | 2.20 | 182.30 | 0.63 | 0.84 | 0.21 | 0.20 | 1.01 | 0 | 0.97 |
| 9 LDN | 0.07 | 17.34 | 0.40 | 0.04 | 1.20 | 0.72 | 147.11 | 1.02 | 1.16 | 1.22 | 0.88 | 3.16 | 2.78 | 0.01 | 0.02 | 0 | 0.74 | 0.36 | 5.47 | 0.20 | 1.19 | 0 | 0 | 1.11 |
| 10 PW | 1.34 | 0.07 | 157.12 | 129.79 | 5.22 | 1.30 | 3.13 | 1.05 | 1.06 | 1.06 | 8.00 | 0.02 | 12.56 | 13.90 | 3.23 | 2.87 | 0.07 | 2.07 | 0.57 | 19.01 | 0.51 | 9.89 | 0 | 1.05 |
| 11 FRD | 1.72 | 57.12 | 0.96 | 72.68 | 2.86 | 12.31 | 7.97 | 0.29 | 372.90 | 3.44 | 1.02 | 0.95 | 0.56 | 0.38 | 0 | 0 | 0.16 | 2.33 | 0.12 | 0.80 | 0.01 | 0 | 0 | 1.01 |
| 12 CAR | 3.77 | 6.79 | 2.32 | 38.45 | 0.25 | 0.68 | 0.44 | 3.38 | 5.93 | 0.08 | 0.88 | 1.10 | 1.39 | 0.12 | 0 | 0 | 0.01 | 0.03 | 0 | 23.12 | 0 | 0 | 0 | 1.09 |
| 13 HOW | 2.61 | 524.50 | 1.47 | 0.96 | 8.03 | 0.57 | 32.95 | 1.21 | 7.39 | 20.97 | 0.59 | 0.70 | 0.98 | 1.49 | 8.48 | 0.19 | 18.63 | 0.70 | 0.29 | 13.52 | 0.02 | 0 | 0 | 1.02 |
| 14 AAR | 1.71 | 10.58 | 0.57 | 0.47 | 0.62 | 0.34 | 0.70 | 0.46 | 5.33 | 34.30 | 0.22 | 0.26 | 2.71 | 1.01 | 0.21 | 0.10 | 0.40 | 0.76 | 0.01 | 1.78 | 0.37 | 0.17 | 0 | 0.97 |
| 15 CAL | 31.57 | 0.32 | 39.78 | 0.29 | 1.63 | 4.86 | 15.03 | 0.02 | 0.02 | 1.68 | 0 | 0 | 9.19 | 0.87 | 1.04 | 0.93 | 0.18 | 0 | 0.07 | 0 | 0 | 2.54 | 0 | 0.93 |
| 16 STM | 2.55 | 3.37 | 1.05 | 0.13 | 0.08 | 0.00 | 1.79 | 0.94 | 0 | 0.07 | 0 | 0 | 0.18 | 8.56 | 1.37 | 0.94 | 0.33 | 0 | 0.08 | 0 | 0.45 | 25.11 | 0 | 0.90 |
| 17 CHS | 8.19 | 0.42 | 0.23 | 1.07 | 10.19 | 43.07 | 0.49 | 0.73 | 1.32 | 32.89 | 0.23 | 0.00 | 19.24 | 0.55 | 0.40 | 0.33 | 0.99 | 0.53 | 5.33 | 0 | 4.51 | 0.31 | 0 | 0.95 |
| 18 FAU | 0.01 | 3.31 | 14.14 | 2.36 | 1.98 | 11.41 | 11.42 | 408.32 | 0.92 | 2.34 | 0.67 | 0 | 0.12 | 0.20 | 0 | 0 | 0.17 | 0.90 | 219.53 | 46.28 | 96.70 | 0.01 | 0 | 0.95 |
| 19 STA | 14.94 | 10.33 | 0.04 | 16.19 | 4.43 | 23.04 | 59.13 | 0.16 | 4.17 | 0.72 | 0 | 0 | 0.01 | 0.00 | 0 | 0 | 1.78 | 234.12 | 0.94 | 0 | 1.46 | 1.18 | 0 | 0.92 |
| 20 CL/JF | 0 | 0 | 29.94 | 0 | 0.03 | 0.04 | 0.01 | 16.57 | 412.71 | 14.29 | 0.54 | 8.94 | 5.27 | 0.42 | 0 | 0 | 0 | 41.71 | 0 | 1.17 | 0 | 0 | 0 | 1.17 |
| 21 SP/FB | 4.44 | 1.23 | 3.58 | 3.76 | 1.66 | 6.96 | 21.67 | 0.31 | 0.78 | 0.43 | 0 | 0 | 0.01 | 0.01 | 0 | 0.02 | 1.25 | 99.62 | 0.43 | 0 | 0.74 | 0.25 | 0 | 0.69 |
| 22 KGEO | 0 | 0 | 0 | 0.71 | 0 | 0 | 0.07 | 0.00 | 0 | 0.04 | 0 | 0 | 0 | 0 | 0.47 | 0.04 | 37.12 | 0.01 | 119.82 | 0 | 0.20 | 1.56 | 0 | 1.14 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.02 | | 1.08 | | 1.21 | | 1.03 | | 1.09 | | 1.00 | | 1.02 | | 0.92 | | 0.90 | | 0.81 | | 0.75 | | 0 | |
| | | 0.99 | | 1.04 | | 0.95 | | 1.00 | | 1.03 | | 1.05 | | 1.03 | | 0.90 | | 0.93 | | 1.02 | | 1.18 | | 1.01 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Est Auto Occ.

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.32 | 1.40 | 1.38 | 1.23 | 1.37 | 1.45 | 1.61 | 1.36 | 1.91 | 1.66 | 2.80 | 2.51 | 1.62 | 1.73 | 1.88 | 2.84 | 1.64 | 2.88 | 2.39 | 3.50 | 3.37 | 0.01 | 0 | 1.35 |
| 2 DC NC | 1.40 | 1.34 | 1.33 | 1.20 | 1.42 | 1.53 | 1.72 | 1.38 | 1.96 | 1.77 | 2.57 | 2.10 | 1.56 | 1.66 | 1.71 | 2.06 | 1.53 | 2.96 | 2.70 | 3.50 | 3.43 | 3.00 | 0 | 1.33 |
| 3 MTG | 1.51 | 1.53 | 1.54 | 1.68 | 3.14 | 1.90 | 2.46 | 2.36 | 2.92 | 3.06 | 2.26 | 2.11 | 1.92 | 2.32 | 3.14 | 3.44 | 2.99 | 3.35 | 3.35 | 3.39 | 3.45 | 3.00 | 0 | 1.56 |
| 4 PG | 1.58 | 1.45 | 1.69 | 1.44 | 3.04 | 2.00 | 2.23 | 2.39 | 3.32 | 3.09 | 3.34 | 3.12 | 1.75 | 1.90 | 2.31 | 2.55 | 1.82 | 3.47 | 3.42 | 3.33 | 3.47 | 3.46 | 0 | 1.49 |
| 5 ARLCR | 1.19 | 1.31 | 1.55 | 1.38 | 1.21 | 1.28 | 1.52 | 1.49 | 2.44 | 1.92 | 3.36 | 3.33 | 2.25 | 2.44 | 2.78 | 3.00 | 2.22 | 3.19 | 2.85 | 3.75 | 3.43 | 2.00 | 0 | 1.38 |
| 6 ARNCR | 1.15 | 1.33 | 1.66 | 1.42 | 1.30 | 1.24 | 1.49 | 1.49 | 2.42 | 1.91 | 3.40 | 3.38 | 2.78 | 2.70 | 3.00 | 3.33 | 2.28 | 3.20 | 2.89 | 3.40 | 3.45 | 2.00 | 0 | 1.36 |
| 7 ALX | 1.15 | 1.39 | 1.94 | 1.51 | 1.41 | 1.30 | 1.54 | 1.54 | 2.78 | 1.97 | 3.47 | 3.36 | 3.07 | 2.86 | 3.02 | 3.37 | 2.03 | 3.37 | 2.87 | 3.33 | 3.45 | 3.38 | 0 | 1.52 |
| 8 FFX | 1.11 | 1.37 | 2.24 | 2.16 | 1.94 | 1.35 | 1.81 | 1.63 | 1.67 | 1.89 | 3.44 | 3.45 | 3.41 | 3.37 | 3.39 | 3.41 | 2.95 | 2.78 | 2.89 | 3.40 | 3.42 | 3.48 | 0 | 1.64 |
| 9 LDN | 1.56 | 2.40 | 3.11 | 3.36 | 3.12 | 2.41 | 3.05 | 1.96 | 1.38 | 2.19 | 2.04 | 3.40 | 3.47 | 3.47 | 2.00 | 0 | 3.52 | 2.34 | 3.44 | 2.06 | 3.50 | 0 | 0 | 1.44 |
| 10 PW | 1.38 | 2.14 | 3.25 | 3.13 | 2.57 | 2.03 | 2.47 | 2.02 | 2.11 | 1.38 | 3.49 | 2.00 | 3.44 | 3.47 | 3.36 | 4.00 | 3.43 | 1.93 | 1.87 | 3.34 | 2.87 | 3.31 | 0 | 1.43 |
| 11 FRD | 3.45 | 3.34 | 2.36 | 3.44 | 3.45 | 3.45 | 3.47 | 3.46 | 2.05 | 3.46 | 1.41 | 1.72 | 2.50 | 3.41 | 0 | 0 | 3.20 | 3.43 | 4.00 | 2.32 | 0.01 | 0 | 0 | 1.44 |
| 12 CAR | 3.46 | 3.45 | 2.28 | 3.30 | 3.57 | 3.40 | 3.38 | 3.45 | 3.39 | 4.00 | 1.78 | 1.27 | 1.85 | 3.12 | 0 | 0 | 0.01 | 3.00 | 0 | 3.36 | 0 | 0 | 0 | 1.29 |
| 13 HOW | 2.72 | 2.35 | 1.97 | 1.83 | 3.51 | 3.29 | 3.37 | 3.44 | 3.47 | 3.46 | 2.54 | 1.79 | 1.41 | 1.75 | 3.41 | 3.17 | 3.45 | 3.50 | 3.62 | 3.47 | 2.00 | 0 | 0 | 1.47 |
| 14 AAR | 2.84 | 2.39 | 2.42 | 1.95 | 3.47 | 3.24 | 3.31 | 3.41 | 3.46 | 3.47 | 3.39 | 2.98 | 1.75 | 1.40 | 1.78 | 3.39 | 3.08 | 3.45 | 3.44 | 3.49 | 3.36 | 3.40 | 0 | 1.44 |
| 15 CAL | 3.29 | 2.72 | 3.39 | 2.41 | 3.49 | 3.43 | 3.39 | 3.43 | 2.00 | 3.47 | 0 | 0 | 3.44 | 1.79 | 1.30 | 1.78 | 2.04 | 0 | 3.50 | 0 | 0 | 3.48 | 0 | 1.33 |
| 16 STM | 3.45 | 3.30 | 3.50 | 2.58 | 4.00 | 3.50 | 3.44 | 3.48 | 0 | 3.50 | 0 | 0 | 3.60 | 3.38 | 1.72 | 1.34 | 1.85 | 0 | 4.00 | 0 | 3.46 | 3.26 | 0 | 1.36 |
| 17 CHS | 2.85 | 2.24 | 3.33 | 1.76 | 3.45 | 3.16 | 2.90 | 3.10 | 3.47 | 3.43 | 3.29 | 0.01 | 3.44 | 2.97 | 2.07 | 1.81 | 1.34 | 3.53 | 3.46 | 0 | 3.47 | 2.88 | 0 | 1.37 |
| 18 FAU | 2.04 | 3.34 | 3.44 | 3.47 | 3.41 | 3.10 | 3.42 | 2.97 | 2.28 | 1.92 | 3.53 | 0 | 4.00 | 3.33 | 0 | 0 | 3.40 | 1.35 | 1.87 | 2.17 | 2.62 | 3.12 | 0 | 1.40 |
| 19 STA | 1.88 | 3.32 | 3.45 | 3.45 | 3.19 | 3.05 | 3.17 | 3.01 | 3.45 | 1.92 | 0 | 0 | 0.01 | 3.50 | 0 | 0 | 3.49 | 1.85 | 1.31 | 0 | 1.60 | 1.75 | 0 | 1.37 |
| 20 CL/JF | 0 | 0 | 3.43 | 0 | 3.00 | 4.00 | 0.01 | 3.45 | 2.05 | 3.39 | 2.40 | 3.37 | 3.44 | 3.50 | 0 | 0 | 0 | 2.21 | 0 | 1.29 | 0 | 0 | 0 | 1.31 |
| 21 SP/FB | 2.07 | 3.48 | 3.44 | 3.46 | 3.46 | 3.44 | 3.45 | 3.41 | 3.39 | 2.78 | 0 | 0 | 0 | 0.01 | 0 | 2.00 | 3.47 | 2.48 | 1.52 | 0 | 1.35 | 1.99 | 0 | 1.37 |
| 22 KGEO | 0 | 0 | 0 | 3.38 | 0 | 0 | 3.50 | 3.57 | 0 | 3.32 | 0 | 0 | 0 | 0 | 3.36 | 3.28 | 2.91 | 3.10 | 1.75 | 0 | 2.13 | 1.28 | 0 | 1.31 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.41 | 1.40 | 1.55 | 1.45 | 1.46 | 1.32 | 1.64 | 1.64 | 1.42 | 1.43 | 1.44 | 1.29 | 1.47 | 1.44 | 1.32 | 1.36 | 1.37 | 1.41 | 1.37 | 1.33 | 1.38 | 1.32 | 0 | 1.47 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips  MODE: Obs Auto Occ.

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.20 | 1.34 | 1.14 | 1.35 | 1.00 | 1.16 | 1.71 | 1.28 | 1.32 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 3.50 | 0 | 0 | 0 | 0 | 0 | 0 | 1.28 |
| 2 DC NC | 1.55 | 1.36 | 1.32 | 1.50 | 1.58 | 1.11 | 1.10 | 1.06 | 0 | 1.00 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.37 |
| 3 MTG | 2.15 | 1.33 | 1.41 | 1.57 | 0 | 1.42 | 1.00 | 1.22 | 1.51 | 1.00 | 1.29 | 1.42 | 1.27 | 1.29 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.41 |
| 4 PG | 1.24 | 1.58 | 1.52 | 1.44 | 0 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.00 | 2.13 | 1.30 | 1.38 | 0 | 1.32 | 0 | 0 | 0 | 0 | 0 | 0 | 1.45 |
| 5 ARLCR | 1.00 | 3.50 | 0 | 1.00 | 1.00 | 1.43 | 1.63 | 1.00 | 0 | 3.50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.62 |
| 6 ARNCR | 1.51 | 1.14 | 1.48 | 1.28 | 1.83 | 1.31 | 1.20 | 1.42 | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.35 |
| 7 ALX | 1.00 | 1.27 | 1.25 | 1.00 | 1.00 | 1.30 | 1.34 | 1.38 | 0 | 1.56 | 1.00 | 0 | 0 | 0 | 0 | 0 | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.34 |
| 8 FFX | 1.17 | 1.59 | 1.08 | 1.00 | 1.00 | 1.47 | 1.40 | 1.48 | 1.46 | 1.82 | 0 | 0 | 0 | 1.00 | 2.00 | 0 | 0 | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 0 | 1.48 |
| 9 LDN | 1.00 | 0 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.70 | 1.43 | 1.00 | 1.00 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.78 | 0 | 2.54 | 0 | 0 | 0 | 1.46 |
| 10 PW | 0 | 1.50 | 0 | 0 | 0 | 1.00 | 2.00 | 1.80 | 1.29 | 1.65 | 0 | 0 | 0 | 0 | 0 | 0 | 2.00 | 1.00 | 1.94 | 0 | 2.69 | 0 | 0 | 1.66 |
| 11 FRD | 0 | 0 | 1.44 | 0 | 0 | 0 | 0 | 1.00 | 0 | 0 | 1.49 | 1.47 | 1.20 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.58 | 0 | 0 | 0 | 1.48 |
| 12 CAR | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.55 | 1.59 | 1.29 | 1.43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.58 |
| 13 HOW | 0 | 0 | 1.89 | 1.87 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 1.14 | 1.67 | 1.57 | 1.49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.58 |
| 14 AAR | 1.00 | 1.00 | 1.94 | 1.75 | 0 | 1.00 | 1.00 | 1.00 | 0 | 0 | 1.00 | 1.00 | 1.74 | 1.53 | 1.18 | 1.00 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.54 |
| 15 CAL | 0 | 1.00 | 0 | 1.43 | 0 | 0 | 0 | 1.21 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.35 | 1.21 | 1.80 | 0 | 0 | 0 | 0 | 0 | 0 | 1.36 |
| 16 STM | 0 | 0 | 0 | 1.42 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.41 | 2.05 | 0 | 0 | 0 | 0 | 0 | 0 | 1.42 |
| 17 CHS | 0 | 1.61 | 1.00 | 1.13 | 0 | 0 | 2.00 | 1.00 | 0 | 0 | 0 | 2.00 | 0 | 1.00 | 1.39 | 1.68 | 1.39 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.38 |
| 18 FAU | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 1.38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.42 | 0 | 0 | 0 | 1.00 | 0 | 1.41 |
| 19 STA | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 2.15 | 0 | 1.28 | 1.00 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.59 | 0 | 1.63 | 1.00 | 0 | 1.57 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.50 | 0 | 0 | 0 | 1.50 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.70 | 2.00 | 1.77 | 1.70 | 0 | 1.74 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 2.00 | 0 | 1.00 | 0 | 0 | 1.71 | 1.26 | 0 | 1.30 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.35 | 1.38 | 1.41 | 1.47 | 1.48 | 1.33 | 1.35 | 1.47 | 1.44 | 1.65 | 1.47 | 1.57 | 1.59 | 1.51 | 1.33 | 1.41 | 1.41 | 1.39 | 1.61 | 1.58 | 1.76 | 1.26 | 0 | 1.47 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips MODE: Est Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 19.9 | 18.9 | 12.8 | 5.5 | 90.7 | 31.7 | 12.1 | 6.1 | 0 | 7.9 | 0 | 0 | 0.3 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 17.3 |
| 2 DC NC | 28.4 | 8.7 | 8.5 | 3.1 | 89.6 | 23.5 | 6.3 | 1.8 | 0 | 10.5 | 0 | 0 | 0.0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.4 |
| 3 MTG | 10.1 | 3.2 | 1.2 | 0.9 | 90.0 | 10.6 | 1.4 | 0.4 | 0 | 17.2 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 |
| 4 PG | 7.0 | 1.7 | 0.8 | 0.4 | 91.1 | 20.1 | 0.4 | 0.5 | 0 | 16.4 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |
| 5 ARLCR | 92.2 | 13.1 | 3.8 | 0.4 | 3.8 | 10.6 | 6.9 | 0.6 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.6 |
| 6 ARNCR | 83.3 | 7.1 | 1.3 | 0.1 | 12.2 | 4.2 | 4.5 | 0.6 | 0 | 2.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 |
| 7 ALX | 52.3 | 2.0 | 0.5 | 0.0 | 5.7 | 3.9 | 1.9 | 0.4 | 0 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 |
| 8 FFX | 27.4 | 0.8 | 0.6 | 0.6 | 2.7 | 1.8 | 1.3 | 0.2 | 0.0 | 1.0 | 5.3 | 0 | 6.0 | 1.3 | 9.2 | 47.3 | 1.9 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.4 |
| 9 LDN | 11.8 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0.1 | 0.0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 10 PW | 18.6 | 19.6 | 24.4 | 20.2 | 4.5 | 4.5 | 3.2 | 1.2 | 0.7 | 0.1 | 84.8 | 0 | 85.7 | 41.9 | 85.4 | 98.6 | 35.9 | 0 | 0.0 | 0 | 0.5 | 0 | 0 | 0.3 |
| 11 FRD | 0 | 0 | 0 | 0 | 7.0 | 0.6 | 0 | 0.3 | 0 | 17.4 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 8.2 | 0 | 0.0 | 0.0 | 81.2 | 14.0 | 0 | 5.9 | 0 | 77.5 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14 AAR | 5.8 | 0.0 | 0.0 | 0.0 | 83.3 | 16.7 | 0.0 | 7.5 | 0 | 52.8 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15 CAL | 0 | 0 | 0 | 0 | 8.0 | 2.5 | 0 | 0.9 | 0 | 25.6 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17 CHS | 0.2 | 0 | 0 | 0 | 41.8 | 9.4 | 0 | 1.5 | 0 | 30.1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 18 FAU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 6.3 | 12.2 | 40.5 | 16.2 | 4.2 | 3.2 | 2.3 | 8.9 | 0 | 0.1 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 22.5 | 7.8 | 1.5 | 0.7 | 25.3 | 6.1 | 2.4 | 0.3 | 0.1 | 0.3 | 0.1 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 1.5 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Internal NHO Trips MODE: Obs Pct. Tran

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 18.8 | 18.1 | 20.5 | 9.8 | 55.9 | 54.5 | 6.9 | 3.7 | 2.2 | 12.5 | 100.0 | 0 | 0 | 83.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 |
| 2 DC NC | 23.0 | 7.5 | 3.2 | 4.1 | 5.9 | 33.6 | 9.7 | 3.4 | 100.0 | 0 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.4 |
| 3 MTG | 21.4 | 3.8 | 0.9 | 2.4 | 100.0 | 24.8 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 |
| 4 PG | 11.0 | 5.3 | 1.4 | 1.0 | 100.0 | 50.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 |
| 5 ARLCR | 73.3 | 8.8 | 0 | 0 | 10.3 | 15.1 | 5.9 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.1 |
| 6 ARNCR | 71.1 | 27.7 | 17.1 | 1.3 | 2.7 | 3.4 | 2.5 | 0.8 | 1.3 | 0 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.1 |
| 7 ALX | 53.2 | 16.5 | 3.1 | 0 | 14.9 | 6.5 | 0.6 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 |
| 8 FFX | 20.1 | 3.6 | 0.3 | 0 | 1.3 | 2.5 | 1.0 | 0.4 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| 9 LDN | 8.2 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10 PW | 100.0 | 2.8 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 11 FRD | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 14 AAR | 62.5 | 12.3 | 0.3 | 0 | 100.0 | 29.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 15 CAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 STM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 CHS | 100.0 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 18 FAU | 9.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 19 STA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 CL/JF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 SP/FB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 KGEO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 23.6 | 8.7 | 1.2 | 1.2 | 8.3 | 9.1 | 1.4 | 0.4 | 0.1 | 0.1 | 0.1 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Est Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 39587 | 20388 | 6006 | 2734 | 4615 | 6961 | 2276 | 2279 | 1 | 37 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 84895 |
| 2 DC NC | 154634 | 87320 | 28288 | 11920 | 8677 | 14439 | 4512 | 5551 | 3 | 51 | 0 | 0 | 23 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315435 |
| 3 MTG | 80781 | 17807 | 82478 | 3945 | 5148 | 5352 | 1000 | 1390 | 0 | 131 | 0 | 0 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198067 |
| 4 PG | 59929 | 26115 | 13337 | 27534 | 6392 | 7350 | 1791 | 1492 | 0 | 105 | 0 | 0 | 115 | 69 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 144234 |
| 5 ARLCR | 6171 | 772 | 281 | 59 | 589 | 2033 | 607 | 426 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10945 |
| 6 ARNCR | 46294 | 4903 | 1864 | 338 | 6168 | 17869 | 4274 | 4283 | 1 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86052 |
| 7 ALX | 21963 | 2290 | 804 | 173 | 2715 | 6574 | 7183 | 2752 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44516 |
| 8 FFX | 57980 | 7548 | 3672 | 537 | 9896 | 17498 | 7808 | 23685 | 107 | 637 | 10 | 0 | 25 | 19 | 10 | 56 | 34 | 0 | 0 | 0 | 15 | 0 | 0 | 129537 |
| 9 LDN | 2470 | 455 | 250 | 20 | 633 | 745 | 113 | 313 | 921 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6046 |
| 10 PW | 5976 | 1776 | 1148 | 383 | 1553 | 2374 | 1115 | 3664 | 161 | 2981 | 24 | 0 | 59 | 49 | 20 | 109 | 75 | 0 | 0 | 0 | 32 | 0 | 0 | 21498 |
| 11 FRD | 1215 | 187 | 481 | 15 | 82 | 82 | 13 | 19 | 0 | 5 | 1871 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3971 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 4445 | 1197 | 938 | 353 | 421 | 434 | 84 | 85 | 0 | 68 | 0 | 0 | 667 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8717 |
| 14 AAR | 6784 | 1442 | 688 | 380 | 636 | 625 | 118 | 184 | 0 | 90 | 0 | 0 | 38 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11080 |
| 15 CAL | 652 | 283 | 89 | 39 | 108 | 115 | 27 | 11 | 0 | 3 | 0 | 0 | 0 | 1 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1372 |
| 16 STM | 331 | 118 | 43 | 13 | 50 | 52 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 154 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 797 |
| 17 CHS | 2857 | 902 | 277 | 123 | 342 | 376 | 93 | 63 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 4 | 965 | 0 | 0 | 0 | 0 | 0 | 0 | 6031 |
| 18 FAU | 67 | 23 | 9 | 1 | 31 | 38 | 16 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 19 STA | 799 | 213 | 76 | 9 | 278 | 383 | 125 | 46 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1968 |
| 20 CL/JF | 94 | 42 | 56 | 4 | 35 | 35 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 21 SP/FB | 618 | 193 | 83 | 13 | 226 | 322 | 149 | 103 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 0 | 1786 |
| 22 KGEO | 15 | 6 | 2 | 0 | 7 | 9 | 5 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 493661 | 140868 | 48601 | 31328 | 1193 | 1906 | 962 | 77 | 1095 | 5 | 59 | 0 | | | | | | | | | | | | |
| | 173980 | 48593 | 83664 | 46385 | 4501 | 0 | 286 | 323 | 0 | 0 | 0 | 1077487 | | | | | | | | | | | | |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Obs Transit

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 46083 | 25885 | 7714 | 3838 | 1893 | 11802 | 1783 | 2866 | 105 | 170 | 51 | 0 | 113 | 777 | 28 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 103192 |
| 2 DC NC | 148939 | 91714 | 21495 | 10810 | 3748 | 17143 | 5059 | 4268 | 301 | 158 | 0 | 0 | 112 | 280 | 0 | 0 | 17 | 17 | 0 | 18 | 22 | 0 | 0 | 304101 |
| 3 MTG | 82960 | 31936 | 72290 | 6021 | 1836 | 6453 | 1534 | 726 | 45 | 19 | 72 | 0 | 143 | 333 | 32 | 15 | 5 | 0 | 53 | 0 | 0 | 0 | 0 | 204473 |
| 4 PG | 74814 | 32511 | 14721 | 30489 | 3110 | 12013 | 2517 | 2939 | 170 | 0 | 3 | 0 | 166 | 341 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 173801 |
| 5 ARLCR | 4878 | 1523 | 214 | 280 | 52 | 1872 | 446 | 473 | 40 | 22 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9828 |
| 6 ARNCR | 50768 | 12268 | 2248 | 1497 | 2745 | 15469 | 2780 | 3940 | 119 | 33 | 0 | 0 | 0 | 105 | 0 | 0 | 0 | 15 | 17 | 29 | 0 | 0 | 0 | 92033 |
| 7 ALX | 21211 | 5500 | 1028 | 681 | 1560 | 6790 | 7673 | 2754 | 36 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47277 |
| 8 FFX | 54628 | 13963 | 1850 | 1267 | 5424 | 20211 | 6255 | 28838 | 249 | 114 | 0 | 0 | 10 | 32 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 132869 |
| 9 LDN | 1376 | 505 | 13 | 27 | 166 | 685 | 133 | 166 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3083 |
| 10 PW | 6883 | 2166 | 257 | 136 | 716 | 3302 | 772 | 886 | 70 | 2414 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 17620 |
| 11 FRD | 3014 | 602 | 1844 | 135 | 22 | 252 | 31 | 0 | 0 | 0 | 1877 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7777 |
| 12 CAR | 236 | 18 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| 13 HOW | 4191 | 587 | 147 | 80 | 162 | 772 | 58 | 67 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 6148 |
| 14 AAR | 6015 | 1729 | 243 | 102 | 442 | 1270 | 90 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9924 |
| 15 CAL | 671 | 304 | 109 | 2 | 107 | 67 | 35 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1321 |
| 16 STM | 31 | 77 | 41 | 0 | 4 | 112 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 17 CHS | 2737 | 1094 | 120 | 258 | 258 | 1075 | 42 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5637 |
| 18 FAU | 251 | 111 | 36 | 35 | 78 | 121 | 19 | 46 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 699 |
| 19 STA | 868 | 269 | 44 | 6 | 83 | 473 | 182 | 208 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2179 |
| 20 CL/JF | 2 | 59 | 0 | 0 | 5 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 21 SP/FB | 222 | 306 | 11 | 46 | 59 | 264 | 184 | 163 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 1326 |
| 22 KGEO | 89 | 16 | 3 | 0 | 7 | 25 | 8 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 510867 | 124428 | 22478 | 29623 | 1147 | 2003 | 575 | 60 | 29 | 83 | 85 | 0 | | | | | | | | | | | | |
| | 223143 | 55710 | 100238 | 48465 | 3084 | 0 | 1901 | 15 | 148 | 47 | 0 | 1124129 | | | | | | | | | | | | |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Difference (Est-Obs) Transit

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | -6496 | -5497 | -1708 | -1104 | 2722 | -4841 | 493 | -587 | -104 | -133 | -51 | 0 | -109 | -772 | -27 | 0 | 0 | -84 | 0 | 0 | 1 | 0 | 0 | -18297 |
| 2 DC NC | 5695 | -4394 | 6793 | 1110 | 4929 | -2704 | -547 | 1283 | -298 | -107 | 0 | 0 | -89 | -262 | 0 | 0 | -17 | -17 | 0 | -18 | -22 | 0 | 0 | 11334 |
| 3 MTG | -2179 | -14129 | 10187 | -2076 | 3312 | -1101 | -534 | 664 | -45 | 112 | -72 | 0 | -112 | -329 | -32 | -15 | -5 | 0 | -53 | 0 | 0 | 0 | 0 | -6407 |
| 4 PG | -14885 | -6396 | -1384 | -2955 | 3282 | -4663 | -726 | -1447 | -170 | 105 | -3 | 0 | -51 | -272 | 0 | 0 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -29567 |
| 5 ARLCR | 1293 | -751 | 67 | -221 | 537 | 161 | 161 | -47 | -40 | -13 | 0 | 0 | 0 | -28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1117 |
| 6 ARNCR | -4474 | -7365 | -384 | -1159 | 3423 | 2400 | 1494 | 343 | -118 | 26 | 0 | 0 | 0 | -105 | 0 | 0 | 0 | -15 | -17 | -29 | 0 | 0 | 0 | -5980 |
| 7 ALX | 752 | -3211 | -224 | -508 | 1155 | -216 | -490 | -2 | -36 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2762 |
| 8 FFX | 3352 | -6415 | 1822 | -730 | 4472 | -2713 | 1553 | -5152 | -142 | 523 | 10 | 0 | 15 | -13 | 10 | 56 | 34 | -29 | 0 | 0 | 15 | 0 | 0 | -3332 |
| 9 LDN | 1094 | -50 | 237 | -7 | 468 | 60 | -20 | 147 | 909 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2963 |
| 10 PW | -907 | -389 | 890 | 246 | 837 | -929 | 343 | 2778 | 91 | 567 | 24 | 0 | 56 | 44 | 20 | 109 | 75 | -3 | -4 | 0 | 32 | 0 | 0 | 3878 |
| 11 FRD | -1799 | -415 | -1363 | -120 | 60 | -170 | -18 | 19 | 0 | 5 | -6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3806 |
| 12 CAR | -236 | -18 | 0 | 0 | 0 | -64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -318 |
| 13 HOW | 254 | 610 | 791 | 273 | 259 | -338 | 26 | 18 | 0 | 68 | 0 | 0 | 640 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | -57 | 0 | 0 | 2569 |
| 14 AAR | 769 | -287 | 445 | 278 | 194 | -645 | 28 | 151 | 0 | 90 | 0 | 0 | 38 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1156 |
| 15 CAL | -19 | -21 | -20 | 37 | 1 | 48 | -8 | -15 | 0 | 3 | 0 | 0 | 0 | 1 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 16 STM | 300 | 40 | 2 | 13 | 46 | -60 | -5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 154 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 515 |
| 17 CHS | 120 | -192 | 157 | -135 | 84 | -699 | 51 | 10 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 4 | 965 | 0 | 0 | 0 | 0 | 0 | 0 | 394 |
| 18 FAU | -184 | -89 | -26 | -34 | -47 | -83 | -3 | -32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -496 |
| 19 STA | -69 | -56 | 32 | 4 | 195 | -91 | -57 | -162 | -0 | -8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -0 | 2 | 0 | -2 | 0 | 0 | -211 |
| 20 CL/JF | 92 | -17 | 56 | 4 | 29 | 32 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 21 SP/FB | 396 | -113 | 72 | -33 | 167 | 58 | -35 | -60 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -0 | -7 | 0 | 8 | 0 | 0 | 460 |
| 22 KGEO | -74 | -10 | -1 | 0 | -1 | -16 | -4 | -8 | 0 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -0 | 0 | 0 | 0 | 0 | -115 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -17206 | -49163 | 16440 | -7117 | 26123 | -16574 | 1705 | -2080 | 46 | 1417 | -97 | 0 | 388 | -1615 | 17 | 308 | 1066 | -148 | -78 | -47 | -26 | 0 | 0 | -46642 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Ratio (Est/Obs) Transit

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 0.86 | 0.79 | 0.78 | 0.71 | 2.44 | 0.59 | 1.28 | 0.80 | 0.01 | 0.22 | 0 | 0 | 0.04 | 0.01 | 0.02 | 0.01 | 0.32 | 0 | 0 | 0 | 0.67 | 0 | 0 | 0.82 |
| 2 DC NC | 1.04 | 0.95 | 1.32 | 1.10 | 2.32 | 0.84 | 0.89 | 1.30 | 0.01 | 0.32 | 0 | 0 | 0.21 | 0.06 | 0.08 | 0 | 0.02 | 0 | 0 | 0 | 0.00 | 0 | 0 | 1.04 |
| 3 MTG | 0.97 | 0.56 | 1.14 | 0.66 | 2.80 | 0.83 | 0.65 | 1.92 | 0.00 | 6.88 | 0.00 | 0 | 0.21 | 0.01 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.97 |
| 4 PG | 0.80 | 0.80 | 0.91 | 0.90 | 2.06 | 0.61 | 0.71 | 0.51 | 0 | 105.12 | 0 | 0 | 0.69 | 0.20 | 0 | 0 | 0.57 | 0 | 0 | 0 | 0 | 0 | 0 | 0.83 |
| 5 ARLCR | 1.27 | 0.51 | 1.31 | 0.21 | 11.32 | 1.09 | 1.36 | 0.90 | 0.00 | 0.39 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.11 |
| 6 ARNCR | 0.91 | 0.40 | 0.83 | 0.23 | 2.25 | 1.16 | 1.54 | 1.09 | 0.01 | 1.77 | 0 | 0 | 0.03 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.94 |
| 7 ALX | 1.04 | 0.42 | 0.78 | 0.25 | 1.74 | 0.97 | 0.94 | 1.00 | 0.00 | 1.40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.94 |
| 8 FFX | 1.06 | 0.54 | 1.99 | 0.42 | 1.82 | 0.87 | 1.25 | 0.82 | 0.43 | 5.59 | 10.43 | 0 | 2.49 | 0.60 | 9.94 | 55.96 | 33.91 | 0 | 0.14 | 0 | 15.24 | 0 | 0 | 0.97 |
| 9 LDN | 1.80 | 0.90 | 19.24 | 0.74 | 3.83 | 1.09 | 0.85 | 1.89 | 76.78 | 124.34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.96 |
| 10 PW | 0.87 | 0.82 | 4.46 | 2.81 | 2.17 | 0.72 | 1.44 | 4.13 | 2.30 | 1.23 | 24.21 | 0 | 16.93 | 9.09 | 19.99 | 108.95 | 74.57 | 0 | 0.08 | 0 | 31.54 | 0 | 0 | 1.22 |
| 11 FRD | 0.40 | 0.31 | 0.26 | 0.11 | 3.73 | 0.33 | 0.43 | 19.28 | 0 | 5.12 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.51 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 1.06 | 2.04 | 6.38 | 4.41 | 2.60 | 0.56 | 1.46 | 1.27 | 0 | 67.75 | 0 | 0 | 24.71 | 24.69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.42 |
| 14 AAR | 1.13 | 0.83 | 2.83 | 3.72 | 1.44 | 0.49 | 1.31 | 5.59 | 0 | 89.94 | 0 | 0 | 38.45 | 94.63 | 0.20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.12 |
| 15 CAL | 0.97 | 0.93 | 0.81 | 19.70 | 1.01 | 1.71 | 0.76 | 0.41 | 0 | 3.16 | 0 | 0 | 0 | 1.33 | 44.57 | 0.54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.04 |
| 16 STM | 10.83 | 1.53 | 1.04 | 12.95 | 12.54 | 0.46 | 0.70 | 6.68 | 0 | 0 | 0 | 0 | 0 | 0 | 1.60 | 153.88 | 16.76 | 0 | 0 | 0 | 0 | 0 | 0 | 2.83 |
| 17 CHS | 1.04 | 0.82 | 2.31 | 0.47 | 1.32 | 0.35 | 2.22 | 1.18 | 0 | 30.94 | 0 | 0 | 0.04 | 0.02 | 0 | 4.13 | 965.00 | 0 | 0 | 0 | 0 | 0 | 0 | 1.07 |
| 18 FAU | 0.27 | 0.20 | 0.26 | 0.03 | 0.39 | 0.31 | 0.84 | 0.31 | 0 | 1.86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.29 |
| 19 STA | 0.92 | 0.79 | 1.71 | 1.68 | 3.35 | 0.81 | 0.69 | 0.22 | 0 | 0.82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.33 | 0 | 0.35 | 0 | 0 | 0.90 |
| 20 CL/JF | 48.91 | 0.71 | 55.89 | 3.60 | 6.51 | 11.31 | 1.36 | 240.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.81 |
| 21 SP/FB | 2.78 | 0.63 | 7.55 | 0.28 | 3.81 | 1.22 | 0.81 | 0.63 | 0 | 1.14 | 0 | 0 | 0.06 | 0.05 | 0 | 0 | 0 | 0 | 0.23 | 0 | 3.55 | 0 | 0 | 1.35 |
| 22 KGEO | 0.17 | 0.40 | 0.75 | 0.25 | 0.91 | 0.35 | 0.57 | 0.36 | 0 | 0.56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.01 | 0 | 0 | 0.31 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0.97 | 0.78 | 1.13 | 0.87 | 2.16 | 0.83 | 1.06 | 0.96 | 1.04 | 1.46 | 0.95 | 0 | 1.67 | 0.15 | 1.28 | 21.56 | 37.75 | 0 | 0.06 | 0 | 0.70 | 0 | 0 | 0.96 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Est Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 71858 | 38104 | 15455 | 20492 | 2951 | 7840 | 5494 | 14369 | 684 | 1024 | 364 | 78 | 905 | 2268 | 196 | 116 | 880 | 143 | 252 | 43 | 156 | 13 | 0 | 183685 |
| 2 DC NC | 88136 | 376844 | 85048 | 85688 | 7023 | 19710 | 13175 | 45381 | 1749 | 1316 | 510 | 89 | 3310 | 5927 | 324 | 162 | 1945 | 155 | 273 | 42 | 155 | 13 | 0 | 736976 |
| 3 MTG | 94179 | 1159182 | 050887 | 121983 | 5298 | 15704 | 7037 | 51226 | 3297 | 1744 | 18653 | 3531 | 26777 | 19051 | 482 | 443 | 1475 | 346 | 423 | 770 | 442 | 36 | 0 | 2539701 |
| 4 PG | 92312 | 166605 | 1447791 | 290941 | 7677 | 21539 | 21138 | 55346 | 1691 | 1773 | 871 | 275 | 29427 | 52452 | 3655 | 2250 | 29288 | 189 | 500 | 63 | 291 | 203 | 0 | 1923264 |
| 5 ARLCR | 2405 | 2915 | 1370 | 1307 | 9044 | 8362 | 3741 | 8419 | 302 | 544 | 41 | 8 | 56 | 148 | 16 | 10 | 67 | 35 | 65 | 10 | 41 | 3 | 0 | 38911 |
| 6 ARNCR | 22560 | 20584 | 10053 | 7075 | 21409 | 208829 | 33844 | 96644 | 2364 | 2992 | 122 | 15 | 187 | 531 | 35 | 37 | 290 | 147 | 327 | 26 | 252 | 12 | 0 | 428334 |
| 7 ALX | 17046 | 11974 | 5096 | 7173 | 9373 | 33887 | 159895 | 84605 | 1356 | 4155 | 80 | 12 | 151 | 480 | 59 | 59 | 559 | 115 | 454 | 20 | 302 | 19 | 0 | 336871 |
| 8 FFX | 105579 | 65191 | 53065 | 34504 | 27978 | 112379 | 1130092 | 356631 | 70143 | 67735 | 1001 | 100 | 1069 | 2649 | 239 | 490 | 2827 | 3600 | 6046 | 578 | 6110 | 316 | 0 | 3031240 |
| 9 LDN | 12633 | 8521 | 11777 | 4270 | 3035 | 9025 | 4689 | 117028 | 507132 | 10841 | 8918 | 477 | 478 | 739 | 27 | 92 | 347 | 2459 | 537 | 12618 | 760 | 36 | 0 | 716437 |
| 10 PW | 14745 | 8786 | 8170 | 5036 | 3908 | 11894 | 12010 | 176551 | 13170 | 857365 | 288 | 18 | 205 | 565 | 45 | 133 | 464 | 12433 | 15908 | 408 | 10182 | 330 | 0 | 1152613 |
| 11 FRD | 5554 | 4203 | 52669 | 3747 | 867 | 2037 | 759 | 11405 | 12814 | 487 | 521804 | 20823 | 12604 | 5179 | 54 | 91 | 143 | 121 | 27 | 5134 | 25 | 1 | 0 | 660547 |
| 12 CAR | 3225 | 2092 | 15850 | 2349 | 361 | 730 | 271 | 2468 | 1052 | 96 | 16405 | 364993 | 12746 | 3628 | 37 | 50 | 90 | 21 | 6 | 305 | 7 | 1 | 0 | 426784 |
| 13 HOW | 9402 | 10023 | 39154 | 34249 | 867 | 1967 | 1005 | 4910 | 412 | 192 | 7387 | 8513 | 542959 | 64149 | 204 | 223 | 449 | 32 | 26 | 244 | 28 | 6 | 0 | 726398 |
| 14 AAR | 19655 | 21185 | 28837 | 67863 | 2305 | 5592 | 3899 | 12604 | 678 | 553 | 1642 | 852 | 669121 | 171666 | 5565 | 1175 | 2687 | 55 | 96 | 87 | 75 | 29 | 0 | 1414013 |
| 15 CAL | 5435 | 4124 | 3014 | 10155 | 623 | 1548 | 1471 | 4335 | 134 | 168 | 70 | 16 | 553 | 6055 | 184623 | 14610 | 5581 | 9 | 21 | 4 | 29 | 44 | 0 | 242622 |
| 16 STM | 4039 | 2749 | 1750 | 5371 | 523 | 1199 | 1621 | 4078 | 97 | 155 | 42 | 7 | 265 | 1252 | 10877 | 258800 | 18965 | 17 | 74 | 2 | 123 | 397 | 0 | 312403 |
| 17 CHS | 10836 | 8470 | 4551 | 22060 | 1338 | 3326 | 4117 | 11552 | 345 | 469 | 99 | 20 | 599 | 2459 | 4532 | 8071 | 310480 | 30 | 99 | 7 | 129 | 972 | 0 | 394563 |
| 18 FAU | 1721 | 874 | 1212 | 497 | 485 | 1189 | 725 | 13353 | 3627 | 13640 | 86 | 7 | 37 | 75 | 8 | 28 | 48 | 103855 | 2945 | 422 | 2027 | 65 | 0 | 146925 |
| 19 STA | 2813 | 1483 | 1510 | 1040 | 783 | 2133 | 1977 | 15406 | 1145 | 24516 | 42 | 5 | 48 | 142 | 29 | 133 | 172 | 3056 | 195448 | 77 | 39553 | 910 | 0 | 292420 |
| 20 CL/JF | 751 | 454 | 4003 | 353 | 206 | 506 | 235 | 8531 | 18358 | 1538 | 4853 | 213 | 498 | 223 | 2 | 3 | 9 | 1127 | 34 | 107511 | 36 | 2 | 0 | 149447 |
| 21 SP/FB | 1553 | 821 | 953 | 628 | 442 | 1294 | 1189 | 11234 | 872 | 11519 | 30 | 3 | 31 | 92 | 34 | 148 | 197 | 2037 | 31199 | 63 | 246893 | 854 | 0 | 312084 |
| 22 KGEO | 739 | 417 | 286 | 571 | 167 | 364 | 291 | 2355 | 125 | 2437 | 3 | 0 | 15 | 60 | 55 | 308 | 2172 | 335 | 4721 | 9 | 4838 | 29237 | 0 | 49506 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 587175 | 2539490 | | 106664 | | 391591 | | 641547 | | 583314 | | 699831 | | 211100 | | 379135 | | 259479 | | 312453 | | | 0 | |
| | | 872338 | | 1727353 | | 471052 | | 3108432 | | 1005257 | | 400055 | | 1339789 | | 287432 | | 130318 | | 128442 | | 33497 | | 16215743 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Obs Auto Person

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 55830 | 43958 | 13491 | 18055 | 501 | 11845 | 9581 | 17408 | 2980 | 958 | 0 | 0 | 412 | 2882 | 0 | 474 | 1757 | 0 | 610 | 0 | 0 | 218 | 0 | 180960 |
| 2 DC NC | 116348 | 367456 | 112711 | 75824 | 2738 | 17312 | 7211 | 36998 | 5289 | 1386 | 0 | 339 | 892 | 6399 | 1266 | 0 | 2633 | 0 | 568 | 0 | 809 | 0 | 0 | 756179 |
| 3 MTG | 82534 | 1148022 | 082308 | 86034 | 4177 | 15480 | 5589 | 59419 | 9544 | 3391 | 18941 | 3286 | 22108 | 19432 | 310 | 0 | 1253 | 0 | 928 | 821 | 2174 | 0 | 0 | 2532530 |
| 4 PG | 89121 | 127994 | 1553351 | 289616 | 1706 | 17150 | 8899 | 38989 | 4741 | 1768 | 383 | 1703 | 33005 | 69023 | 8726 | 286 | 43306 | 0 | 0 | 0 | 0 | 198 | 0 | 1891949 |
| 5 ARLCR | 1682 | 2482 | 1178 | 690 | 2748 | 6676 | 2017 | 6435 | 0 | 1900 | 0 | 0 | 178 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26207 |
| 6 ARNCR | 35759 | 16582 | 11640 | 3150 | 18994 | 231117 | 28387 | 97400 | 2929 | 1685 | 93 | 0 | 547 | 1374 | 91 | 0 | 675 | 102 | 1215 | 0 | 0 | 0 | 0 | 451740 |
| 7 ALX | 22917 | 10004 | 4284 | 5399 | 4086 | 26911 | 184009 | 76897 | 1600 | 2746 | 382 | 0 | 1832 | 2330 | 0 | 0 | 683 | 262 | 320 | 0 | 0 | 0 | 0 | 344663 |
| 8 FFX | 98677 | 43252 | 48778 | 17650 | 25854 | 110011 | 966962 | 463366 | 88928 | 89682 | 1587 | 0 | 2852 | 1370 | 881 | 235 | 2334 | 2574 | 6939 | 2063 | 2349 | 132 | 0 | 3106210 |
| 9 LDN | 10388 | 3168 | 7884 | 1239 | 607 | 8505 | 2134 | 143514 | 495169 | 7028 | 1611 | 0 | 0 | 852 | 0 | 0 | 0 | 3408 | 548 | 3735 | 0 | 0 | 0 | 689790 |
| 10 PW | 13740 | 11163 | 6489 | 4074 | 5821 | 16154 | 15071 | 180556 | 12313 | 864444 | 0 | 0 | 0 | 0 | 0 | 957 | 632 | 9523 | 8025 | 0 | 4396 | 360 | 0 | 1153717 |
| 11 FRD | 2071 | 3891 | 53221 | 4919 | 480 | 227 | 793 | 2830 | 4410 | 594 | 548527 | 22828 | 11119 | 4728 | 0 | 0 | 0 | 0 | 0 | 2298 | 0 | 0 | 0 | 662936 |
| 12 CAR | 553 | 756 | 12523 | 4645 | 0 | 0 | 164 | 264 | 0 | 0 | 8915 | 351125 | 21831 | 8858 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409636 |
| 13 HOW | 7206 | 5005 | 32749 | 43823 | 165 | 1250 | 2220 | 4026 | 274 | 0 | 2107 | 7862 | 554444 | 60919 | 0 | 0 | 667 | 571 | 0 | 323 | 0 | 0 | 0 | 723613 |
| 14 AAR | 15221 | 14328 | 30935 | 99734 | 1222 | 3556 | 2027 | 8722 | 0 | 769 | 839 | 4349 | 662851 | 167700 | 7216 | 688 | 1483 | 0 | 453 | 143 | 0 | 0 | 0 | 1425672 |
| 15 CAL | 5034 | 2465 | 2038 | 15138 | 152 | 888 | 255 | 7114 | 0 | 360 | 0 | 0 | 1550 | 14822 | 170369 | 14074 | 6977 | 0 | 0 | 0 | 0 | 0 | 0 | 241235 |
| 16 STM | 1963 | 3354 | 457 | 6710 | 0 | 785 | 0 | 1302 | 0 | 0 | 0 | 0 | 0 | 1096 | 13678 | 262953 | 20646 | 0 | 460 | 0 | 0 | 0 | 0 | 313403 |
| 17 CHS | 9029 | 8779 | 3551 | 38871 | 2481 | 3486 | 3975 | 6635 | 251 | 0 | 0 | 363 | 145 | 4276 | 4892 | 11778 | 297059 | 0 | 0 | 0 | 290 | 926 | 0 | 396787 |
| 18 FAU | 814 | 565 | 900 | 0 | 408 | 766 | 374 | 12556 | 6647 | 15808 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93795 | 939 | 2418 | 214 | 179 | 0 | 136383 |
| 19 STA | 1561 | 2857 | 1285 | 279 | 124 | 3579 | 1186 | 13912 | 0 | 23843 | 130 | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 174103 | 536 | 62287 | 1129 | 0 | 287206 |
| 20 CL/JF | 509 | 0 | 690 | 0 | 0 | 0 | 0 | 4890 | 13799 | 78 | 6236 | 0 | 236 | 0 | 0 | 0 | 0 | 393 | 0 | 100259 | 539 | 297 | 0 | 127926 |
| 21 SP/FB | 1865 | 2984 | 1084 | 1011 | 2153 | 1112 | 0 | 2035 | 0 | 10501 | 0 | 0 | 0 | 0 | 0 | 615 | 0 | 258 | 35083 | 3466 | 270364 | 6346 | 0 | 338876 |
| 22 KGEO | 608 | 333 | 0 | 0 | 0 | 0 | 0 | 564 | 0 | 1325 | 0 | 0 | 0 | 489 | 0 | 441 | 1597 | 423 | 4835 | 0 | 7935 | 33983 | 0 | 52533 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 573430 | 2583530 | | 74417 | | 370587 | | 648875 | | 589750 | | 717435 | | 207428 | | 381702 | | 235027 | | 351359 | | | 0 | |
| | | 786178 | | 1716860 | | 476812 | | 3185833 | | 1028266 | | 391856 | | 1367164 | | 292501 | | 111309 | | 116064 | | 43767 | | 16250149 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Difference (Est-Obs) Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 16028 | -5854 | 1964 | 2437 | 2450 | -4005 | -4087 | -3039 | -2296 | 66 | 364 | 78 | 493 | -614 | 196 | -358 | -878 | 143 | -358 | 43 | 156 | -206 | 0 | 2725 |
| 2 DC NC | -28211 | 9388 | -27663 | 9865 | 4285 | 2398 | 5964 | 8383 | -3540 | -70 | 510 | -250 | 2419 | -472 | -943 | 162 | -688 | 155 | -295 | 42 | -654 | 13 | 0 | -19203 |
| 3 MTG | 11645 | 1116 | -31421 | 35949 | 1121 | 224 | 1448 | -8193 | -6247 | -1647 | -287 | 245 | 4670 | -382 | 172 | 443 | 222 | 346 | -505 | -51 | -1732 | 36 | 0 | 7171 |
| 4 PG | 3191 | 38610 | -10556 | 1325 | 5971 | 4389 | 12239 | 16357 | -3050 | 5 | 488 | -1428 | -3578 | -16571 | -5071 | 1964 | -14018 | 189 | 500 | 63 | 291 | 5 | 0 | 31315 |
| 5 ARLCR | 723 | 433 | 192 | 617 | 6297 | 1687 | 1724 | 1984 | 302 | -1356 | 41 | 8 | -122 | -74 | 16 | 10 | 67 | 35 | 65 | 10 | 41 | 3 | 0 | 12704 |
| 6 ARNCR | -13198 | 4002 | -1587 | 3925 | 2414 | -22288 | 5457 | -756 | -565 | 1307 | 28 | 15 | -360 | -843 | -56 | 37 | -384 | 46 | -889 | 26 | 252 | 12 | 0 | -23406 |
| 7 ALX | -5872 | 1970 | 812 | 1774 | 5288 | 6977 | -24114 | 7707 | -244 | 1408 | -301 | 12 | -1681 | -1850 | 59 | 59 | -124 | -146 | 134 | 20 | 302 | 19 | 0 | -7792 |
| 8 FFX | 6903 | 21938 | 4288 | 16855 | 2125 | 2367 | 16313 | -106735 | -18785 | -21948 | -586 | 100 | -1783 | 1279 | -642 | 255 | 493 | 1026 | -893 | -1485 | 3761 | 184 | 0 | -74970 |
| 9 LDN | 2245 | 5353 | 3893 | 3031 | 2428 | 519 | 2555 | -26486 | 11963 | 3813 | 7307 | 477 | 478 | -112 | 27 | 92 | 347 | -950 | -11 | 8883 | 760 | 36 | 0 | 26647 |
| 10 PW | 1005 | -2377 | 1681 | 962 | -1913 | -4260 | -3061 | -4005 | 857 | -7079 | 288 | 18 | 205 | 565 | 45 | -824 | -168 | 2910 | 7883 | 408 | 5786 | -30 | 0 | -1104 |
| 11 FRD | 3483 | 312 | -552 | -1171 | 388 | 1809 | -34 | 8575 | 8403 | -107 | -26722 | -2005 | 1485 | 451 | 54 | 91 | 143 | 121 | 27 | 2836 | 25 | 1 | 0 | -2389 |
| 12 CAR | 2671 | 1336 | 3327 | -2297 | 361 | 730 | 107 | 2204 | 1052 | 96 | 7490 | 13868 | -9085 | -5230 | 37 | 50 | 90 | 21 | 6 | 305 | 7 | 1 | 0 | 17148 |
| 13 HOW | 2196 | 5018 | 6405 | -9574 | 701 | 716 | -1215 | 884 | 138 | 192 | 5280 | 650 | -11485 | 3230 | 204 | 223 | -218 | -539 | 26 | -80 | 28 | 6 | 0 | 2786 |
| 14 AAR | 4433 | 6857 | -2098 | -31872 | 1083 | 2036 | 1872 | 3882 | 678 | -216 | 803 | -3497 | 627 | 3967 | -1651 | 487 | 1204 | 55 | -357 | -56 | 75 | 29 | 0 | -11658 |
| 15 CAL | 400 | 1660 | 976 | -4982 | 471 | 660 | 1216 | -2779 | 134 | -192 | 70 | 16 | -997 | -8766 | 14254 | 536 | -1396 | 9 | 21 | 4 | 29 | 44 | 0 | 1387 |
| 16 STM | 2076 | -605 | 1293 | -1338 | 523 | 413 | 1621 | 2776 | 97 | 155 | 42 | 7 | 265 | 156 | -2801 | -4153 | -1681 | 17 | -386 | 2 | 123 | 397 | 0 | -1000 |
| 17 CHS | 1807 | -309 | 1000 | -16811 | -1143 | -160 | 142 | 4917 | 94 | 469 | 99 | -343 | 454 | -1817 | -359 | -3707 | 13421 | 30 | 99 | 7 | -161 | 45 | 0 | -2224 |
| 18 FAU | 908 | 309 | 312 | 497 | 77 | 423 | 351 | 798 | -3020 | -2168 | 86 | 7 | 37 | 75 | 8 | 28 | 48 | 10060 | 2006 | -1996 | 1813 | -114 | 0 | 10542 |
| 19 STA | 1252 | -1374 | 224 | 761 | 659 | -1446 | 791 | 1494 | 1145 | 673 | -88 | 5 | 48 | -252 | 29 | 133 | 172 | 3056 | 21345 | -459 | -22735 | -219 | 0 | 5215 |
| 20 CL/JF | 242 | 454 | 3314 | 353 | 206 | 506 | 235 | 3641 | 4559 | 1459 | -1382 | 213 | 262 | 223 | 2 | 3 | 9 | 734 | 34 | 7251 | -504 | -295 | 0 | 21520 |
| 21 SP/FB | -312 | -2163 | -131 | -384 | -1711 | 181 | 1189 | 9199 | 872 | 1018 | 30 | 3 | 31 | 92 | 34 | -467 | 197 | 1779 | -3885 | -3403 | -23471 | -5492 | 0 | -26791 |
| 22 KGEO | 131 | 84 | 286 | 571 | 167 | 364 | 291 | 1791 | 125 | 1112 | 3 | 0 | 15 | -429 | 55 | -133 | 575 | -88 | -114 | 9 | -3097 | -4745 | 0 | -3027 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 13745 | 86160 | -44040 | 10493 | 32248 | -5760 | 21004 | -77401 | -7328 | -23009 | -6436 | 8199 | -17604 | -27375 | 3671 | -5069 | -2567 | 19009 | 24452 | 12379 | -38906 | -10270 | 0 | -34406 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Ratio (Est/Obs) Auto Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.29 | 0.87 | 1.15 | 1.14 | 5.89 | 0.66 | 0.57 | 0.83 | 0.23 | 1.07 | 364.34 | 77.76 | 2.19 | 0.79 | 196.07 | 0.25 | 0.50 | 142.85 | 0.41 | 42.86 | 156.28 | 0.06 | 0 | 1.02 |
| 2 DC NC | 0.76 | 1.03 | 0.75 | 1.13 | 2.56 | 1.14 | 1.83 | 1.23 | 0.33 | 0.95 | 510.14 | 0.26 | 3.71 | 0.93 | 0.26 | 161.93 | 0.74 | 155.27 | 0.48 | 41.72 | 0.19 | 13.28 | 0 | 0.97 |
| 3 MTG | 1.14 | 1.01 | 0.98 | 1.42 | 1.27 | 1.01 | 1.26 | 0.86 | 0.35 | 0.51 | 0.98 | 1.07 | 1.21 | 0.98 | 1.56 | 442.98 | 1.18 | 345.67 | 0.46 | 0.94 | 0.20 | 35.64 | 0 | 1.00 |
| 4 PG | 1.04 | 1.30 | 0.93 | 1.00 | 4.50 | 1.26 | 2.38 | 1.42 | 0.36 | 1.00 | 2.28 | 0.16 | 0.89 | 0.76 | 0.42 | 7.86 | 0.68 | 189.36 | 499.68 | 63.36 | 291.01 | 1.02 | 0 | 1.02 |
| 5 ARLCR | 1.43 | 1.17 | 1.16 | 1.89 | 3.29 | 1.25 | 1.85 | 1.31 | 301.91 | 0.29 | 40.87 | 8.04 | 0.31 | 0.67 | 15.89 | 10.30 | 67.36 | 35.09 | 65.43 | 9.67 | 41.35 | 2.89 | 0 | 1.48 |
| 6 ARNCR | 0.63 | 1.24 | 0.86 | 2.25 | 1.13 | 0.90 | 1.19 | 0.99 | 0.81 | 1.78 | 1.30 | 14.66 | 0.34 | 0.39 | 0.39 | 36.63 | 0.43 | 1.45 | 0.27 | 25.86 | 251.71 | 11.89 | 0 | 0.95 |
| 7 ALX | 0.74 | 1.20 | 1.19 | 1.33 | 2.29 | 1.26 | 0.87 | 1.10 | 0.85 | 1.51 | 0.21 | 12.24 | 0.08 | 0.21 | 59.16 | 58.75 | 0.82 | 0.44 | 1.42 | 20.26 | 301.95 | 18.79 | 0 | 0.98 |
| 8 FFX | 1.07 | 1.51 | 1.09 | 1.95 | 1.08 | 1.02 | 1.17 | 0.96 | 0.79 | 0.76 | 0.63 | 100.09 | 0.37 | 1.93 | 0.27 | 2.09 | 1.21 | 1.40 | 0.87 | 0.28 | 2.60 | 2.40 | 0 | 0.98 |
| 9 LDN | 1.22 | 2.69 | 1.49 | 3.45 | 5.00 | 1.06 | 2.20 | 0.82 | 1.02 | 1.54 | 5.54 | 476.76 | 477.50 | 0.87 | 26.88 | 91.80 | 346.72 | 0.72 | 0.98 | 3.38 | 760.21 | 36.25 | 0 | 1.04 |
| 10 PW | 1.07 | 0.79 | 1.26 | 1.24 | 0.67 | 0.74 | 0.80 | 0.98 | 1.07 | 0.99 | 287.65 | 18.41 | 204.62 | 564.79 | 45.41 | 0.14 | 0.73 | 1.31 | 1.98 | 408.31 | 2.32 | 0.92 | 0 | 1.00 |
| 11 FRD | 2.68 | 1.08 | 0.99 | 0.76 | 1.81 | 8.96 | 0.96 | 4.03 | 2.91 | 0.82 | 0.95 | 0.91 | 1.13 | 1.10 | 54.00 | 90.84 | 142.59 | 121.29 | 26.58 | 2.23 | 24.85 | 1.38 | 0 | 1.00 |
| 12 CAR | 5.83 | 2.77 | 1.27 | 0.51 | 361.35 | 730.02 | 1.65 | 9.34 | 1051.93 | 96.28 | 1.84 | 1.04 | 0.58 | 0.41 | 37.34 | 50.41 | 89.53 | 20.50 | 6.44 | 305.18 | 6.89 | 0.58 | 0 | 1.04 |
| 13 HOW | 1.30 | 2.00 | 1.20 | 0.78 | 5.24 | 1.57 | 0.45 | 1.22 | 1.50 | 192.19 | 3.51 | 1.08 | 0.98 | 1.05 | 204.34 | 222.65 | 0.67 | 0.06 | 25.84 | 0.75 | 27.52 | 6.19 | 0 | 1.00 |
| 14 AAR | 1.29 | 1.48 | 0.93 | 0.68 | 1.89 | 1.57 | 1.92 | 1.45 | 678.42 | 0.72 | 1.96 | 0.20 | 1.01 | 1.00 | 0.77 | 1.71 | 1.81 | 54.82 | 0.21 | 0.61 | 75.06 | 29.48 | 0 | 0.99 |
| 15 CAL | 1.08 | 1.67 | 1.48 | 0.67 | 4.10 | 1.74 | 5.76 | 0.61 | 134.18 | 0.47 | 69.84 | 15.62 | 0.36 | 0.41 | 1.08 | 1.04 | 0.80 | 9.38 | 20.59 | 3.57 | 28.80 | 43.82 | 0 | 1.01 |
| 16 STM | 2.06 | 0.82 | 3.83 | 0.80 | 522.51 | 1.53 | 1620.95 | 3.13 | 96.62 | 155.39 | 42.01 | 7.43 | 264.84 | 1.14 | 0.80 | 0.98 | 0.92 | 16.90 | 0.16 | 2.40 | 123.34 | 396.62 | 0 | 1.00 |
| 17 CHS | 1.20 | 0.96 | 1.28 | 0.57 | 0.54 | 0.95 | 1.04 | 1.74 | 1.38 | 468.94 | 99.10 | 0.06 | 4.13 | 0.58 | 0.93 | 0.69 | 1.05 | 30.40 | 99.42 | 6.60 | 0.44 | 1.05 | 0 | 0.99 |
| 18 FAU | 2.12 | 1.55 | 1.35 | 496.76 | 1.19 | 1.55 | 1.94 | 1.06 | 0.55 | 0.86 | 86.31 | 6.59 | 36.87 | 74.57 | 7.57 | 27.75 | 48.22 | 1.11 | 3.14 | 0.17 | 9.46 | 0.36 | 0 | 1.08 |
| 19 STA | 1.80 | 0.52 | 1.17 | 3.72 | 6.31 | 0.60 | 1.67 | 1.11 | 1144.91 | 1.03 | 0.32 | 4.82 | 47.66 | 0.36 | 29.36 | 133.27 | 171.83 | 3056.08 | 1.12 | 0.14 | 0.64 | 0.81 | 0 | 1.02 |
| 20 CL/JF | 1.48 | 453.89 | 5.80 | 353.44 | 206.24 | 505.59 | 235.26 | 1.74 | 1.33 | 19.63 | 0.78 | 212.76 | 2.11 | 222.52 | 2.49 | 3.21 | 8.95 | 2.87 | 34.11 | 1.07 | 0.07 | 0.01 | 0 | 1.17 |
| 21 SP/FB | 0.83 | 0.28 | 0.88 | 0.62 | 0.21 | 1.16 | 1188.87 | 5.52 | 871.73 | 1.10 | 30.05 | 3.27 | 31.37 | 92.42 | 33.92 | 0.24 | 196.94 | 7.89 | 0.89 | 0.02 | 0.91 | 0.13 | 0 | 0.92 |
| 22 KGEO | 1.22 | 1.25 | 285.61 | 571.31 | 167.29 | 363.61 | 290.90 | 4.18 | 124.71 | 1.84 | 2.92 | 0.18 | 14.97 | 0.12 | 55.31 | 0.70 | 1.36 | 0.79 | 0.98 | 8.97 | 0.61 | 0.86 | 0 | 0.94 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.02 | 1.11 | 0.98 | 1.01 | 1.43 | 0.99 | 1.06 | 0.98 | 0.99 | 0.98 | 0.99 | 1.02 | 0.98 | 0.98 | 1.02 | 0.98 | 0.99 | 1.17 | 1.10 | 1.11 | 0.89 | 0.77 | 0 | 1.00 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips MODE: Est Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 54907 | 28363 | 11716 | 17752 | 2142 | 5641 | 3801 | 11165 | 494 | 819 | 194 | 45 | 718 | 1718 | 140 | 58 | 699 | 76 | 155 | 15 | 69 | 4 | 0 | 140691 |
| 2 DC NC | 62146 | 269549 | 62162 | 68103 | 5134 | 13610 | 8827 | 32560 | 1232 | 1003 | 328 | 57 | 2497 | 4479 | 248 | 104 | 1511 | 88 | 169 | 16 | 76 | 6 | 0 | 533905 |
| 3 MTG | 75481 | 869051 | 423457 | 88893 | 4267 | 12483 | 5241 | 38164 | 2322 | 1115 | 12547 | 2232 | 18910 | 13349 | 311 | 333 | 976 | 175 | 212 | 463 | 243 | 21 | 0 | 1788099 |
| 4 PG | 70700 | 124829 | 101884 | 925057 | 5838 | 16208 | 14579 | 37982 | 1145 | 1090 | 512 | 138 | 20670 | 37321 | 2472 | 1580 | 20265 | 91 | 241 | 29 | 141 | 123 | 0 | 1382893 |
| 5 ARLCR | 1709 | 2376 | 1089 | 1161 | 6631 | 6451 | 2782 | 6491 | 201 | 413 | 20 | 4 | 44 | 105 | 11 | 4 | 52 | 19 | 40 | 3 | 18 | 1 | 0 | 29625 |
| 6 ARNCR | 17195 | 15571 | 7812 | 5791 | 15235 | 151846 | 24601 | 72335 | 1667 | 2175 | 71 | 7 | 144 | 385 | 24 | 23 | 221 | 87 | 203 | 10 | 140 | 6 | 0 | 315547 |
| 7 ALX | 13634 | 9352 | 3972 | 5768 | 6822 | 25769 | 111357 | 61331 | 911 | 2799 | 39 | 5 | 101 | 308 | 36 | 36 | 403 | 59 | 263 | 8 | 159 | 9 | 0 | 243140 |
| 8 FFX | 88092 | 52291 | 41995 | 25758 | 20978 | 87822 | 808921 | 609606 | 52481 | 47763 | 640 | 50 | 722 | 1783 | 151 | 364 | 1804 | 2331 | 3645 | 370 | 3653 | 186 | 0 | 2123377 |
| 9 LDN | 10055 | 7011 | 9816 | 3353 | 2335 | 7157 | 3619 | 87605 | 360435 | 8012 | 6005 | 311 | 392 | 572 | 22 | 82 | 234 | 1729 | 346 | 8273 | 484 | 23 | 0 | 517869 |
| 10 PW | 10078 | 7053 | 6510 | 3887 | 2712 | 9057 | 8669 | 133311 | 9906 | 603097 | 220 | 13 | 148 | 404 | 33 | 113 | 311 | 8627 | 10595 | 302 | 6442 | 209 | 0 | 821696 |
| 11 FRD | 4321 | 3488 | 36306 | 3084 | 664 | 1546 | 570 | 7554 | 8041 | 373 | 380769 | 14943 | 9652 | 4293 | 42 | 78 | 111 | 82 | 12 | 3372 | 13 | 1 | 0 | 479315 |
| 12 CAR | 2596 | 1804 | 11297 | 1988 | 293 | 597 | 225 | 1843 | 666 | 80 | 12642 | 270530 | 9049 | 2980 | 31 | 44 | 75 | 15 | 3 | 216 | 4 | 0 | 0 | 316979 |
| 13 HOW | 7626 | 8175 | 28797 | 25129 | 705 | 1621 | 785 | 3720 | 302 | 140 | 5594 | 5782 | 385469 | 47325 | 149 | 187 | 328 | 16 | 11 | 161 | 14 | 4 | 0 | 522036 |
| 14 AAR | 15221 | 16433 | 20859 | 48367 | 1702 | 4112 | 2639 | 8381 | 444 | 353 | 1221 | 552 | 47392 | 841047 | 3887 | 899 | 1874 | 24 | 40 | 52 | 34 | 17 | 0 | 1015551 |
| 15 CAL | 4291 | 3316 | 2366 | 7474 | 456 | 1111 | 944 | 2784 | 96 | 115 | 55 | 11 | 424 | 4486 | 134093 | 11125 | 4033 | 5 | 12 | 2 | 20 | 29 | 0 | 177247 |
| 16 STM | 3053 | 2202 | 1418 | 4036 | 368 | 834 | 935 | 2451 | 71 | 110 | 32 | 5 | 211 | 976 | 7977 | 198731 | 13108 | 11 | 46 | 1 | 79 | 249 | 0 | 236906 |
| 17 CHS | 8550 | 6942 | 3638 | 16948 | 996 | 2445 | 2713 | 7388 | 225 | 298 | 71 | 12 | 459 | 1901 | 3321 | 6043 | 226610 | 15 | 52 | 3 | 78 | 582 | 0 | 289289 |
| 18 FAU | 1160 | 692 | 966 | 371 | 351 | 936 | 587 | 9913 | 2789 | 10128 | 62 | 4 | 23 | 45 | 5 | 23 | 31 | 74008 | 2101 | 310 | 1431 | 49 | 0 | 105983 |
| 19 STA | 1528 | 1077 | 1038 | 734 | 466 | 1529 | 1473 | 10961 | 940 | 17895 | 26 | 2 | 27 | 84 | 22 | 117 | 132 | 2397 | 139061 | 69 | 28751 | 688 | 0 | 209019 |
| 20 CL/JF | 556 | 382 | 2724 | 294 | 154 | 399 | 192 | 5761 | 11393 | 1146 | 3257 | 140 | 351 | 174 | 1 | 2 | 5 | 781 | 28 | 80125 | 29 | 1 | 0 | 107896 |
| 21 SP/FB | 779 | 558 | 616 | 430 | 245 | 869 | 830 | 7366 | 674 | 8206 | 19 | 1 | 16 | 50 | 27 | 124 | 159 | 1619 | 22677 | 55 | 178845 | 667 | 0 | 224832 |
| 22 KGEO | 504 | 356 | 225 | 487 | 106 | 257 | 207 | 1464 | 103 | 1594 | 2 | 0 | 12 | 50 | 45 | 224 | 1325 | 250 | 3145 | 8 | 3351 | 21223 | 0 | 34941 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 454180 | 1780664 | | 78600 | | 276468 | | 456536 | | 424326 | | 497431 | | 153049 | | 274267 | | 183056 | | 224073 | | | 0 | |
| | | 648727 | | 1254862 | | 352300 | | 2160136 | | 708725 | | 294844 | | 963834 | | 220294 | | 92505 | | 93861 | | 24098 | | 11616836 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips MODE: Obs Auto Driver

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 44873 | 33514 | 12182 | 14831 | 352 | 9943 | 7107 | 15253 | 2711 | 958 | 0 | 0 | 412 | 2882 | 0 | 474 | 1423 | 0 | 174 | 0 | 0 | 218 | 0 | 147309 |
| 2 DC NC | 80194 | 262158 | 77628 | 59666 | 2169 | 13931 | 6156 | 29284 | 3820 | 1204 | 0 | 339 | 892 | 5429 | 949 | 0 | 1910 | 0 | 162 | 0 | 374 | 0 | 0 | 546265 |
| 3 MTG | 66922 | 856331 | 484401 | 70897 | 3110 | 13775 | 4393 | 51028 | 7671 | 1837 | 15255 | 2585 | 19056 | 14891 | 310 | 0 | 816 | 0 | 928 | 821 | 621 | 0 | 0 | 1844951 |
| 4 PG | 69535 | 93398 | 113981 | 909987 | 1559 | 12519 | 6636 | 34840 | 3430 | 1547 | 383 | 1521 | 22210 | 53459 | 6390 | 286 | 28190 | 0 | 0 | 0 | 0 | 198 | 0 | 1360071 |
| 5 ARLCR | 1062 | 1959 | 1178 | 690 | 2499 | 5158 | 1808 | 6067 | 0 | 1267 | 0 | 0 | 178 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22088 |
| 6 ARNCR | 26649 | 14354 | 9098 | 2718 | 11786 | 165377 | 22605 | 75785 | 2382 | 1396 | 93 | 0 | 547 | 674 | 91 | 0 | 675 | 102 | 1215 | 0 | 0 | 0 | 0 | 335548 |
| 7 ALX | 17215 | 7651 | 3809 | 4365 | 3398 | 21778 | 132041 | 58359 | 1273 | 2536 | 382 | 0 | 730 | 1071 | 0 | 0 | 539 | 262 | 320 | 0 | 0 | 0 | 0 | 255729 |
| 8 FFX | 79846 | 35714 | 40837 | 16118 | 21073 | 85430 | 744671 | 722390 | 63820 | 65823 | 1587 | 0 | 2852 | 1370 | 771 | 235 | 1854 | 2364 | 3713 | 1399 | 2231 | 132 | 0 | 2224024 |
| 9 LDN | 9132 | 3027 | 7884 | 1239 | 607 | 6062 | 2134 | 113257 | 333842 | 6030 | 881 | 0 | 0 | 852 | 0 | 0 | 0 | 2686 | 404 | 2196 | 0 | 0 | 0 | 490234 |
| 10 PW | 7398 | 8774 | 4916 | 2501 | 4143 | 12063 | 10768 | 139594 | 10682 | 568226 | 0 | 0 | 0 | 0 | 0 | 491 | 463 | 6830 | 6301 | 0 | 1887 | 262 | 0 | 785300 |
| 11 FRD | 1511 | 3444 | 41807 | 4207 | 480 | 227 | 793 | 2830 | 4087 | 594 | 393147 | 16497 | 8511 | 2912 | 0 | 0 | 0 | 0 | 0 | 1970 | 0 | 0 | 0 | 483018 |
| 12 CAR | 553 | 278 | 10843 | 3677 | 0 | 0 | 164 | 264 | 0 | 0 | 6675 | 237554 | 17313 | 8173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285494 |
| 13 HOW | 5738 | 4304 | 26593 | 35347 | 165 | 772 | 1392 | 3251 | 274 | 0 | 1969 | 5804 | 377715 | 48130 | 0 | 0 | 667 | 571 | 0 | 323 | 0 | 0 | 0 | 513016 |
| 14 AAR | 11356 | 11164 | 18581 | 73498 | 1222 | 2910 | 2027 | 6285 | 0 | 769 | 767 | 3264 | 46485 | 827649 | 5811 | 425 | 1483 | 0 | 453 | 143 | 0 | 0 | 0 | 1014295 |
| 15 CAL | 4415 | 1976 | 1098 | 11922 | 152 | 444 | 255 | 5190 | 0 | 360 | 0 | 0 | 1550 | 11445 | 119097 | 12674 | 4124 | 0 | 0 | 0 | 0 | 0 | 0 | 174702 |
| 16 STM | 1963 | 2904 | 457 | 5978 | 0 | 785 | 0 | 1302 | 0 | 0 | 0 | 0 | 0 | 832 | 9891 | 200778 | 14504 | 0 | 460 | 0 | 0 | 0 | 0 | 239854 |
| 17 CHS | 7614 | 7134 | 2568 | 32479 | 1477 | 2846 | 3352 | 5850 | 251 | 0 | 0 | 182 | 145 | 3884 | 4376 | 8683 | 210568 | 0 | 0 | 0 | 145 | 781 | 0 | 292335 |
| 18 FAU | 814 | 565 | 900 | 0 | 204 | 766 | 374 | 12556 | 4689 | 13041 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67249 | 577 | 1319 | 214 | 179 | 0 | 103445 |
| 19 STA | 1561 | 2247 | 1285 | 140 | 124 | 1624 | 1186 | 10628 | 0 | 20930 | 130 | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 112072 | 536 | 40373 | 1129 | 0 | 194359 |
| 20 CL/JF | 509 | 0 | 690 | 0 | 0 | 0 | 0 | 4117 | 9882 | 78 | 5695 | 0 | 236 | 0 | 0 | 0 | 0 | 393 | 0 | 71008 | 539 | 297 | 0 | 93445 |
| 21 SP/FB | 1865 | 1366 | 1084 | 1011 | 2153 | 1112 | 0 | 2035 | 0 | 7095 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 258 | 25537 | 2274 | 179949 | 5944 | 0 | 231989 |
| 22 KGEO | 608 | 333 | 0 | 0 | 0 | 0 | 0 | 564 | 0 | 1325 | 0 | 0 | 0 | 489 | 0 | 343 | 1597 | 423 | 3140 | 0 | 5506 | 24545 | 0 | 38873 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 441333 | 1861819 | | 56674 | | 277658 | | 448816 | | 426964 | | 498832 | | 147687 | | 268813 | | 155457 | | 231839 | | | 0 | |
| | | 581898 | | 1251272 | | 357525 | | 2300730 | | 695016 | | 267747 | | 984758 | | 224696 | | 81136 | | 81990 | | 33685 | | 11676343 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Difference (Est-Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 10034 | -5151 | -466 | 2921 | 1790 | -4302 | -3306 | -4088 | -2217 | -138 | 194 | 45 | 306 | -1164 | 140 | -416 | -724 | 76 | -19 | 15 | 69 | -214 | 0 | -6618 |
| 2 DC NC | -18047 | 7391 | -15466 | 8436 | 2965 | -320 | 2671 | 3276 | -2588 | -201 | 328 | -282 | 1605 | -951 | -702 | 104 | -399 | 88 | 7 | 16 | -298 | 6 | 0 | -12360 |
| 3 MTG | 8559 | 1271 | -60944 | 17995 | 1157 | -1292 | 848 | -12864 | -5348 | -722 | -2708 | -353 | -147 | -1542 | 2 | 333 | 160 | 175 | -717 | -358 | -379 | 21 | 0 | -56853 |
| 4 PG | 1165 | 31431 | -12098 | 15070 | 4279 | 3689 | 7943 | 3142 | -2286 | -457 | 130 | -1383 | -1540 | -16139 | -3919 | 1293 | -7925 | 91 | 241 | 29 | 141 | -75 | 0 | 22822 |
| 5 ARLCR | 647 | 418 | -89 | 470 | 4133 | 1293 | 974 | 423 | 201 | -854 | 20 | 4 | -135 | -116 | 11 | 4 | 52 | 19 | 40 | 3 | 18 | 1 | 0 | 7538 |
| 6 ARNCR | -9454 | 1217 | -1287 | 3072 | 3449 | -13531 | 1996 | -3451 | -715 | 779 | -23 | 7 | -403 | -289 | -67 | 23 | -454 | -14 | -1012 | 10 | 140 | 6 | 0 | -20001 |
| 7 ALX | -3581 | 1701 | 163 | 1403 | 3424 | 3990 | -20684 | 2973 | -363 | 263 | -343 | 5 | -629 | -763 | 36 | 36 | -135 | -202 | -57 | 8 | 159 | 9 | 0 | -12589 |
| 8 FFX | 8246 | 16577 | 1159 | 9640 | -95 | 2392 | 6426 | -112784 | -11339 | -18060 | -947 | 50 | -2129 | 413 | -620 | 129 | -50 | -33 | -68 | -1029 | 1422 | 54 | 0 | -100647 |
| 9 LDN | 923 | 3984 | 1932 | 2114 | 1728 | 1094 | 1485 | -25652 | 26592 | 1981 | 5124 | 311 | 392 | -280 | 22 | 82 | 234 | -957 | -59 | 6076 | 484 | 23 | 0 | 27634 |
| 10 PW | 2680 | -1721 | 1594 | 1386 | -1431 | -3006 | -2099 | -6283 | -776 | 34871 | 220 | 13 | 148 | 404 | 33 | -379 | -153 | 1797 | 4294 | 302 | 4555 | -53 | 0 | 36397 |
| 11 FRD | 2809 | 44 | -5500 | -1123 | 184 | 1318 | -222 | 4724 | 3954 | -221 | -12378 | -1554 | 1141 | 1381 | 42 | 78 | 111 | 82 | 12 | 1402 | 13 | 1 | 0 | -3703 |
| 12 CAR | 2042 | 1526 | 454 | -1689 | 293 | 597 | 60 | 1579 | 666 | 80 | 5967 | 32976 | -8264 | -5192 | 31 | 44 | 75 | 15 | 3 | 216 | 4 | 0 | 0 | 31486 |
| 13 HOW | 1888 | 3871 | 2204 | -10218 | 539 | 850 | -607 | 469 | 28 | 140 | 3625 | -22 | 7754 | -806 | 149 | 187 | -339 | -555 | 11 | -162 | 14 | 4 | 0 | 9021 |
| 14 AAR | 3865 | 5269 | 2278 | -25132 | 480 | 1201 | 612 | 2095 | 444 | -415 | 454 | -2712 | 907 | 13398 | -1925 | 474 | 391 | 24 | -412 | -91 | 34 | 17 | 0 | 1256 |
| 15 CAL | -124 | 1340 | 1268 | -4448 | 303 | 667 | 688 | -2405 | 96 | -244 | 55 | 11 | -1126 | -6960 | 14996 | -1549 | -91 | 5 | 12 | 2 | 20 | 29 | 0 | 2545 |
| 16 STM | 1090 | -702 | 962 | -1942 | 368 | 49 | 935 | 1149 | 71 | 110 | 32 | 5 | 211 | 144 | -1913 | -2047 | -1396 | 11 | -414 | 1 | 79 | 249 | 0 | -2949 |
| 17 CHS | 935 | -192 | 1070 | -15531 | -481 | -400 | -639 | 1538 | -26 | 298 | 71 | -170 | 314 | -1983 | -1055 | -2639 | 16041 | 15 | 52 | 3 | -67 | -200 | 0 | -3045 |
| 18 FAU | 346 | 127 | 67 | 371 | 147 | 170 | 214 | -2643 | -1901 | -2913 | 62 | 4 | 23 | 45 | 5 | 23 | 31 | 6760 | 1525 | -1009 | 1216 | -130 | 0 | 2538 |
| 19 STA | -33 | -1170 | -247 | 595 | 342 | -96 | 287 | 333 | 940 | -3035 | -103 | 2 | 27 | -310 | 22 | 117 | 132 | 2397 | 26988 | -468 | -11622 | -441 | 0 | 14659 |
| 20 CL/JF | 47 | 382 | 2035 | 294 | 154 | 399 | 192 | 1643 | 1511 | 1068 | -2438 | 140 | 116 | 174 | 1 | 2 | 5 | 388 | 28 | 9117 | -510 | -296 | 0 | 14451 |
| 21 SP/FB | -1086 | -808 | -468 | -581 | -1908 | -244 | 830 | 5331 | 674 | 1110 | 19 | 1 | 16 | 50 | 27 | -183 | 159 | 1361 | -2860 | -2218 | -1103 | -5276 | 0 | -7158 |
| 22 KGEO | -103 | 23 | 225 | 487 | 106 | 257 | 207 | 900 | 103 | 269 | 2 | 0 | 12 | -439 | 45 | -118 | -272 | -173 | 6 | 8 | -2155 | -3322 | 0 | -3932 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 12847 | | -81155 | | 21927 | | -1190 | | 7721 | | -2638 | | -1400 | | 5362 | | 5454 | | 27599 | | -7766 | | 0 | |
| | | 66829 | | 3590 | | -5225 | | -140594 | | 13709 | | 27098 | | -20924 | | -4402 | | 11368 | | 11871 | | -9587 | | -59507 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Ratio (Est/Obs) Auto Driver

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.22 | 0.85 | 0.96 | 1.20 | 6.08 | 0.57 | 0.53 | 0.73 | 0.18 | 0.86 | 193.89 | 44.90 | 1.74 | 0.60 | 139.73 | 0.12 | 0.49 | 76.28 | 0.89 | 14.81 | 68.71 | 0.02 | 0 | 0.96 |
| 2 DC NC | 0.77 | 1.03 | 0.80 | 1.14 | 2.37 | 0.98 | 1.43 | 1.11 | 0.32 | 0.83 | 327.62 | 0.17 | 2.80 | 0.82 | 0.26 | 104.07 | 0.79 | 87.66 | 1.04 | 15.87 | 0.20 | 5.90 | 0 | 0.98 |
| 3 MTG | 1.13 | 1.01 | 0.96 | 1.25 | 1.37 | 0.91 | 1.19 | 0.75 | 0.30 | 0.61 | 0.82 | 0.86 | 0.99 | 0.90 | 1.01 | 332.51 | 1.20 | 174.87 | 0.23 | 0.56 | 0.39 | 20.79 | 0 | 0.97 |
| 4 PG | 1.02 | 1.34 | 0.89 | 1.02 | 3.74 | 1.29 | 2.20 | 1.09 | 0.33 | 0.70 | 1.34 | 0.09 | 0.93 | 0.70 | 0.39 | 5.52 | 0.72 | 91.06 | 241.06 | 28.56 | 141.05 | 0.62 | 0 | 1.02 |
| 5 ARLCR | 1.61 | 1.21 | 0.92 | 1.68 | 2.65 | 1.25 | 1.54 | 1.07 | 200.89 | 0.33 | 20.45 | 4.06 | 0.24 | 0.47 | 10.52 | 4.47 | 52.08 | 18.82 | 40.17 | 3.09 | 17.96 | 0.95 | 0 | 1.34 |
| 6 ARNCR | 0.65 | 1.08 | 0.86 | 2.13 | 1.29 | 0.92 | 1.09 | 0.95 | 0.70 | 1.56 | 0.76 | 6.78 | 0.26 | 0.57 | 0.27 | 22.79 | 0.33 | 0.86 | 0.17 | 10.14 | 139.89 | 5.89 | 0 | 0.94 |
| 7 ALX | 0.79 | 1.22 | 1.04 | 1.32 | 2.01 | 1.18 | 0.84 | 1.05 | 0.71 | 1.10 | 0.10 | 4.50 | 0.14 | 0.29 | 35.94 | 36.44 | 0.75 | 0.23 | 0.82 | 7.78 | 159.28 | 9.29 | 0 | 0.95 |
| 8 FFX | 1.10 | 1.46 | 1.03 | 1.60 | 1.00 | 1.03 | 1.09 | 0.93 | 0.82 | 0.73 | 0.40 | 49.98 | 0.25 | 1.30 | 0.20 | 1.55 | 0.97 | 0.99 | 0.98 | 0.26 | 1.64 | 1.41 | 0 | 0.95 |
| 9 LDN | 1.10 | 2.32 | 1.25 | 2.71 | 3.85 | 1.18 | 1.70 | 0.77 | 1.08 | 1.33 | 6.81 | 311.27 | 391.95 | 0.67 | 21.52 | 82.40 | 233.86 | 0.64 | 0.86 | 3.77 | 483.60 | 23.08 | 0 | 1.06 |
| 10 PW | 1.36 | 0.80 | 1.32 | 1.55 | 0.65 | 0.75 | 0.81 | 0.95 | 0.93 | 1.06 | 220.12 | 12.58 | 147.77 | 403.71 | 33.03 | 0.23 | 0.67 | 1.26 | 1.68 | 301.71 | 3.41 | 0.80 | 0 | 1.05 |
| 11 FRD | 2.86 | 1.01 | 0.87 | 0.73 | 1.38 | 6.80 | 0.72 | 2.67 | 1.97 | 0.63 | 0.97 | 0.91 | 1.13 | 1.47 | 42.32 | 77.88 | 110.98 | 82.28 | 11.51 | 1.71 | 12.62 | 0.77 | 0 | 0.99 |
| 12 CAR | 4.69 | 6.49 | 1.04 | 0.54 | 293.09 | 597.12 | 1.37 | 6.98 | 666.10 | 80.41 | 1.89 | 1.14 | 0.52 | 0.36 | 31.40 | 44.17 | 74.84 | 14.86 | 3.01 | 215.98 | 3.98 | 0.45 | 0 | 1.11 |
| 13 HOW | 1.33 | 1.90 | 1.08 | 0.71 | 4.26 | 2.10 | 0.56 | 1.14 | 1.10 | 139.65 | 2.84 | 1.00 | 1.02 | 0.98 | 149.49 | 186.51 | 0.49 | 0.03 | 10.87 | 0.50 | 14.04 | 3.65 | 0 | 1.02 |
| 14 AAR | 1.34 | 1.47 | 1.12 | 0.66 | 1.39 | 1.41 | 1.30 | 1.33 | 443.69 | 0.46 | 1.59 | 0.17 | 1.02 | 1.02 | 0.67 | 2.12 | 1.26 | 23.98 | 0.09 | 0.36 | 33.96 | 16.86 | 0 | 1.00 |
| 15 CAL | 0.97 | 1.68 | 2.15 | 0.63 | 2.99 | 2.50 | 3.70 | 0.54 | 96.34 | 0.32 | 55.31 | 11.26 | 0.27 | 0.39 | 1.13 | 0.88 | 0.98 | 5.36 | 11.55 | 1.98 | 19.57 | 28.62 | 0 | 1.01 |
| 16 STM | 1.55 | 0.76 | 3.11 | 0.68 | 368.22 | 1.06 | 935.38 | 1.88 | 70.60 | 110.39 | 32.11 | 4.67 | 210.80 | 1.17 | 0.81 | 0.99 | 0.90 | 11.05 | 0.10 | 1.03 | 78.93 | 249.31 | 0 | 0.99 |
| 17 CHS | 1.12 | 0.97 | 1.42 | 0.52 | 0.67 | 0.86 | 0.81 | 1.26 | 0.90 | 298.30 | 71.07 | 0.07 | 3.17 | 0.49 | 0.76 | 0.70 | 1.08 | 14.77 | 51.78 | 2.74 | 0.54 | 0.74 | 0 | 0.99 |
| 18 FAU | 1.43 | 1.23 | 1.07 | 370.77 | 1.72 | 1.22 | 1.57 | 0.79 | 0.59 | 0.78 | 62.12 | 3.69 | 22.75 | 45.36 | 4.66 | 23.21 | 31.00 | 1.10 | 3.64 | 0.23 | 6.67 | 0.27 | 0 | 1.02 |
| 19 STA | 0.98 | 0.48 | 0.81 | 5.26 | 3.75 | 0.94 | 1.24 | 1.03 | 939.68 | 0.85 | 0.20 | 2.27 | 27.43 | 0.21 | 22.43 | 116.96 | 132.24 | 2397.10 | 1.24 | 0.13 | 0.71 | 0.61 | 0 | 1.08 |
| 20 CL/JF | 1.09 | 381.61 | 3.95 | 293.80 | 153.92 | 399.17 | 192.07 | 1.40 | 1.15 | 14.63 | 0.57 | 139.52 | 1.49 | 173.63 | 1.32 | 2.28 | 5.38 | 1.99 | 27.74 | 1.13 | 0.05 | 0.00 | 0 | 1.15 |
| 21 SP/FB | 0.42 | 0.41 | 0.57 | 0.43 | 0.11 | 0.78 | 829.67 | 3.62 | 674.23 | 1.16 | 18.52 | 1.29 | 16.20 | 49.58 | 26.97 | 0.40 | 159.29 | 6.27 | 0.89 | 0.02 | 0.99 | 0.11 | 0 | 0.97 |
| 22 KGEO | 0.83 | 1.07 | 225.42 | 486.73 | 105.89 | 256.96 | 206.79 | 2.60 | 103.34 | 1.20 | 2.15 | 0.11 | 12.34 | 0.10 | 44.66 | 0.65 | 0.83 | 0.59 | 1.00 | 8.28 | 0.61 | 0.86 | 0 | 0.90 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.03 | | 0.96 | | 1.39 | | 1.00 | | 1.02 | | 0.99 | | 1.00 | | 1.04 | | 1.02 | | 1.18 | | 0.97 | | 0 | |
| | | 1.11 | | 1.00 | | 0.99 | | 0.94 | | 1.02 | | 1.10 | | 0.98 | | 0.98 | | 1.14 | | 1.14 | | 0.72 | | 0.99 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Est Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 111444 | 58492 | 21461 | 23226 | 7566 | 14800 | 7771 | 16648 | 685 | 1061 | 364 | 78 | 909 | 2273 | 197 | 116 | 880 | 143 | 252 | 43 | 157 | 13 | 0 | 268580 |
| 2 DC NC | 242770 | 464163 | 113336 | 97608 | 15700 | 34149 | 17687 | 50932 | 1752 | 1367 | 510 | 89 | 3334 | 5945 | 324 | 162 | 1945 | 155 | 273 | 42 | 155 | 13 | 0 | 1052411 |
| 3 MTG | 174959 | 1337262 | 133365 | 125928 | 10446 | 21056 | 8037 | 52617 | 3297 | 1875 | 18653 | 3531 | 26808 | 19055 | 482 | 443 | 1475 | 346 | 423 | 770 | 442 | 36 | 0 | 2737768 |
| 4 PG | 152241 | 192720 | 158117 | 1318476 | 14068 | 28889 | 22929 | 56838 | 1691 | 1878 | 871 | 275 | 29541 | 52521 | 3655 | 2250 | 29292 | 189 | 500 | 63 | 291 | 203 | 0 | 2067498 |
| 5 ARLCR | 8576 | 3687 | 1651 | 1366 | 9633 | 10396 | 4347 | 8845 | 302 | 553 | 41 | 8 | 56 | 148 | 16 | 10 | 67 | 35 | 65 | 10 | 41 | 3 | 0 | 49856 |
| 6 ARNCR | 68854 | 25487 | 11917 | 7413 | 27576 | 226698 | 38118 | 100928 | 2365 | 3050 | 122 | 15 | 187 | 531 | 35 | 37 | 290 | 147 | 327 | 26 | 252 | 12 | 0 | 514386 |
| 7 ALX | 39009 | 14264 | 5901 | 7345 | 12088 | 40461 | 167078 | 87357 | 1356 | 4216 | 80 | 12 | 151 | 480 | 59 | 59 | 559 | 115 | 454 | 20 | 302 | 19 | 0 | 381386 |
| 8 FFX | 163559 | 72739 | 56737 | 35042 | 37874 | 129877 | 120817 | 2380316 | 70250 | 68371 | 1012 | 100 | 1093 | 2668 | 249 | 546 | 2861 | 3600 | 6046 | 578 | 6125 | 316 | 0 | 3160777 |
| 9 LDN | 15103 | 8976 | 12028 | 4290 | 3668 | 9769 | 4802 | 117341 | 508053 | 10965 | 8918 | 477 | 478 | 739 | 27 | 92 | 347 | 2459 | 537 | 12618 | 760 | 36 | 0 | 722483 |
| 10 PW | 20722 | 10562 | 9318 | 5419 | 5461 | 14267 | 13125 | 180215 | 13331 | 860345 | 312 | 18 | 264 | 614 | 65 | 242 | 539 | 12433 | 15908 | 408 | 10213 | 330 | 0 | 1174112 |
| 11 FRD | 6769 | 4390 | 53150 | 3763 | 949 | 2118 | 772 | 11425 | 12814 | 492 | 523676 | 20823 | 12604 | 5179 | 54 | 91 | 143 | 121 | 27 | 5134 | 25 | 1 | 0 | 664518 |
| 12 CAR | 3225 | 2092 | 15850 | 2349 | 361 | 730 | 271 | 2468 | 1052 | 96 | 16405 | 364993 | 12746 | 3628 | 37 | 50 | 90 | 21 | 6 | 305 | 7 | 1 | 0 | 426784 |
| 13 HOW | 13847 | 11220 | 40092 | 34602 | 1288 | 2401 | 1089 | 4995 | 412 | 260 | 7387 | 8513 | 543626 | 64174 | 204 | 223 | 449 | 32 | 26 | 244 | 28 | 6 | 0 | 735115 |
| 14 AAR | 26438 | 22627 | 29525 | 68242 | 2941 | 6218 | 4017 | 12788 | 678 | 643 | 1642 | 852 | 669511 | 171761 | 5566 | 1175 | 2687 | 55 | 96 | 87 | 75 | 29 | 0 | 1425094 |
| 15 CAL | 6086 | 4407 | 3102 | 10195 | 731 | 1663 | 1498 | 4345 | 134 | 171 | 70 | 16 | 553 | 6057 | 184668 | 14611 | 5581 | 9 | 21 | 4 | 29 | 44 | 0 | 243994 |
| 16 STM | 4370 | 2867 | 1792 | 5384 | 573 | 1250 | 1633 | 4085 | 97 | 155 | 42 | 7 | 265 | 1252 | 10878 | 258954 | 18981 | 17 | 74 | 2 | 123 | 397 | 0 | 313199 |
| 17 CHS | 13693 | 9373 | 4828 | 22183 | 1679 | 3701 | 4210 | 11614 | 345 | 500 | 99 | 20 | 599 | 2459 | 4532 | 8075 | 311445 | 30 | 99 | 7 | 129 | 972 | 0 | 400594 |
| 18 FAU | 1789 | 897 | 1221 | 498 | 516 | 1227 | 740 | 13367 | 3627 | 13644 | 86 | 7 | 37 | 75 | 8 | 28 | 48 | 103855 | 2945 | 422 | 2027 | 65 | 0 | 147128 |
| 19 STA | 3612 | 1696 | 1585 | 1050 | 1062 | 2516 | 2102 | 15452 | 1145 | 24551 | 42 | 5 | 48 | 142 | 29 | 133 | 172 | 3056 | 195450 | 77 | 39554 | 910 | 0 | 294388 |
| 20 CL/JF | 845 | 496 | 4059 | 357 | 241 | 541 | 242 | 8543 | 18358 | 1538 | 4853 | 213 | 498 | 223 | 2 | 3 | 9 | 1127 | 34 | 107511 | 36 | 2 | 0 | 149731 |
| 21 SP/FB | 2171 | 1014 | 1036 | 640 | 668 | 1616 | 1338 | 11336 | 872 | 11587 | 30 | 3 | 31 | 92 | 34 | 148 | 197 | 2037 | 31201 | 63 | 246903 | 854 | 0 | 313870 |
| 22 KGEO | 754 | 424 | 288 | 572 | 174 | 372 | 296 | 2360 | 125 | 2440 | 3 | 0 | 15 | 60 | 55 | 308 | 2172 | 335 | 4721 | 9 | 4838 | 29237 | 0 | 49557 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1080836 | 1046318 | 2680358 | 1775946 | 155265 | 554716 | 422919 | 3154817 | 642741 | 1009758 | 585220 | 400055 | 700793 | 1340075 | 211177 | 287755 | 380229 | 130318 | 259484 | 128442 | 312512 | 33497 | 0 | 17293230 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Obs Motr Psn

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 101913 | 69843 | 21205 | 21893 | 2394 | 23647 | 11364 | 20274 | 3085 | 1128 | 51 | 0 | 525 | 3659 | 28 | 474 | 1757 | 84 | 610 | 0 | 0 | 218 | 0 | 284152 |
| 2 DC NC | 265287 | 459170 | 134206 | 86634 | 6486 | 34455 | 12270 | 41266 | 5590 | 1544 | 0 | 339 | 1004 | 6679 | 1266 | 0 | 2650 | 17 | 568 | 18 | 831 | 0 | 0 | 1060280 |
| 3 MTG | 165494 | 1467382 | 154598 | 92055 | 6013 | 21933 | 7123 | 60145 | 9589 | 3410 | 19013 | 3286 | 22251 | 19765 | 342 | 15 | 1258 | 0 | 981 | 821 | 2174 | 0 | 0 | 2737003 |
| 4 PG | 163935 | 160505 | 170056 | 1320105 | 4816 | 29163 | 11416 | 41928 | 4911 | 1768 | 386 | 1703 | 33171 | 69364 | 8726 | 286 | 43313 | 0 | 0 | 0 | 0 | 198 | 0 | 2065750 |
| 5 ARLCR | 6560 | 4005 | 1392 | 970 | 2800 | 8548 | 2463 | 6908 | 40 | 1922 | 0 | 0 | 178 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36035 |
| 6 ARNCR | 86527 | 28851 | 13888 | 4647 | 21739 | 246586 | 31167 | 101340 | 3048 | 1718 | 93 | 0 | 547 | 1479 | 91 | 0 | 675 | 117 | 1232 | 29 | 0 | 0 | 0 | 543773 |
| 7 ALX | 44128 | 15505 | 5312 | 6080 | 5646 | 33701 | 191682 | 79651 | 1636 | 2790 | 382 | 0 | 1832 | 2330 | 0 | 0 | 683 | 262 | 320 | 0 | 0 | 0 | 0 | 391940 |
| 8 FFX | 153305 | 57215 | 50627 | 18917 | 31278 | 130222 | 102950 | 2492204 | 89177 | 89796 | 1587 | 0 | 2862 | 1402 | 881 | 235 | 2334 | 2603 | 6939 | 2063 | 2349 | 132 | 0 | 3239079 |
| 9 LDN | 11764 | 3673 | 7897 | 1266 | 772 | 9190 | 2267 | 143680 | 495181 | 7028 | 1611 | 0 | 0 | 852 | 0 | 0 | 0 | 3408 | 548 | 3735 | 0 | 0 | 0 | 692873 |
| 10 PW | 20624 | 13329 | 6746 | 4210 | 6537 | 19456 | 15844 | 181442 | 12383 | 866858 | 0 | 0 | 4 | 5 | 0 | 957 | 632 | 9526 | 8029 | 0 | 4396 | 360 | 0 | 1171338 |
| 11 FRD | 5085 | 4493 | 55065 | 5054 | 502 | 479 | 824 | 2830 | 4410 | 594 | 550404 | 22828 | 11119 | 4728 | 0 | 0 | 0 | 0 | 0 | 2298 | 0 | 0 | 0 | 670713 |
| 12 CAR | 789 | 774 | 12523 | 4645 | 0 | 64 | 164 | 264 | 0 | 0 | 8915 | 351125 | 21831 | 8858 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409954 |
| 13 HOW | 11397 | 5592 | 32896 | 43903 | 327 | 2022 | 2278 | 4093 | 274 | 0 | 2107 | 7862 | 554471 | 60919 | 0 | 0 | 667 | 571 | 0 | 323 | 57 | 0 | 0 | 729761 |
| 14 AAR | 21236 | 16057 | 31178 | 99836 | 1664 | 4826 | 2117 | 8755 | 0 | 769 | 839 | 4349 | 662851 | 167700 | 7216 | 688 | 1483 | 0 | 453 | 143 | 0 | 0 | 0 | 1435596 |
| 15 CAL | 5705 | 2769 | 2147 | 15140 | 259 | 955 | 290 | 7140 | 0 | 360 | 0 | 0 | 1550 | 14822 | 170369 | 14074 | 6977 | 0 | 0 | 0 | 0 | 0 | 0 | 242556 |
| 16 STM | 1994 | 3431 | 498 | 6710 | 4 | 897 | 17 | 1302 | 0 | 0 | 0 | 0 | 0 | 1096 | 13678 | 262953 | 20646 | 0 | 460 | 0 | 0 | 0 | 0 | 313685 |
| 17 CHS | 11766 | 9873 | 3671 | 39129 | 2739 | 4561 | 4017 | 6688 | 251 | 0 | 0 | 363 | 145 | 4276 | 4892 | 11778 | 297059 | 0 | 0 | 0 | 290 | 926 | 0 | 402424 |
| 18 FAU | 1065 | 676 | 935 | 35 | 486 | 887 | 393 | 12602 | 6647 | 15811 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93795 | 939 | 2418 | 214 | 179 | 0 | 137082 |
| 19 STA | 2429 | 3126 | 1329 | 285 | 207 | 4052 | 1368 | 14120 | 0 | 23886 | 130 | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 174103 | 536 | 62290 | 1129 | 0 | 289384 |
| 20 CL/JF | 511 | 59 | 690 | 0 | 5 | 3 | 5 | 4890 | 13799 | 78 | 6236 | 0 | 236 | 0 | 0 | 0 | 0 | 393 | 0 | 100259 | 539 | 297 | 0 | 128001 |
| 21 SP/FB | 2087 | 3289 | 1095 | 1057 | 2212 | 1376 | 184 | 2197 | 0 | 10560 | 0 | 0 | 0 | 0 | 0 | 615 | 0 | 258 | 35092 | 3466 | 270367 | 6346 | 0 | 340202 |
| 22 KGEO | 697 | 349 | 3 | 0 | 7 | 25 | 8 | 577 | 0 | 1330 | 0 | 0 | 0 | 489 | 0 | 441 | 1597 | 423 | 4835 | 0 | 7935 | 33983 | 0 | 52698 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1084297 | 1009321 | 2707958 | 1772570 | 96894 | 577050 | 400210 | 3234298 | 650022 | 1031350 | 591753 | 391856 | 718010 | 1369065 | 207488 | 292516 | 381731 | 111457 | 235110 | 116111 | 351444 | 43767 | 0 | 17374278 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Difference (Est-Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 9531 | -11350 | 256 | 1334 | 5171 | -8846 | -3593 | -3626 | -2400 | -67 | 313 | 78 | 384 | -1386 | 169 | -358 | -877 | 59 | -358 | 43 | 157 | -206 | 0 | -15572 |
| 2 DC NC | -22517 | 4994 | -20871 | 10975 | 9214 | -306 | 5417 | 9665 | -3839 | -177 | 510 | -250 | 2330 | -734 | -943 | 162 | -704 | 138 | -295 | 24 | -676 | 13 | 0 | -7869 |
| 3 MTG | 9466 | -13012 | -21233 | 33873 | 4433 | -877 | 914 | -7529 | -6292 | -1535 | -359 | 245 | 4557 | -711 | 140 | 428 | 217 | 346 | -558 | -51 | -1732 | 36 | 0 | 764 |
| 4 PG | -11694 | 32215 | -11940 | -1630 | 9253 | -274 | 11513 | 14910 | -3220 | 110 | 485 | -1428 | -3630 | -16843 | -5071 | 1964 | -14021 | 189 | 500 | 63 | 291 | 5 | 0 | 1748 |
| 5 ARLCR | 2015 | -318 | 259 | 395 | 6833 | 1848 | 1884 | 1937 | 262 | -1369 | 41 | 8 | -122 | -102 | 16 | 10 | 67 | 35 | 65 | 10 | 41 | 3 | 0 | 13821 |
| 6 ARNCR | -17672 | -3364 | -1971 | 2766 | 5837 | -19888 | 6952 | -412 | -683 | 1332 | 28 | 15 | -360 | -948 | -56 | 37 | -384 | 31 | -906 | -3 | 252 | 12 | 0 | -29387 |
| 7 ALX | -5119 | -1241 | 588 | 1266 | 6443 | 6760 | -24604 | 7706 | -280 | 1426 | -301 | 12 | -1681 | -1850 | 59 | 59 | -124 | -146 | 134 | 20 | 302 | 19 | 0 | -10554 |
| 8 FFX | 10254 | 15524 | 6110 | 16125 | 6596 | -346 | 17867 | -111888 | -18928 | -21425 | -575 | 100 | -1768 | 1266 | -632 | 311 | 527 | 997 | -893 | -1485 | 3776 | 184 | 0 | -78302 |
| 9 LDN | 3339 | 5303 | 4131 | 3024 | 2896 | 579 | 2535 | -26339 | 12872 | 3938 | 7307 | 477 | 478 | -112 | 27 | 92 | 347 | -950 | -11 | 8883 | 760 | 36 | 0 | 29610 |
| 10 PW | 98 | -2767 | 2571 | 1209 | -1076 | -5189 | -2719 | -1227 | 948 | -6513 | 312 | 18 | 260 | 608 | 65 | -715 | -93 | 2906 | 7880 | 408 | 5818 | -30 | 0 | 2774 |
| 11 FRD | 1684 | -103 | -1915 | -1291 | 447 | 1639 | -51 | 8594 | 8403 | -102 | -26728 | -2005 | 1485 | 451 | 54 | 91 | 143 | 121 | 27 | 2836 | 25 | 1 | 0 | -6195 |
| 12 CAR | 2435 | 1318 | 3327 | -2297 | 361 | 666 | 107 | 2204 | 1052 | 96 | 7490 | 13868 | -9085 | -5230 | 37 | 50 | 90 | 21 | 6 | 305 | 7 | 1 | 0 | 16830 |
| 13 HOW | 2450 | 5627 | 7196 | -9301 | 960 | 379 | -1189 | 902 | 138 | 260 | 5280 | 650 | -10845 | 3255 | 204 | 223 | -218 | -539 | 26 | -80 | -29 | 6 | 0 | 5355 |
| 14 AAR | 5202 | 6570 | -1653 | -31594 | 1277 | 1391 | 1900 | 4033 | 678 | -126 | 803 | -3497 | 665 | 4061 | -1651 | 487 | 1204 | 55 | -357 | -56 | 75 | 29 | 0 | -10502 |
| 15 CAL | 381 | 1638 | 956 | -4945 | 472 | 708 | 1208 | -2794 | 134 | -189 | 70 | 16 | -997 | -8765 | 14299 | 537 | -1396 | 9 | 21 | 4 | 29 | 44 | 0 | 1438 |
| 16 STM | 2376 | -564 | 1295 | -1325 | 569 | 353 | 1616 | 2783 | 97 | 155 | 42 | 7 | 265 | 156 | -2799 | -3999 | -1664 | 17 | -386 | 2 | 123 | 397 | 0 | -485 |
| 17 CHS | 1927 | -501 | 1157 | -16946 | -1059 | -860 | 193 | 4927 | 94 | 500 | 99 | -343 | 454 | -1817 | -359 | -3703 | 14386 | 30 | 99 | 7 | -161 | 45 | 0 | -1830 |
| 18 FAU | 724 | 220 | 286 | 463 | 30 | 340 | 348 | 766 | -3020 | -2166 | 86 | 7 | 37 | 75 | 8 | 28 | 48 | 10060 | 2006 | -1996 | 1813 | -114 | 0 | 10046 |
| 19 STA | 1183 | -1430 | 256 | 765 | 855 | -1536 | 734 | 1333 | 1145 | 665 | -88 | 5 | 48 | -252 | 29 | 133 | 172 | 3056 | 21347 | -459 | -22737 | -219 | 0 | 5004 |
| 20 CL/JF | 334 | 437 | 3369 | 357 | 236 | 538 | 237 | 3653 | 4559 | 1459 | -1382 | 213 | 262 | 223 | 2 | 3 | 9 | 734 | 34 | 7251 | -504 | -295 | 0 | 21730 |
| 21 SP/FB | 84 | -2275 | -59 | -417 | -1544 | 239 | 1154 | 9139 | 872 | 1026 | 30 | 3 | 31 | 92 | 34 | -467 | 197 | 1778 | -3891 | -3403 | -23464 | -5492 | 0 | -26332 |
| 22 KGEO | 57 | 74 | 285 | 572 | 167 | 348 | 287 | 1783 | 125 | 1109 | 3 | 0 | 15 | -429 | 55 | -133 | 575 | -88 | -114 | 9 | -3097 | -4745 | 0 | -3141 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | -3461 | | -27600 | | 58371 | | 22709 | | -7282 | | -6533 | | -17216 | | 3688 | | -1501 | | 24374 | | -38932 | | 0 | |
| | | 36997 | | 3376 | | -22334 | | -79481 | | -21592 | | 8199 | | -28990 | | -4761 | | 18861 | | 12332 | | -10270 | | -81048 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Ratio (Est/Obs) Motorized Person

| ORIGIN \ DESTINATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 DC CR | 1.09 | 0.84 | 1.01 | 1.06 | 3.16 | 0.63 | 0.68 | 0.82 | 0.22 | 0.94 | 7.14 | 77.76 | 1.73 | 0.62 | 7.02 | 0.25 | 0.50 | 1.70 | 0.41 | 42.86 | 156.95 | 0.06 | 0 | 0.95 |
| 2 DC NC | 0.92 | 1.01 | 0.84 | 1.13 | 2.42 | 0.99 | 1.44 | 1.23 | 0.31 | 0.89 | 510.14 | 0.26 | 3.32 | 0.89 | 0.26 | 161.93 | 0.73 | 9.13 | 0.48 | 2.32 | 0.19 | 13.28 | 0 | 0.99 |
| 3 MTG | 1.06 | 0.91 | 0.99 | 1.37 | 1.74 | 0.96 | 1.13 | 0.87 | 0.34 | 0.55 | 0.98 | 1.07 | 1.20 | 0.96 | 1.41 | 29.53 | 1.17 | 345.67 | 0.43 | 0.94 | 0.20 | 35.64 | 0 | 1.00 |
| 4 PG | 0.93 | 1.20 | 0.93 | 1.00 | 2.92 | 0.99 | 2.01 | 1.36 | 0.34 | 1.06 | 2.26 | 0.16 | 0.89 | 0.76 | 0.42 | 7.86 | 0.68 | 189.36 | 499.68 | 63.36 | 291.01 | 1.02 | 0 | 1.00 |
| 5 ARLCR | 1.31 | 0.92 | 1.19 | 1.41 | 3.44 | 1.22 | 1.77 | 1.28 | 7.55 | 0.29 | 40.87 | 8.04 | 0.31 | 0.59 | 15.89 | 10.30 | 67.36 | 35.09 | 65.43 | 9.67 | 41.35 | 2.89 | 0 | 1.38 |
| 6 ARNCR | 0.80 | 0.88 | 0.86 | 1.60 | 1.27 | 0.92 | 1.22 | 1.00 | 0.78 | 1.78 | 1.30 | 14.66 | 0.34 | 0.36 | 0.39 | 36.63 | 0.43 | 1.26 | 0.26 | 0.89 | 251.71 | 11.89 | 0 | 0.95 |
| 7 ALX | 0.88 | 0.92 | 1.11 | 1.21 | 2.14 | 1.20 | 0.87 | 1.10 | 0.83 | 1.51 | 0.21 | 12.24 | 0.08 | 0.21 | 59.16 | 58.75 | 0.82 | 0.44 | 1.42 | 20.26 | 301.95 | 18.79 | 0 | 0.97 |
| 8 FFX | 1.07 | 1.27 | 1.12 | 1.85 | 1.21 | 1.00 | 1.17 | 0.96 | 0.79 | 0.76 | 0.64 | 100.09 | 0.38 | 1.90 | 0.28 | 2.32 | 1.23 | 1.38 | 0.87 | 0.28 | 2.61 | 2.40 | 0 | 0.98 |
| 9 LDN | 1.28 | 2.44 | 1.52 | 3.39 | 4.75 | 1.06 | 2.12 | 0.82 | 1.03 | 1.56 | 5.54 | 476.76 | 477.50 | 0.87 | 26.88 | 91.80 | 346.72 | 0.72 | 0.98 | 3.38 | 760.21 | 36.25 | 0 | 1.04 |
| 10 PW | 1.00 | 0.79 | 1.38 | 1.29 | 0.84 | 0.73 | 0.83 | 0.99 | 1.08 | 0.99 | 311.86 | 18.41 | 75.39 | 113.68 | 65.40 | 0.25 | 0.85 | 1.31 | 1.98 | 408.31 | 2.32 | 0.92 | 0 | 1.00 |
| 11 FRD | 1.33 | 0.98 | 0.97 | 0.74 | 1.89 | 4.42 | 0.94 | 4.04 | 2.91 | 0.83 | 0.95 | 0.91 | 1.13 | 1.10 | 54.00 | 90.84 | 142.59 | 121.29 | 26.58 | 2.23 | 24.85 | 1.38 | 0 | 0.99 |
| 12 CAR | 4.08 | 2.70 | 1.27 | 0.51 | 361.35 | 11.41 | 1.65 | 9.341051.93 | 96.28 | 1.84 | 1.04 | 0.58 | 0.41 | 37.34 | 50.41 | 89.53 | 20.50 | 6.44 | 305.18 | 6.89 | 0.58 | 0 | 1.04 |
| 13 HOW | 1.21 | 2.01 | 1.22 | 0.79 | 3.93 | 1.19 | 0.48 | 1.22 | 1.50 | 259.94 | 3.51 | 1.08 | 0.98 | 1.05 | 204.34 | 222.65 | 0.67 | 0.06 | 25.84 | 0.75 | 0.48 | 6.19 | 0 | 1.01 |
| 14 AAR | 1.24 | 1.41 | 0.95 | 0.68 | 1.77 | 1.29 | 1.90 | 1.46 | 678.42 | 0.84 | 1.96 | 0.20 | 1.01 | 1.00 | 0.77 | 1.71 | 1.81 | 54.82 | 0.21 | 0.61 | 75.06 | 29.48 | 0 | 0.99 |
| 15 CAL | 1.07 | 1.59 | 1.45 | 0.67 | 2.82 | 1.74 | 5.16 | 0.61 | 134.18 | 0.47 | 69.84 | 15.62 | 0.36 | 0.41 | 1.08 | 1.04 | 0.80 | 9.38 | 20.59 | 3.57 | 28.80 | 43.82 | 0 | 1.01 |
| 16 STM | 2.19 | 0.84 | 3.60 | 0.80 | 143.17 | 1.39 | 96.05 | 3.14 | 96.62 | 155.39 | 42.01 | 7.43 | 264.84 | 1.14 | 0.80 | 0.98 | 0.92 | 16.90 | 0.16 | 2.40 | 123.34 | 396.62 | 0 | 1.00 |
| 17 CHS | 1.16 | 0.95 | 1.32 | 0.57 | 0.61 | 0.81 | 1.05 | 1.74 | 1.38 | 499.88 | 99.10 | 0.06 | 4.13 | 0.58 | 0.93 | 0.69 | 1.05 | 30.40 | 99.42 | 6.60 | 0.44 | 1.05 | 0 | 1.00 |
| 18 FAU | 1.68 | 1.33 | 1.31 | 14.22 | 1.06 | 1.38 | 1.89 | 1.06 | 0.55 | 0.86 | 86.31 | 6.59 | 36.87 | 74.57 | 7.57 | 27.75 | 48.22 | 1.11 | 3.14 | 0.17 | 9.46 | 0.36 | 0 | 1.07 |
| 19 STA | 1.49 | 0.54 | 1.19 | 3.68 | 5.13 | 0.62 | 1.54 | 1.09 | 114491 | 1.03 | 0.32 | 4.82 | 47.66 | 0.36 | 29.36 | 133.27 | 171.83 | 305608 | 1.12 | 0.14 | 0.63 | 0.81 | 0 | 1.02 |
| 20 CL/JF | 1.65 | 8.39 | 5.88 | 357.04 | 45.27 | 173.87 | 47.58 | 1.75 | 1.33 | 19.63 | 0.78 | 212.76 | 2.11 | 222.52 | 2.49 | 3.21 | 8.95 | 2.87 | 34.11 | 1.07 | 0.07 | 0.01 | 0 | 1.17 |
| 21 SP/FB | 1.04 | 0.31 | 0.95 | 0.61 | 0.30 | 1.17 | 7.26 | 5.16 | 871.73 | 1.10 | 30.05 | 3.27 | 31.43 | 92.47 | 33.92 | 0.24 | 196.94 | 7.89 | 0.89 | 0.02 | 0.91 | 0.13 | 0 | 0.92 |
| 22 KGEO | 1.08 | 1.21 | 104.99 | 571.56 | 24.24 | 15.17 | 35.87 | 4.09 | 124.71 | 1.83 | 2.92 | 0.18 | 14.97 | 0.12 | 55.31 | 0.70 | 1.36 | 0.79 | 0.98 | 8.97 | 0.61 | 0.86 | 0 | 0.94 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.00 | | 0.99 | | 1.60 | | 1.06 | | 0.99 | | 0.99 | | 0.98 | | 1.02 | | 1.00 | | 1.10 | | 0.89 | | 0 | |
| | | 1.04 | | 1.00 | | 0.96 | | 0.98 | | 0.98 | | 1.02 | | 0.98 | | 0.98 | | 1.17 | | 1.11 | | 0.77 | | 1.00 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Est Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.31 | 1.34 | 1.32 | 1.15 | 1.38 | 1.39 | 1.45 | 1.29 | 1.39 | 1.25 | 1.88 | 1.73 | 1.26 | 1.32 | 1.40 | 2.02 | 1.26 | 1.87 | 1.62 | 2.89 | 2.27 | 2.96 | 0 | 1.31 |
| 2 DC NC | 1.42 | 1.40 | 1.37 | 1.26 | 1.37 | 1.45 | 1.49 | 1.39 | 1.42 | 1.31 | 1.56 | 1.56 | 1.33 | 1.32 | 1.31 | 1.56 | 1.29 | 1.77 | 1.61 | 2.63 | 2.05 | 2.25 | 0 | 1.38 |
| 3 MTG | 1.25 | 1.33 | 1.44 | 1.37 | 1.24 | 1.26 | 1.34 | 1.34 | 1.42 | 1.56 | 1.49 | 1.58 | 1.42 | 1.43 | 1.55 | 1.33 | 1.51 | 1.98 | 2.00 | 1.66 | 1.82 | 1.71 | 0 | 1.42 |
| 4 PG | 1.31 | 1.33 | 1.42 | 1.40 | 1.31 | 1.33 | 1.45 | 1.46 | 1.48 | 1.63 | 1.70 | 1.99 | 1.42 | 1.41 | 1.48 | 1.42 | 1.45 | 2.08 | 2.07 | 2.22 | 2.06 | 1.65 | 0 | 1.39 |
| 5 ARLCR | 1.41 | 1.23 | 1.26 | 1.13 | 1.36 | 1.30 | 1.34 | 1.30 | 1.50 | 1.32 | 2.00 | 1.98 | 1.28 | 1.41 | 1.51 | 2.30 | 1.29 | 1.86 | 1.63 | 3.13 | 2.30 | 3.04 | 0 | 1.31 |
| 6 ARNCR | 1.31 | 1.32 | 1.29 | 1.22 | 1.41 | 1.38 | 1.38 | 1.34 | 1.42 | 1.38 | 1.72 | 2.16 | 1.30 | 1.38 | 1.45 | 1.61 | 1.31 | 1.69 | 1.61 | 2.55 | 1.80 | 2.02 | 0 | 1.36 |
| 7 ALX | 1.25 | 1.28 | 1.28 | 1.24 | 1.37 | 1.32 | 1.44 | 1.38 | 1.49 | 1.48 | 2.09 | 2.72 | 1.50 | 1.56 | 1.65 | 1.61 | 1.39 | 1.95 | 1.72 | 2.60 | 1.90 | 2.02 | 0 | 1.39 |
| 8 FFX | 1.20 | 1.25 | 1.26 | 1.34 | 1.33 | 1.28 | 1.40 | 1.46 | 1.34 | 1.42 | 1.57 | 2.00 | 1.48 | 1.49 | 1.58 | 1.35 | 1.57 | 1.54 | 1.66 | 1.56 | 1.67 | 1.70 | 0 | 1.43 |
| 9 LDN | 1.26 | 1.22 | 1.20 | 1.27 | 1.30 | 1.26 | 1.30 | 1.34 | 1.41 | 1.35 | 1.49 | 1.53 | 1.22 | 1.29 | 1.25 | 1.11 | 1.48 | 1.42 | 1.55 | 1.53 | 1.57 | 1.57 | 0 | 1.38 |
| 10 PW | 1.46 | 1.25 | 1.26 | 1.30 | 1.44 | 1.31 | 1.39 | 1.32 | 1.33 | 1.42 | 1.31 | 1.46 | 1.38 | 1.40 | 1.37 | 1.18 | 1.49 | 1.44 | 1.50 | 1.35 | 1.58 | 1.58 | 0 | 1.40 |
| 11 FRD | 1.29 | 1.20 | 1.45 | 1.22 | 1.31 | 1.32 | 1.33 | 1.51 | 1.59 | 1.30 | 1.37 | 1.39 | 1.31 | 1.21 | 1.28 | 1.17 | 1.28 | 1.47 | 2.31 | 1.52 | 1.97 | 1.79 | 0 | 1.38 |
| 12 CAR | 1.24 | 1.16 | 1.40 | 1.18 | 1.23 | 1.22 | 1.21 | 1.34 | 1.58 | 1.20 | 1.30 | 1.35 | 1.41 | 1.22 | 1.19 | 1.14 | 1.20 | 1.38 | 2.14 | 1.41 | 1.73 | 1.29 | 0 | 1.35 |
| 13 HOW | 1.23 | 1.23 | 1.36 | 1.36 | 1.23 | 1.21 | 1.28 | 1.32 | 1.37 | 1.38 | 1.32 | 1.47 | 1.41 | 1.36 | 1.37 | 1.19 | 1.37 | 2.01 | 2.38 | 1.51 | 1.96 | 1.70 | 0 | 1.39 |
| 14 AAR | 1.29 | 1.29 | 1.38 | 1.40 | 1.35 | 1.36 | 1.48 | 1.50 | 1.53 | 1.57 | 1.34 | 1.54 | 1.41 | 1.39 | 1.43 | 1.31 | 1.43 | 2.29 | 2.38 | 1.67 | 2.21 | 1.75 | 0 | 1.39 |
| 15 CAL | 1.27 | 1.24 | 1.27 | 1.36 | 1.37 | 1.39 | 1.56 | 1.56 | 1.39 | 1.45 | 1.26 | 1.39 | 1.31 | 1.35 | 1.38 | 1.31 | 1.38 | 1.75 | 1.78 | 1.80 | 1.47 | 1.53 | 0 | 1.37 |
| 16 STM | 1.32 | 1.25 | 1.23 | 1.33 | 1.42 | 1.44 | 1.73 | 1.66 | 1.37 | 1.41 | 1.31 | 1.59 | 1.26 | 1.28 | 1.36 | 1.30 | 1.45 | 1.53 | 1.61 | 2.33 | 1.56 | 1.59 | 0 | 1.32 |
| 17 CHS | 1.27 | 1.22 | 1.25 | 1.30 | 1.34 | 1.36 | 1.52 | 1.56 | 1.54 | 1.57 | 1.39 | 1.69 | 1.30 | 1.29 | 1.36 | 1.34 | 1.37 | 2.06 | 1.92 | 2.41 | 1.65 | 1.67 | 0 | 1.36 |
| 18 FAU | 1.48 | 1.26 | 1.25 | 1.34 | 1.38 | 1.27 | 1.23 | 1.35 | 1.30 | 1.35 | 1.39 | 1.79 | 1.62 | 1.64 | 1.62 | 1.20 | 1.56 | 1.40 | 1.40 | 1.36 | 1.42 | 1.33 | 0 | 1.39 |
| 19 STA | 1.84 | 1.38 | 1.45 | 1.42 | 1.68 | 1.40 | 1.34 | 1.41 | 1.22 | 1.37 | 1.59 | 2.12 | 1.74 | 1.69 | 1.31 | 1.14 | 1.30 | 1.27 | 1.41 | 1.12 | 1.38 | 1.32 | 0 | 1.40 |
| 20 CL/JF | 1.35 | 1.19 | 1.47 | 1.20 | 1.34 | 1.27 | 1.22 | 1.48 | 1.61 | 1.34 | 1.49 | 1.52 | 1.42 | 1.28 | 1.89 | 1.41 | 1.66 | 1.44 | 1.23 | 1.34 | 1.22 | 1.14 | 0 | 1.39 |
| 21 SP/FB | 1.99 | 1.47 | 1.55 | 1.46 | 1.80 | 1.49 | 1.43 | 1.53 | 1.29 | 1.40 | 1.62 | 2.53 | 1.94 | 1.86 | 1.26 | 1.19 | 1.24 | 1.26 | 1.38 | 1.14 | 1.38 | 1.28 | 0 | 1.39 |
| 22 KGEO | 1.47 | 1.17 | 1.27 | 1.17 | 1.58 | 1.42 | 1.41 | 1.61 | 1.21 | 1.53 | 1.36 | 1.64 | 1.21 | 1.20 | 1.24 | 1.37 | 1.64 | 1.34 | 1.50 | 1.08 | 1.44 | 1.38 | 0 | 1.42 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.29 | | 1.43 | | 1.36 | | 1.42 | | 1.41 | | 1.37 | | 1.41 | | 1.38 | | 1.38 | | 1.42 | | 1.39 | | 0 | |
| | | 1.34 | | 1.38 | | 1.34 | | 1.44 | | 1.42 | | 1.36 | | 1.39 | | 1.30 | | 1.41 | | 1.37 | | 1.39 | | 1.40 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Obs Auto Occ.

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 1.24 | 1.31 | 1.11 | 1.22 | 1.42 | 1.19 | 1.35 | 1.14 | 1.10 | 1.00 | 0 | 0 | 1.00 | 1.00 | 0 | 1.00 | 1.24 | 0 | 3.50 | 0 | 0 | 1.00 | 0 | 1.23 |
| 2 DC NC | 1.45 | 1.40 | 1.45 | 1.27 | 1.26 | 1.24 | 1.17 | 1.26 | 1.38 | 1.15 | 0 | 1.00 | 1.00 | 1.18 | 1.33 | 0 | 1.38 | 0 | 3.50 | 0 | 2.17 | 0 | 0 | 1.38 |
| 3 MTG | 1.23 | 1.34 | 1.40 | 1.21 | 1.34 | 1.12 | 1.27 | 1.16 | 1.24 | 1.85 | 1.24 | 1.27 | 1.16 | 1.30 | 1.00 | 0 | 1.54 | 0 | 1.00 | 1.00 | 3.50 | 0 | 0 | 1.37 |
| 4 PG | 1.28 | 1.37 | 1.36 | 1.42 | 1.09 | 1.37 | 1.34 | 1.12 | 1.38 | 1.14 | 1.00 | 1.12 | 1.49 | 1.29 | 1.37 | 1.00 | 1.54 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.39 |
| 5 ARLCR | 1.58 | 1.27 | 1.00 | 1.00 | 1.10 | 1.29 | 1.12 | 1.06 | 0 | 1.50 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.19 |
| 6 ARNCR | 1.34 | 1.16 | 1.28 | 1.16 | 1.61 | 1.40 | 1.26 | 1.29 | 1.23 | 1.21 | 1.00 | 0 | 1.00 | 2.04 | 1.00 | 0 | 1.00 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 1.35 |
| 7 ALX | 1.33 | 1.31 | 1.12 | 1.24 | 1.20 | 1.24 | 1.39 | 1.32 | 1.26 | 1.08 | 1.00 | 0 | 2.51 | 2.18 | 0 | 0 | 1.27 | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 1.35 |
| 8 FFX | 1.24 | 1.21 | 1.19 | 1.10 | 1.23 | 1.29 | 1.30 | 1.43 | 1.39 | 1.36 | 1.00 | 0 | 1.00 | 1.00 | 1.14 | 1.00 | 1.26 | 1.09 | 1.87 | 1.47 | 1.05 | 1.00 | 0 | 1.40 |
| 9 LDN | 1.14 | 1.05 | 1.00 | 1.00 | 1.00 | 1.40 | 1.00 | 1.27 | 1.48 | 1.17 | 1.83 | 0 | 0 | 1.00 | 0 | 0 | 0 | 1.27 | 1.36 | 1.70 | 0 | 0 | 0 | 1.41 |
| 10 PW | 1.86 | 1.27 | 1.32 | 1.63 | 1.40 | 1.34 | 1.40 | 1.29 | 1.15 | 1.52 | 0 | 0 | 0 | 0 | 0 | 1.95 | 1.36 | 1.39 | 1.27 | 0 | 2.33 | 1.37 | 0 | 1.47 |
| 11 FRD | 1.37 | 1.13 | 1.27 | 1.17 | 1.00 | 1.00 | 1.00 | 1.00 | 1.08 | 1.00 | 1.40 | 1.38 | 1.31 | 1.62 | 0 | 0 | 0 | 0 | 0 | 1.17 | 0 | 0 | 0 | 1.37 |
| 12 CAR | 1.00 | 2.72 | 1.15 | 1.26 | 0 | 0 | 1.00 | 1.00 | 0 | 0 | 1.34 | 1.48 | 1.26 | 1.08 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.43 |
| 13 HOW | 1.26 | 1.16 | 1.23 | 1.24 | 1.00 | 1.62 | 1.59 | 1.24 | 1.00 | 0 | 1.07 | 1.35 | 1.47 | 1.27 | 0 | 0 | 1.00 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 1.41 |
| 14 AAR | 1.34 | 1.28 | 1.66 | 1.36 | 1.00 | 1.22 | 1.00 | 1.39 | 0 | 1.00 | 1.09 | 1.33 | 1.43 | 1.41 | 1.24 | 1.62 | 1.00 | 0 | 1.00 | 1.00 | 0 | 0 | 0 | 1.41 |
| 15 CAL | 1.14 | 1.25 | 1.86 | 1.27 | 1.00 | 2.00 | 1.00 | 1.37 | 0 | 1.00 | 0 | 0 | 1.00 | 1.30 | 1.43 | 1.11 | 1.69 | 0 | 0 | 0 | 0 | 0 | 0 | 1.38 |
| 16 STM | 1.00 | 1.16 | 1.00 | 1.12 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.32 | 1.38 | 1.31 | 1.42 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.31 |
| 17 CHS | 1.19 | 1.23 | 1.38 | 1.20 | 1.68 | 1.22 | 1.19 | 1.13 | 1.00 | 0 | 0 | 2.00 | 1.00 | 1.10 | 1.12 | 1.36 | 1.41 | 0 | 0 | 0 | 2.00 | 1.19 | 0 | 1.36 |
| 18 FAU | 1.00 | 1.00 | 1.00 | 0 | 2.00 | 1.00 | 1.00 | 1.00 | 1.42 | 1.21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.39 | 1.63 | 1.83 | 1.00 | 1.00 | 0 | 1.32 |
| 19 STA | 1.00 | 1.27 | 1.00 | 2.00 | 1.00 | 2.20 | 1.00 | 1.31 | 0 | 1.14 | 1.00 | 0 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.55 | 1.00 | 1.54 | 1.00 | 0 | 1.48 |
| 20 CL/JF | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.19 | 1.40 | 1.00 | 1.09 | 0 | 1.00 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.41 | 1.00 | 1.00 | 0 | 1.37 |
| 21 SP/FB | 1.00 | 2.18 | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 1.00 | 0 | 1.48 | 0 | 0 | 0 | 0 | 0 | 2.00 | 0 | 1.00 | 1.37 | 1.52 | 1.50 | 1.07 | 0 | 1.46 |
| 22 KGEO | 1.00 | 1.00 | 0 | 0 | 0 | 0 | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 0 | 1.00 | 0 | 1.29 | 1.00 | 1.00 | 1.54 | 0 | 1.44 | 1.38 | 0 | 1.35 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1.30 | | 1.39 | | 1.31 | | 1.33 | | 1.45 | | 1.38 | | 1.44 | | 1.40 | | 1.42 | | 1.51 | | 1.52 | | 0 | |
| | | 1.35 | | 1.37 | | 1.33 | | 1.38 | | 1.48 | | 1.46 | | 1.39 | | 1.30 | | 1.37 | | 1.42 | | 1.30 | | 1.39 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Est Pct. Tran

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 35.5 | 34.9 | 28.0 | 11.8 | 61.0 | 47.0 | 29.3 | 13.7 | 0.1 | 3.5 | 0 | 0 | 0.5 | 0.2 | 0.3 | 0.0 | 0.0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 31.6 |
| 2 DC NC | 63.7 | 18.8 | 25.0 | 12.2 | 55.3 | 42.3 | 25.5 | 10.9 | 0.1 | 3.7 | 0 | 0 | 0.7 | 0.3 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 30.0 |
| 3 MTG | 46.2 | 13.3 | 3.9 | 3.1 | 49.3 | 25.4 | 12.4 | 2.6 | 0.0 | 7.0 | 0.0 | 0 | 0.1 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.2 |
| 4 PG | 39.4 | 13.6 | 8.4 | 2.1 | 45.4 | 25.4 | 7.8 | 2.6 | 0 | 5.6 | 0 | 0 | 0.4 | 0.1 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 |
| 5 ARLCR | 72.0 | 20.9 | 17.0 | 4.3 | 6.1 | 19.6 | 14.0 | 4.8 | 0.0 | 1.6 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 |
| 6 ARNCR | 67.2 | 19.2 | 15.6 | 4.6 | 22.4 | 7.9 | 11.2 | 4.2 | 0.0 | 1.9 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 |
| 7 ALX | 56.3 | 16.1 | 13.6 | 2.3 | 22.5 | 16.2 | 4.3 | 3.2 | 0.0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.7 |
| 8 FFX | 35.4 | 10.4 | 6.5 | 1.5 | 26.1 | 13.5 | 6.5 | 1.0 | 0.2 | 0.9 | 1.0 | 0 | 2.3 | 0.7 | 4.0 | 10.2 | 1.2 | 0 | 0.0 | 0 | 0.2 | 0 | 0 | 4.1 |
| 9 LDN | 16.4 | 5.1 | 2.1 | 0.5 | 17.3 | 7.6 | 2.4 | 0.3 | 0.2 | 1.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |
| 10 PW | 28.8 | 16.8 | 12.3 | 7.1 | 28.4 | 16.6 | 8.5 | 2.0 | 1.2 | 0.3 | 7.8 | 0 | 22.5 | 8.0 | 30.6 | 45.1 | 13.8 | 0 | 0.0 | 0 | 0.3 | 0 | 0 | 1.8 |
| 11 FRD | 17.9 | 4.3 | 0.9 | 0.4 | 8.6 | 3.9 | 1.7 | 0.2 | 0 | 1.0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 |
| 12 CAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 HOW | 32.1 | 10.7 | 2.3 | 1.0 | 32.7 | 18.1 | 7.8 | 1.7 | 0 | 26.1 | 0 | 0 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 |
| 14 AAR | 25.7 | 6.4 | 2.3 | 0.6 | 21.6 | 10.1 | 2.9 | 1.4 | 0 | 14.0 | 0 | 0 | 0.1 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |
| 15 CAL | 10.7 | 6.4 | 2.9 | 0.4 | 14.8 | 6.9 | 1.8 | 0.2 | 0 | 1.9 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 |
| 16 STM | 7.6 | 4.1 | 2.4 | 0.2 | 8.8 | 4.1 | 0.7 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.1 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 17 CHS | 20.9 | 9.6 | 5.7 | 0.6 | 20.4 | 10.1 | 2.2 | 0.5 | 0 | 6.2 | 0 | 0 | 0.0 | 0.0 | 0 | 0.1 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 |
| 18 FAU | 3.8 | 2.5 | 0.8 | 0.2 | 5.9 | 3.1 | 2.1 | 0.1 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 19 STA | 22.1 | 12.6 | 4.8 | 0.9 | 26.2 | 15.2 | 6.0 | 0.3 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 0.7 |
| 20 CL/JF | 11.1 | 8.5 | 1.4 | 1.0 | 14.4 | 6.5 | 2.9 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| 21 SP/FB | 28.5 | 19.0 | 8.0 | 2.0 | 33.8 | 19.9 | 11.1 | 0.9 | 0 | 0.6 | 0 | 0 | 0.2 | 0.1 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 0.6 |
| 22 KGEO | 2.0 | 1.5 | 0.7 | 0.0 | 3.8 | 2.3 | 1.6 | 0.2 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0.1 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 45.7 | | 5.3 | | 31.3 | | 7.4 | | 0.2 | | 0.3 | | 0.1 | | 0.0 | | 0.3 | | 0.0 | | 0.0 | | 0 | |
| | | 16.6 | | 2.7 | | 15.1 | | 1.5 | | 0.4 | | 0 | | 0.0 | | 0.1 | | 0 | | 0 | | 0 | | 6.2 |

Year: 2007 Estimate/Observed Trips - (Note: HTS trips Adjusted to On-board transit Survey data and CTPP Auto Occs.
Purpose: Total Internal Trips  MODE: Obs Pct. Tran

| | DESTINATION | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | TOTAL |
| 1 DC CR | 45.2 | 37.1 | 36.4 | 17.5 | 79.1 | 49.9 | 15.7 | 14.1 | 3.4 | 15.1 | 100.0 | 0 | 21.5 | 21.2 | 100.0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 36.3 |
| 2 DC NC | 56.1 | 20.0 | 16.0 | 12.5 | 57.8 | 49.8 | 41.2 | 10.3 | 5.4 | 10.2 | 0 | 0 | 11.2 | 4.2 | 0 | 0 | 0.6 | 100.0 | 0 | 100.0 | 2.6 | 0 | 0 | 28.7 |
| 3 MTG | 50.1 | 21.8 | 3.4 | 6.5 | 30.5 | 29.4 | 21.5 | 1.2 | 0.5 | 0.6 | 0.4 | 0 | 0.6 | 1.7 | 9.4 | 100.0 | 0.4 | 0 | 5.4 | 0 | 0 | 0 | 0 | 7.5 |
| 4 PG | 45.6 | 20.3 | 8.7 | 2.3 | 64.6 | 41.2 | 22.0 | 7.0 | 3.5 | 0 | 0.8 | 0 | 0.5 | 0.5 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.4 |
| 5 ARLCR | 74.4 | 38.0 | 15.4 | 28.9 | 1.9 | 21.9 | 18.1 | 6.8 | 100.0 | 1.1 | 0 | 0 | 0 | 11.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.3 |
| 6 ARNCR | 58.7 | 42.5 | 16.2 | 32.2 | 12.6 | 6.3 | 8.9 | 3.9 | 3.9 | 1.9 | 0 | 0 | 0 | 7.1 | 0 | 0 | 0 | 12.9 | 1.4 | 100.0 | 0 | 0 | 0 | 16.9 |
| 7 ALX | 48.1 | 35.5 | 19.4 | 11.2 | 27.6 | 20.1 | 4.0 | 3.5 | 2.2 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.1 |
| 8 FFX | 35.6 | 24.4 | 3.7 | 6.7 | 17.3 | 15.5 | 6.1 | 1.2 | 0.3 | 0.1 | 0 | 0 | 0.3 | 2.3 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 4.1 |
| 9 LDN | 11.7 | 13.8 | 0.2 | 2.1 | 21.4 | 7.5 | 5.9 | 0.1 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| 10 PW | 33.4 | 16.2 | 3.8 | 3.2 | 11.0 | 17.0 | 4.9 | 0.5 | 0.6 | 0.3 | 0 | 0 | 100.0 | 100.0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1.5 |
| 11 FRD | 59.3 | 13.4 | 3.3 | 2.7 | 4.4 | 52.6 | 3.8 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 |
| 12 CAR | 29.9 | 2.3 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 13 HOW | 36.8 | 10.5 | 0.4 | 0.2 | 49.5 | 38.2 | 2.5 | 1.6 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0 | 0 | 0 | 0.8 |
| 14 AAR | 28.3 | 10.8 | 0.8 | 0.1 | 26.6 | 26.3 | 4.3 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 |
| 15 CAL | 11.8 | 11.0 | 5.1 | 0.0 | 41.3 | 7.0 | 12.1 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| 16 STM | 1.5 | 2.2 | 8.2 | 0 | 100.0 | 12.5 | 100.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 17 CHS | 23.3 | 11.1 | 3.3 | 0.7 | 9.4 | 23.6 | 1.0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 |
| 18 FAU | 23.6 | 16.5 | 3.8 | 100.0 | 16.1 | 13.6 | 4.8 | 0.4 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| 19 STA | 35.7 | 8.6 | 3.3 | 2.0 | 40.1 | 11.7 | 13.3 | 1.5 | 100.0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0.8 |
| 20 CL/JF | 0.4 | 100.0 | 0 | 0 | 100.0 | 100.0 | 100.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 21 SP/FB | 10.7 | 9.3 | 1.0 | 4.3 | 2.7 | 19.2 | 100.0 | 7.4 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.0 | 0 | 0.0 | 0 | 0 | 0.4 |
| 22 KGEO | 12.7 | 4.6 | 100.0 | 0 | 100.0 | 100.0 | 100.0 | 2.3 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0.3 |
| 23 EXTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 47.1 | | 4.6 | | 23.2 | | 7.4 | | 0.2 | | 0.3 | | 0.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0 | |
| | | 22.1 | | 3.1 | | 17.4 | | 1.5 | | 0.3 | | 0 | | 0.1 | | 0.0 | | 0.1 | | 0.0 | | 0 | | 6.5 |

# Appendix C Year 2007 mode choice output vs. targets

Ref: "I:\ateam\nest_log\calibms_2011-09hov\newSegSumm5purps2007_2011-09.xlsx"

Appendix C. Year 2007 mode choice output vs. targets

| Seg | Path # | HBW | | HBS | | HBO | | NHW | | NHO | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| (1) DC CORE / URBAN-DC CORE | DR ALONE | 9,177 | 9,190 | 8,923 | 8,935 | 21,352 | 21,358 | 28,230 | 28,245 | 16,521 | 16,534 |
| | SR2 | 3,145 | 3,149 | 5,503 | 5,511 | 21,272 | 21,278 | 11,622 | 11,628 | 10,252 | 10,260 |
| | SR3+ | 923 | 924 | 2,547 | 2,551 | 12,297 | 12,300 | 3,971 | 3,973 | 4,090 | 4,093 |
| | WK-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 |
| | WK-BUS | 43,051 | 43,121 | 1,502 | 1,504 | 12,653 | 12,656 | 4,810 | 4,825 | 2,883 | 2,902 |
| | WK-BU/MR | 16,438 | 16,485 | 279 | 279 | 3,640 | 3,641 | 2,342 | 2,285 | 898 | 898 |
| | WK-MR | 51,755 | 51,637 | 664 | 665 | 14,539 | 14,543 | 20,682 | 20,766 | 4,423 | 4,452 |
| | PNR-CR | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 964 | 964 | 0 | 3 | 72 | 72 | 55 | 55 | 61 | 61 |
| | KNR-BUS | 207 | 208 | 0 | 0 | 147 | 147 | 99 | 99 | 210 | 210 |
| | PNR-BU/MR | 1,011 | 1,012 | 0 | 1 | 47 | 47 | 119 | 119 | 75 | 75 |
| | KNR-BU/MR | 332 | 333 | 0 | 0 | 52 | 52 | 225 | 221 | 45 | 45 |
| | PNR-MR | 5,461 | 5,457 | 57 | 53 | 1,274 | 1,274 | 761 | 760 | 497 | 497 |
| | KNR-MR | 1,922 | 1,926 | 14 | 14 | 269 | 269 | 723 | 727 | 300 | 300 |
| (2) DC CORE / URBAN-VA CORE | DR ALONE | 1,235 | 1,298 | 804 | 806 | 3,102 | 3,109 | 2,163 | 2,161 | 38 | 65 |
| | SR2 | 227 | 239 | 1,310 | 1,252 | 2,110 | 2,114 | 480 | 480 | 45 | 73 |
| | SR3+ | 111 | 117 | 0 | 60 | 908 | 910 | 1,660 | 1,659 | 0 | 4 |
| | WK-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WK-BUS | 503 | 642 | 0 | 4 | 50 | 48 | 0 | 189 | 10 | 87 |
| | WK-BU/MR | 2,410 | 2,719 | 0 | 11 | 555 | 528 | 681 | 596 | 255 | 249 |
| | WK-MR | 6,734 | 6,112 | 145 | 121 | 2,448 | 2,278 | 3,135 | 3,044 | 1,410 | 1,277 |
| | PNR-CR | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 0 | 19 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 |
| | KNR-BUS | 0 | 1 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 9 |
| | PNR-BU/MR | 154 | 166 | 0 | 0 | 0 | 13 | 8 | 8 | 0 | 1 |
| | KNR-BU/MR | 16 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | PNR-MR | 503 | 547 | 0 | 2 | 0 | 175 | 113 | 111 | 14 | 13 |
| | KNR-MR | 155 | 174 | 0 | 6 | 81 | 77 | 344 | 342 | 191 | 181 |
| (3) DC CORE / URBAN-URBAN | DR ALONE | 6,284 | 6,817 | 47,643 | 47,643 | 108,019 | 108,002 | 43,946 | 44,029 | 53,563 | 53,610 |
| | SR2 | 1,512 | 1,640 | 20,439 | 20,439 | 75,193 | 75,181 | 4,779 | 4,788 | 26,760 | 26,784 |
| | SR3+ | 515 | 559 | 10,860 | 10,860 | 65,325 | 65,315 | 13,518 | 13,544 | 17,880 | 17,896 |
| | WK-CR | 0 | 0 | 0 | 12 | 0 | 49 | 0 | 178 | 0 | 18 |
| | WK-BUS | 24,338 | 27,416 | 3,132 | 3,127 | 24,891 | 24,857 | 7,291 | 7,249 | 4,780 | 4,776 |
| | WK-BU/MR | 14,825 | 16,690 | 1,167 | 1,165 | 5,167 | 5,160 | 2,810 | 2,790 | 971 | 970 |
| | WK-MR | 27,917 | 21,643 | 2,365 | 2,360 | 10,030 | 10,017 | 13,087 | 13,019 | 4,667 | 4,663 |
| | PNR-CR | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 225 | 269 | 0 | 15 | 133 | 133 | 26 | 26 | 107 | 107 |
| | KNR-BUS | 98 | 117 | 37 | 37 | 189 | 189 | 231 | 231 | 200 | 200 |
| | PNR-BU/MR | 65 | 77 | 50 | 45 | 241 | 241 | 23 | 23 | 125 | 125 |
| | KNR-BU/MR | 430 | 508 | 49 | 49 | 107 | 107 | 250 | 250 | 215 | 215 |
| | PNR-MR | 1,636 | 1,877 | 105 | 94 | 764 | 764 | 635 | 636 | 28 | 28 |
| | KNR-MR | 1,482 | 1,736 | 36 | 36 | 392 | 392 | 639 | 641 | 442 | 442 |
| (4) DC CORE / URBAN-OTHER | DR ALONE | 23,947 | 26,341 | 16,189 | 16,429 | 39,879 | 40,064 | 39,330 | 39,673 | 26,353 | 27,052 |
| | SR2 | 4,197 | 4,617 | 14,368 | 14,581 | 18,262 | 18,347 | 9,260 | 9,346 | 14,326 | 14,706 |
| | SR3+ | 1,557 | 1,713 | 11,789 | 11,964 | 20,241 | 20,335 | 2,005 | 2,025 | 3,479 | 3,571 |
| | WK-CR | 64 | 71 | 21 | 20 | 134 | 134 | 0 | 192 | 235 | 218 |
| | WK-BUS | 3,667 | 4,038 | 682 | 656 | 1,273 | 1,279 | 322 | 339 | 427 | 445 |
| | WK-BU/MR | 7,973 | 8,780 | 280 | 269 | 2,060 | 2,070 | 1,410 | 1,489 | 574 | 597 |
| | WK-MR | 7,667 | 3,383 | 255 | 245 | 1,181 | 1,168 | 3,992 | 3,490 | 1,123 | 1,156 |
| | PNR-CR | 23 | 31 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 10 |
| | KNR-CR | 10 | 13 | 0 | 0 | 24 | 23 | 0 | 0 | 130 | 113 |
| | PNR-BUS | 16 | 21 | 0 | 2 | 49 | 45 | 67 | 72 | 0 | 4 |
| | KNR-BUS | 83 | 110 | 0 | 2 | 0 | 10 | 46 | 49 | 42 | 50 |
| | PNR-BU/MR | 189 | 252 | 0 | 8 | 0 | 15 | 76 | 82 | 0 | 3 |
| | KNR-BU/MR | 412 | 547 | 0 | 18 | 75 | 72 | 39 | 41 | 55 | 65 |
| | PNR-MR | 391 | 509 | 0 | 10 | 117 | 106 | 500 | 491 | 16 | 15 |
| | KNR-MR | 443 | 576 | 0 | 25 | 115 | 110 | 181 | 184 | 64 | 76 |

Appendix C. Year 2007 mode choice output vs. targets

| Seg | Path # | HBW | | HBS | | HBO | | NHW | | NHO | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| (5) MD URBAN-DC CORE | DR ALONE | 5,031 | 5,215 | 1,749 | 1,667 | 3,997 | 4,006 | 1,876 | 1,875 | 2,566 | 2,572 |
| | SR2 | 1,398 | 1,450 | 0 | 38 | 2,646 | 2,652 | 0 | 11 | 534 | 509 |
| | SR3+ | 329 | 341 | 0 | 43 | 953 | 955 | 747 | 741 | 0 | 25 |
| | WK-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WK-BUS | 1,387 | 1,549 | 25 | 24 | 374 | 381 | 136 | 136 | 50 | 50 |
| | WK-BU/MR | 4,005 | 4,491 | 78 | 72 | 656 | 667 | 272 | 270 | 22 | 22 |
| | WK-MR | 10,454 | 9,247 | 99 | 91 | 1,783 | 1,743 | 1,226 | 1,231 | 261 | 262 |
| | PNR-CR | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 24 | 25 | 0 | 1 | 0 | 37 | 0 | 7 | 0 | 4 |
| | KNR-BUS | 102 | 107 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| | PNR-BU/MR | 218 | 228 | 0 | 0 | 165 | 153 | 63 | 62 | 34 | 32 |
| | KNR-BU/MR | 197 | 207 | 0 | 0 | 24 | 23 | 0 | 0 | 0 | 0 |
| | PNR-MR | 3,028 | 3,168 | 0 | 4 | 397 | 376 | 289 | 284 | 49 | 47 |
| | KNR-MR | 961 | 1,009 | 0 | 9 | 94 | 91 | 103 | 103 | 51 | 51 |
| (6) MD URBAN-VA CORE | DR ALONE | 699 | 709 | 0 | 8 | 0 | 37 | 0 | 2 | 0 | 1 |
| | SR2 | 215 | 218 | 0 | 7 | 0 | 30 | 0 | 6 | 0 | 2 |
| | SR3+ | 23 | 23 | 0 | 8 | 0 | 35 | 0 | 48 | 0 | 19 |
| | WK-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WK-BUS | 24 | 25 | 0 | 16 | 31 | 146 | 0 | 62 | 0 | 17 |
| | WK-BU/MR | 302 | 320 | 0 | 25 | 65 | 207 | 42 | 76 | 0 | 23 |
| | WK-MR | 787 | 741 | 32 | 51 | 87 | 272 | 150 | 365 | 35 | 81 |
| | PNR-CR | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-BUS | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | PNR-BU/MR | 30 | 30 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | KNR-BU/MR | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-MR | 378 | 374 | 0 | 13 | 0 | 51 | 0 | 23 | 0 | 8 |
| | KNR-MR | 232 | 232 | 0 | 20 | 0 | 93 | 0 | 54 | 0 | 23 |
| (7) MD URBAN-URBAN | DR ALONE | 15,293 | 15,450 | 16,808 | 16,820 | 31,996 | 32,008 | 23,619 | 23,640 | 18,111 | 18,132 |
| | SR2 | 3,057 | 3,088 | 7,652 | 7,657 | 27,570 | 27,580 | 2,206 | 2,208 | 14,321 | 14,338 |
| | SR3+ | 647 | 654 | 6,344 | 6,348 | 21,239 | 21,247 | 4,427 | 4,431 | 3,496 | 3,500 |
| | WK-CR | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 1 |
| | WK-BUS | 6,421 | 6,509 | 690 | 642 | 3,496 | 3,499 | 694 | 693 | 534 | 529 |
| | WK-BU/MR | 2,864 | 2,907 | 118 | 110 | 620 | 621 | 288 | 285 | 80 | 79 |
| | WK-MR | 4,729 | 4,421 | 92 | 86 | 2,179 | 2,147 | 882 | 882 | 187 | 185 |
| | PNR-CR | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | KNR-CR | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 23 | 23 | 0 | 7 | 143 | 143 | 2 | 2 | 160 | 149 |
| | KNR-BUS | 61 | 63 | 0 | 6 | 39 | 37 | 46 | 46 | 23 | 23 |
| | PNR-BU/MR | 60 | 60 | 0 | 3 | 23 | 23 | 41 | 41 | 0 | 1 |
| | KNR-BU/MR | 173 | 178 | 0 | 4 | 0 | 3 | 53 | 53 | 0 | 0 |
| | PNR-MR | 584 | 581 | 0 | 12 | 122 | 122 | 47 | 47 | 0 | 18 |
| | KNR-MR | 494 | 507 | 0 | 29 | 34 | 32 | 31 | 31 | 30 | 30 |
| (8) MD URBAN-OTHER | DR ALONE | 18,737 | 18,920 | 15,296 | 15,366 | 24,056 | 24,108 | 18,644 | 18,670 | 21,192 | 21,271 |
| | SR2 | 2,380 | 2,403 | 9,752 | 9,797 | 23,604 | 23,655 | 2,293 | 2,296 | 13,545 | 13,596 |
| | SR3+ | 1,024 | 1,034 | 3,677 | 3,694 | 12,803 | 12,831 | 3,954 | 3,960 | 3,264 | 3,276 |
| | WK-CR | 27 | 27 | 0 | 1 | 0 | 9 | 0 | 7 | 19 | 19 |
| | WK-BUS | 3,003 | 3,009 | 288 | 261 | 1,519 | 1,492 | 1,363 | 1,360 | 891 | 881 |
| | WK-BU/MR | 1,411 | 1,415 | 0 | 17 | 191 | 188 | 157 | 157 | 60 | 59 |
| | WK-MR | 1,259 | 1,135 | 25 | 23 | 317 | 311 | 321 | 321 | 26 | 26 |
| | PNR-CR | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | KNR-CR | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 35 | 35 | 0 | 1 | 604 | 556 | 0 | 1 | 0 | 1 |
| | KNR-BUS | 57 | 59 | 77 | 70 | 17 | 16 | 0 | 1 | 60 | 55 |
| | PNR-BU/MR | 45 | 45 | 0 | 3 | 0 | 34 | 0 | 1 | 0 | 1 |
| | KNR-BU/MR | 72 | 74 | 0 | 3 | 11 | 10 | 0 | 2 | 0 | 1 |
| | PNR-MR | 124 | 122 | 0 | 7 | 0 | 42 | 22 | 21 | 0 | 12 |
| | KNR-MR | 21 | 21 | 0 | 6 | 0 | 3 | 38 | 36 | 0 | 7 |

Appendix C. Year 2007 mode choice output vs. targets

| | | HBW | | HBS | | HBO | | NHW | | NHO | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Seg | Path # | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| (9) VA CORE / URBAN-DC CORE | DR ALONE | 4,457 | 5,262 | 940 | 944 | 3,169 | 3,208 | 3,098 | 3,100 | 273 | 332 |
| | SR2 | 1,302 | 1,537 | 1,148 | 1,099 | 2,954 | 2,990 | 1,077 | 1,078 | 173 | 200 |
| | SR3+ | 317 | 375 | 0 | 53 | 2,339 | 2,368 | 2,303 | 2,304 | 0 | 10 |
| | WK-CR | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WK-BUS | 2,502 | 3,860 | 0 | 7 | 251 | 276 | 0 | 179 | 40 | 80 |
| | WK-BU/MR | 9,581 | 14,535 | 0 | 15 | 1,191 | 1,326 | 509 | 482 | 160 | 318 |
| | WK-MR | 30,058 | 21,093 | 169 | 133 | 5,387 | 5,074 | 4,277 | 4,128 | 1,988 | 1,547 |
| | PNR-CR | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 315 | 440 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 12 |
| | KNR-BUS | 0 | 35 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | PNR-BU/MR | 228 | 318 | 0 | 1 | 72 | 76 | 79 | 78 | 31 | 43 |
| | KNR-BU/MR | 215 | 289 | 28 | 23 | 87 | 83 | 27 | 27 | 45 | 43 |
| | PNR-MR | 1,332 | 1,855 | 0 | 12 | 426 | 440 | 132 | 132 | 150 | 199 |
| | KNR-MR | 2,020 | 2,758 | 0 | 6 | 275 | 296 | 403 | 403 | 126 | 201 |
| (10) VA CORE / URBAN-VA CORE | DR ALONE | 7,255 | 7,314 | 3,031 | 3,029 | 7,738 | 7,741 | 8,501 | 8,501 | 4,649 | 4,650 |
| | SR2 | 1,349 | 1,360 | 3,165 | 3,163 | 6,649 | 6,652 | 1,846 | 1,846 | 1,868 | 1,869 |
| | SR3+ | 494 | 498 | 1,759 | 1,758 | 6,322 | 6,324 | 3,663 | 3,663 | 510 | 510 |
| | WK-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WK-BUS | 2,403 | 2,500 | 247 | 217 | 62 | 58 | 278 | 279 | 26 | 24 |
| | WK-BU/MR | 658 | 684 | 0 | 2 | 34 | 32 | 134 | 134 | 0 | 18 |
| | WK-MR | 3,675 | 3,467 | 0 | 24 | 842 | 749 | 2,353 | 2,351 | 432 | 396 |
| | PNR-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 32 | 31 | 0 | 0 | 0 | 3 | 0 | 12 | 0 | 7 |
| | KNR-BUS | 0 | 2 | 0 | 0 | 0 | 3 | 13 | 13 | 0 | 6 |
| | PNR-BU/MR | 0 | 11 | 0 | 0 | 0 | 0 | 31 | 28 | 0 | 0 |
| | KNR-BU/MR | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 32 |
| | PNR-MR | 166 | 160 | 0 | 1 | 0 | 6 | 128 | 118 | 0 | 15 |
| | KNR-MR | 226 | 230 | 0 | 9 | 0 | 77 | 40 | 40 | 90 | 86 |
| (11) VA CORE / URBAN-URBAN | DR ALONE | 16,709 | 18,034 | 27,858 | 27,914 | 46,606 | 46,631 | 30,921 | 30,943 | 25,818 | 25,876 |
| | SR2 | 2,755 | 2,973 | 15,828 | 15,860 | 37,644 | 37,664 | 6,416 | 6,421 | 12,211 | 12,238 |
| | SR3+ | 772 | 833 | 8,572 | 8,589 | 29,944 | 29,960 | 3,014 | 3,016 | 5,234 | 5,245 |
| | WK-CR | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WK-BUS | 5,065 | 6,154 | 793 | 720 | 2,410 | 2,425 | 1,016 | 1,016 | 640 | 604 |
| | WK-BU/MR | 3,733 | 4,533 | 59 | 54 | 953 | 951 | 548 | 545 | 111 | 105 |
| | WK-MR | 10,467 | 6,743 | 525 | 466 | 1,973 | 1,927 | 2,843 | 2,852 | 1,262 | 1,165 |
| | PNR-CR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 86 | 107 | 0 | 2 | 0 | 26 | 0 | 8 | 0 | 50 |
| | KNR-BUS | 0 | 27 | 0 | 12 | 42 | 39 | 17 | 17 | 0 | 12 |
| | PNR-BU/MR | 80 | 99 | 0 | 0 | 60 | 52 | 31 | 29 | 0 | 2 |
| | KNR-BU/MR | 78 | 95 | 0 | 21 | 0 | 13 | 0 | 1 | 188 | 168 |
| | PNR-MR | 282 | 350 | 20 | 16 | 129 | 111 | 114 | 108 | 0 | 92 |
| | KNR-MR | 647 | 785 | 0 | 94 | 114 | 105 | 57 | 56 | 59 | 53 |
| (12) VA CORE / URBAN-OTHER | DR ALONE | 27,048 | 27,637 | 19,067 | 19,161 | 29,010 | 29,102 | 25,431 | 25,505 | 17,928 | 18,073 |
| | SR2 | 3,188 | 3,257 | 11,159 | 11,214 | 19,767 | 19,829 | 4,392 | 4,405 | 11,141 | 11,231 |
| | SR3+ | 1,529 | 1,562 | 2,881 | 2,895 | 17,732 | 17,788 | 2,274 | 2,281 | 9,563 | 9,640 |
| | WK-CR | 0 | 9 | 0 | 0 | 19 | 19 | 0 | 5 | 21 | 18 |
| | WK-BUS | 1,828 | 1,831 | 466 | 422 | 1,006 | 1,009 | 422 | 430 | 194 | 181 |
| | WK-BU/MR | 1,694 | 1,697 | 0 | 25 | 327 | 328 | 241 | 245 | 17 | 16 |
| | WK-MR | 1,595 | 907 | 0 | 10 | 512 | 482 | 767 | 731 | 117 | 108 |
| | PNR-CR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KNR-CR | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 57 | 58 | 0 | 4 | 0 | 3 | 33 | 34 | 0 | 16 |
| | KNR-BUS | 65 | 75 | 0 | 2 | 7 | 7 | 48 | 49 | 25 | 22 |
| | PNR-BU/MR | 0 | 19 | 0 | 1 | 0 | 0 | 50 | 51 | 0 | 5 |
| | KNR-BU/MR | 65 | 75 | 0 | 7 | 0 | 32 | 20 | 20 | 0 | 1 |
| | PNR-MR | 90 | 90 | 0 | 1 | 20 | 17 | 109 | 106 | 0 | 5 |
| | KNR-MR | 79 | 90 | 0 | 4 | 73 | 69 | 13 | 13 | 0 | 2 |

Appendix C. Year 2007 mode choice output vs. targets

| Seg | Path # | HBW | | HBS | | HBO | | NHW | | NHO | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| (13) MD OTHER-DC CORE | DR ALONE | 94,737 | 97,120 | 6,286 | 6,369 | 20,600 | 20,640 | 10,442 | 10,512 | 3,103 | 3,156 |
| | SR2 | 26,030 | 26,685 | 2,836 | 2,739 | 13,927 | 13,954 | 2,128 | 2,142 | 3,611 | 3,673 |
| | SR3+ | 10,915 | 11,190 | 0 | 131 | 16,714 | 16,746 | 1,348 | 1,357 | 4,536 | 4,613 |
| | WK-CR | 958 | 926 | 0 | 0 | 42 | 40 | 0 | 1 | 54 | 45 |
| | WK-BUS | 7,510 | 7,247 | 48 | 47 | 1,349 | 1,346 | 180 | 181 | 101 | 108 |
| | WK-BU/MR | 16,167 | 15,608 | 80 | 77 | 1,381 | 1,379 | 655 | 658 | 72 | 77 |
| | WK-MR | 12,772 | 10,180 | 0 | 14 | 1,828 | 1,792 | 1,066 | 1,069 | 79 | 84 |
| | PNR-CR | 7,875 | 7,918 | 0 | 1 | 207 | 207 | 0 | 35 | 167 | 169 |
| | KNR-CR | 470 | 473 | 0 | 1 | 11 | 11 | 0 | 11 | 12 | 12 |
| | PNR-BUS | 1,073 | 1,084 | 32 | 33 | 194 | 194 | 0 | 4 | 0 | 2 |
| | KNR-BUS | 337 | 340 | 0 | 0 | 0 | 1 | 19 | 19 | 8 | 8 |
| | PNR-BU/MR | 7,428 | 7,451 | 18 | 18 | 486 | 481 | 371 | 349 | 40 | 40 |
| | KNR-BU/MR | 1,742 | 1,751 | 38 | 38 | 165 | 165 | 119 | 117 | 77 | 78 |
| | PNR-MR | 54,824 | 54,947 | 78 | 79 | 4,916 | 4,927 | 1,775 | 1,776 | 263 | 268 |
| | KNR-MR | 10,972 | 10,977 | 83 | 84 | 574 | 574 | 516 | 511 | 93 | 95 |
| (14) MD OTHER-VA CORE | DR ALONE | 13,760 | 13,857 | 136 | 138 | 2,581 | 2,587 | 997 | 1,002 | 0 | 2 |
| | SR2 | 2,927 | 2,948 | 730 | 742 | 984 | 986 | 1,210 | 1,144 | 0 | 5 |
| | SR3+ | 1,213 | 1,222 | 357 | 363 | 3,455 | 3,463 | 0 | 72 | 0 | 82 |
| | WK-CR | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WK-BUS | 241 | 238 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 5 |
| | WK-BU/MR | 1,489 | 1,469 | 27 | 23 | 82 | 79 | 127 | 125 | 0 | 13 |
| | WK-MR | 846 | 796 | 0 | 4 | 187 | 177 | 71 | 70 | 35 | 58 |
| | PNR-CR | 314 | 315 | 0 | 0 | 0 | 9 | 0 | 1 | 11 | 34 |
| | KNR-CR | 10 | 10 | 0 | 0 | 0 | 9 | 0 | 1 | 74 | 160 |
| | PNR-BUS | 192 | 192 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 92 |
| | KNR-BUS | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | PNR-BU/MR | 1,358 | 1,356 | 0 | 0 | 102 | 99 | 0 | 0 | 76 | 36 |
| | KNR-BU/MR | 318 | 310 | 0 | 0 | 29 | 28 | 25 | 25 | 0 | 13 |
| | PNR-MR | 8,255 | 8,229 | 0 | 1 | 590 | 584 | 195 | 195 | 47 | 172 |
| | KNR-MR | 1,037 | 1,007 | 0 | 0 | 446 | 437 | 75 | 75 | 52 | 131 |
| (15) MD OTHER-URBAN | DR ALONE | 155,093 | 157,191 | 24,782 | 24,978 | 105,698 | 105,946 | 37,724 | 37,944 | 29,913 | 30,186 |
| | SR2 | 25,914 | 26,265 | 22,956 | 23,137 | 72,486 | 72,656 | 6,529 | 6,567 | 20,895 | 21,085 |
| | SR3+ | 6,750 | 6,841 | 16,106 | 16,233 | 62,977 | 63,125 | 2,963 | 2,980 | 18,810 | 18,981 |
| | WK-CR | 323 | 313 | 0 | 1 | 0 | 8 | 0 | 5 | 16 | 15 |
| | WK-BUS | 16,313 | 15,774 | 1,269 | 1,278 | 8,934 | 8,952 | 1,331 | 1,339 | 1,136 | 1,148 |
| | WK-BU/MR | 11,985 | 11,606 | 149 | 150 | 2,190 | 2,194 | 640 | 643 | 187 | 189 |
| | WK-MR | 6,961 | 5,909 | 235 | 236 | 967 | 969 | 523 | 528 | 117 | 118 |
| | PNR-CR | 1,869 | 1,902 | 0 | 0 | 53 | 53 | 0 | 7 | 15 | 14 |
| | KNR-CR | 213 | 217 | 0 | 0 | 56 | 56 | 0 | 14 | 0 | 4 |
| | PNR-BUS | 2,199 | 2,231 | 0 | 4 | 284 | 285 | 44 | 44 | 0 | 14 |
| | KNR-BUS | 788 | 800 | 0 | 2 | 638 | 639 | 358 | 353 | 97 | 97 |
| | PNR-BU/MR | 3,628 | 3,683 | 0 | 4 | 509 | 510 | 194 | 193 | 105 | 98 |
| | KNR-BU/MR | 1,355 | 1,377 | 21 | 19 | 339 | 340 | 137 | 135 | 259 | 259 |
| | PNR-MR | 17,059 | 17,279 | 92 | 85 | 1,935 | 1,939 | 551 | 550 | 64 | 60 |
| | KNR-MR | 5,369 | 5,428 | 13 | 12 | 573 | 574 | 206 | 203 | 81 | 81 |
| (16) MD OTHER-OTHER | DR ALONE | 968,321 | 970,194 | 624,202 | 624,794 | 1,139,599 | 1,140,423 | 432,717 | 433,164 | 645,396 | 645,782 |
| | SR2 | 110,852 | 111,066 | 399,510 | 399,890 | 946,926 | 947,608 | 75,148 | 75,226 | 437,946 | 438,207 |
| | SR3+ | 32,035 | 32,097 | 348,424 | 348,755 | 827,604 | 828,198 | 62,810 | 62,875 | 324,228 | 324,423 |
| | WK-CR | 122 | 122 | 0 | 9 | 15 | 15 | 0 | 3 | 17 | 17 |
| | WK-BUS | 25,851 | 25,832 | 5,231 | 5,212 | 17,871 | 17,886 | 3,358 | 3,359 | 2,606 | 2,546 |
| | WK-BU/MR | 5,666 | 5,664 | 72 | 72 | 1,517 | 1,518 | 267 | 267 | 73 | 76 |
| | WK-MR | 1,110 | 1,104 | 33 | 33 | 241 | 241 | 227 | 227 | 14 | 14 |
| | PNR-CR | 706 | 708 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 12 |
| | KNR-CR | 194 | 195 | 0 | 6 | 56 | 61 | 0 | 15 | 0 | 1 |
| | PNR-BUS | 2,643 | 2,651 | 27 | 20 | 1,081 | 938 | 22 | 22 | 1,180 | 1,054 |
| | KNR-BUS | 1,049 | 1,052 | 81 | 74 | 597 | 593 | 441 | 430 | 80 | 72 |
| | PNR-BU/MR | 1,220 | 1,224 | 0 | 15 | 51 | 176 | 13 | 13 | 0 | 109 |
| | KNR-BU/MR | 739 | 741 | 0 | 4 | 156 | 156 | 97 | 95 | 0 | 3 |
| | PNR-MR | 1,636 | 1,640 | 0 | 0 | 134 | 116 | 56 | 56 | 0 | 70 |
| | KNR-MR | 1,159 | 1,162 | 0 | 5 | 90 | 89 | 24 | 23 | 0 | 7 |

Appendix C. Year 2007 mode choice output vs. targets

| Seg | Path # | HBW | | HBS | | HBO | | NHW | | NHO | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| (17) VA OTHER-DC CORE | DR ALONE | 64,687 | 67,025 | 2,693 | 2,784 | 19,195 | 19,296 | 5,041 | 5,122 | 1,295 | 1,383 |
| | SR2 | 17,650 | 18,288 | 1,598 | 1,652 | 11,119 | 11,178 | 514 | 522 | 393 | 397 |
| | SR3+ | 19,358 | 20,070 | 1,633 | 1,688 | 2,021 | 2,032 | 673 | 684 | 0 | 22 |
| | WK-CR | 114 | 108 | 0 | 0 | 0 | 12 | 0 | 3 | 0 | 0 |
| | WK-BUS | 2,601 | 2,457 | 20 | 16 | 241 | 238 | 74 | 74 | 0 | 26 |
| | WK-BU/MR | 16,081 | 15,183 | 0 | 18 | 1,157 | 1,141 | 504 | 500 | 123 | 116 |
| | WK-MR | 9,604 | 6,564 | 95 | 67 | 1,110 | 1,012 | 360 | 329 | 123 | 107 |
| | PNR-CR | 1,303 | 1,321 | 0 | 2 | 0 | 14 | 0 | 9 | 0 | 0 |
| | KNR-CR | 136 | 138 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 |
| | PNR-BUS | 3,622 | 3,671 | 0 | 2 | 204 | 203 | 10 | 10 | 0 | 10 |
| | KNR-BUS | 567 | 575 | 0 | 0 | 0 | 4 | 0 | 36 | 0 | 5 |
| | PNR-BU/MR | 5,957 | 6,026 | 44 | 39 | 528 | 524 | 261 | 259 | 52 | 53 |
| | KNR-BU/MR | 1,417 | 1,436 | 0 | 1 | 241 | 238 | 79 | 75 | 81 | 83 |
| | PNR-MR | 26,121 | 26,372 | 59 | 55 | 2,970 | 2,955 | 1,313 | 1,317 | 284 | 292 |
| | KNR-MR | 8,507 | 8,572 | 0 | 18 | 741 | 731 | 619 | 588 | 90 | 93 |
| (18) VA OTHER-VA CORE | DR ALONE | 18,214 | 18,524 | 2,573 | 2,577 | 7,516 | 7,525 | 5,785 | 5,800 | 988 | 991 |
| | SR2 | 4,183 | 4,254 | 1,616 | 1,618 | 6,955 | 6,963 | 490 | 460 | 993 | 996 |
| | SR3+ | 4,828 | 4,912 | 2,238 | 2,241 | 6,847 | 6,855 | 0 | 31 | 2,086 | 2,092 |
| | WK-CR | 49 | 47 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | WK-BUS | 2,850 | 2,723 | 17 | 6 | 100 | 100 | 26 | 26 | 34 | 30 |
| | WK-BU/MR | 3,140 | 3,004 | 0 | 17 | 94 | 94 | 53 | 53 | 68 | 60 |
| | WK-MR | 1,467 | 1,225 | 0 | 0 | 259 | 249 | 43 | 43 | 0 | 10 |
| | PNR-CR | 1,146 | 1,153 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 |
| | KNR-CR | 92 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PNR-BUS | 2,500 | 2,512 | 4 | 5 | 5 | 5 | 4 | 4 | 0 | 1 |
| | KNR-BUS | 242 | 244 | 0 | 0 | 0 | 8 | 0 | 20 | 0 | 0 |
| | PNR-BU/MR | 1,099 | 1,104 | 0 | 0 | 22 | 22 | 21 | 21 | 0 | 0 |
| | KNR-BU/MR | 275 | 277 | 0 | 0 | 53 | 49 | 53 | 48 | 0 | 0 |
| | PNR-MR | 6,304 | 6,323 | 0 | 1 | 471 | 467 | 301 | 301 | 21 | 18 |
| | KNR-MR | 2,248 | 2,251 | 0 | 4 | 57 | 53 | 175 | 160 | 0 | 6 |
| (19) VA OTHER-URBAN | DR ALONE | 98,401 | 100,281 | 23,531 | 24,019 | 55,367 | 55,685 | 20,331 | 20,441 | 18,443 | 18,721 |
| | SR2 | 13,991 | 14,257 | 17,535 | 17,899 | 39,176 | 39,401 | 4,753 | 4,779 | 8,922 | 9,056 |
| | SR3+ | 8,612 | 8,780 | 3,548 | 3,622 | 26,884 | 27,038 | 1,680 | 1,689 | 4,281 | 4,345 |
| | WK-CR | 118 | 111 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 |
| | WK-BUS | 4,876 | 4,551 | 282 | 230 | 1,549 | 1,534 | 383 | 383 | 238 | 242 |
| | WK-BU/MR | 9,040 | 8,461 | 157 | 135 | 1,359 | 1,341 | 429 | 429 | 258 | 262 |
| | WK-MR | 3,779 | 2,830 | 100 | 79 | 908 | 847 | 482 | 437 | 75 | 76 |
| | PNR-CR | 2,650 | 2,678 | 0 | 2 | 0 | 66 | 0 | 5 | 0 | 9 |
| | KNR-CR | 235 | 238 | 0 | 18 | 0 | 32 | 0 | 4 | 0 | 7 |
| | PNR-BUS | 1,499 | 1,512 | 0 | 1 | 114 | 111 | 0 | 20 | 0 | 12 |
| | KNR-BUS | 258 | 261 | 0 | 4 | 104 | 101 | 0 | 13 | 0 | 7 |
| | PNR-BU/MR | 3,997 | 4,034 | 0 | 4 | 279 | 271 | 72 | 67 | 21 | 20 |
| | KNR-BU/MR | 983 | 994 | 0 | 45 | 297 | 287 | 51 | 48 | 0 | 8 |
| | PNR-MR | 9,446 | 9,507 | 58 | 48 | 1,274 | 1,234 | 230 | 214 | 130 | 112 |
| | KNR-MR | 4,200 | 4,218 | 0 | 35 | 378 | 365 | 191 | 181 | 149 | 129 |
| (20) VA OTHER-OTHER | DR ALONE | 792,489 | 794,225 | 405,087 | 405,833 | 820,506 | 821,074 | 322,630 | 322,885 | 414,713 | 415,105 |
| | SR2 | 85,469 | 85,656 | 329,163 | 329,769 | 669,146 | 669,609 | 74,999 | 75,058 | 317,542 | 317,844 |
| | SR3+ | 27,861 | 27,922 | 307,187 | 307,751 | 642,269 | 642,712 | 58,847 | 58,891 | 257,442 | 257,685 |
| | WK-CR | 50 | 48 | 0 | 33 | 0 | 104 | 0 | 3 | 0 | 17 |
| | WK-BUS | 17,400 | 16,664 | 3,741 | 2,395 | 8,984 | 7,854 | 2,001 | 1,944 | 1,634 | 1,226 |
| | WK-BU/MR | 2,680 | 2,571 | 21 | 175 | 457 | 417 | 308 | 299 | 31 | 100 |
| | WK-MR | 529 | 447 | 19 | 12 | 126 | 110 | 92 | 85 | 54 | 40 |
| | PNR-CR | 738 | 759 | 0 | 52 | 0 | 136 | 0 | 7 | 0 | 0 |
| | KNR-CR | 87 | 90 | 0 | 1 | 23 | 66 | 0 | 14 | 0 | 48 |
| | PNR-BUS | 462 | 475 | 19 | 584 | 147 | 366 | 92 | 85 | 15 | 30 |
| | KNR-BUS | 639 | 657 | 4 | 112 | 216 | 634 | 108 | 99 | 135 | 244 |
| | PNR-BU/MR | 758 | 777 | 0 | 324 | 115 | 347 | 29 | 39 | 0 | 43 |
| | KNR-BU/MR | 429 | 440 | 0 | 119 | 97 | 337 | 35 | 40 | 0 | 119 |
| | PNR-MR | 364 | 372 | 0 | 4 | 118 | 14 | 0 | 3 | 0 | 0 |
| | KNR-MR | 620 | 633 | 0 | 0 | 130 | 18 | 0 | 8 | 13 | 16 |

Appendix C. Year 2007 mode choice output vs. targets

| | | HBW | | HBS | | HBO | | NHW | | NHO | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Seg | Path # | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| All 20 Segments | DR ALONE | 2,341,574 | 2,360,603 | 1,247,598 | 1,250,215 | 2,489,986 | 2,492,548 | 1,061,426 | 1,063,213 | 1,300,863 | 1,303,491 |
| | SR2 | 311,741 | 315,351 | 866,268 | 868,063 | 1,998,390 | 2,000,328 | 210,142 | 210,410 | 895,478 | 897,067 |
| | SR3+ | 119,813 | 121,668 | 727,922 | 729,607 | 1,778,874 | 1,780,536 | 169,857 | 170,225 | 658,899 | 660,034 |
| | WK-CR | 1,849 | 1,809 | 21 | 77 | 210 | 399 | 0 | 407 | 400 | 368 |
| | WK-BUS | 171,834 | 176,138 | 18,433 | 16,784 | 87,044 | 86,047 | 23,685 | 24,067 | 16,224 | 15,907 |
| | WK-BU/MR | 132,142 | 138,821 | 2,487 | 2,709 | 23,696 | 23,882 | 12,417 | 12,330 | 3,960 | 4,248 |
| | WK-MR | 194,165 | 159,582 | 4,853 | 4,720 | 46,904 | 46,109 | 56,579 | 55,968 | 16,428 | 15,826 |
| | PNR-CR | 16,647 | 16,948 | 0 | 57 | 260 | 529 | 0 | 67 | 208 | 248 |
| | KNR-CR | 1,472 | 1,515 | 0 | 27 | 197 | 265 | 0 | 60 | 216 | 345 |
| | PNR-BUS | 15,967 | 16,325 | 82 | 684 | 3,030 | 3,127 | 355 | 409 | 1,523 | 1,625 |
| | KNR-BUS | 4,553 | 4,768 | 199 | 323 | 2,004 | 2,440 | 1,426 | 1,475 | 880 | 1,020 |
| | PNR-BU/MR | 27,525 | 27,972 | 112 | 467 | 2,700 | 3,086 | 1,482 | 1,462 | 559 | 687 |
| | KNR-BU/MR | 9,248 | 9,652 | 136 | 350 | 1,733 | 1,997 | 1,210 | 1,200 | 1,003 | 1,136 |
| | PNR-MR | 137,984 | 139,762 | 469 | 496 | 15,657 | 15,721 | 7,271 | 7,248 | 1,563 | 1,942 |
| | KNR-MR | 42,794 | 44,292 | 146 | 417 | 4,436 | 4,456 | 4,378 | 4,379 | 1,831 | 2,011 |
| | **TOTALS** | 3,529,308 | 3,535,205 | 2,868,726 | 2,874,995 | 6,455,121 | 6,461,470 | 1,550,228 | 1,552,920 | 2,900,035 | 2,905,954 |

### Total person trips by market segment

| Market | HBW | | HBS | | HBO | | NHW | | NHO | | ALL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| 1 | 134,786 | 134,427 | 19,348 | 19,352 | 87,303 | 87,263 | 72,382 | 72,460 | 39,716 | 39,739 | 353,535 | 353,241 |
| 2 | 12,133 | 11,990 | 2,227 | 2,235 | 9,206 | 9,169 | 8,690 | 8,695 | 1,950 | 1,955 | 34,206 | 34,044 |
| 3 | 79,319 | 79,415 | 85,457 | 85,738 | 289,420 | 289,716 | 86,681 | 87,053 | 109,231 | 109,589 | 650,108 | 651,510 |
| 4 | 49,745 | 50,918 | 43,616 | 44,349 | 83,705 | 84,443 | 57,723 | 58,272 | 46,846 | 48,384 | 281,635 | 286,365 |
| 5 | 27,519 | 27,155 | 1,958 | 1,949 | 11,182 | 11,133 | 4,746 | 4,750 | 3,575 | 3,573 | 48,980 | 48,559 |
| 6 | 2,742 | 2,692 | 145 | 147 | 875 | 876 | 652 | 653 | 173 | 176 | 4,587 | 4,543 |
| 7 | 34,331 | 34,424 | 31,372 | 31,397 | 86,556 | 86,589 | 31,830 | 31,875 | 36,666 | 36,716 | 220,755 | 221,001 |
| 8 | 27,760 | 28,338 | 29,406 | 29,575 | 63,881 | 64,099 | 27,209 | 27,279 | 39,287 | 39,473 | 187,543 | 188,764 |
| 9 | 52,190 | 52,461 | 2,292 | 2,318 | 16,163 | 16,156 | 12,000 | 12,029 | 2,962 | 2,973 | 85,607 | 85,936 |
| 10 | 16,031 | 16,095 | 8,284 | 8,273 | 21,747 | 21,737 | 16,567 | 16,567 | 7,556 | 7,553 | 70,185 | 70,225 |
| 11 | 41,084 | 40,698 | 53,099 | 53,175 | 118,878 | 118,881 | 44,467 | 44,520 | 45,094 | 45,181 | 302,622 | 302,455 |
| 12 | 37,068 | 37,421 | 34,013 | 34,225 | 69,317 | 69,619 | 34,541 | 34,675 | 39,452 | 39,821 | 214,391 | 215,760 |
| 13 | 254,417 | 254,051 | 9,364 | 9,571 | 62,069 | 62,327 | 18,769 | 18,970 | 12,171 | 12,477 | 356,790 | 357,396 |
| 14 | 32,461 | 32,129 | 1,239 | 1,271 | 8,429 | 8,486 | 2,774 | 2,793 | 801 | 815 | 45,704 | 45,494 |
| 15 | 255,653 | 256,798 | 66,070 | 66,577 | 259,012 | 259,667 | 51,863 | 52,187 | 72,183 | 72,871 | 704,781 | 708,100 |
| 16 | 1,151,911 | 1,155,234 | 1,377,161 | 1,378,466 | 2,934,719 | 2,936,808 | 574,027 | 574,808 | 1,411,015 | 1,411,833 | 7,448,833 | 7,457,149 |
| 17 | 176,264 | 177,492 | 6,141 | 6,364 | 39,390 | 39,639 | 9,578 | 9,716 | 2,374 | 2,597 | 233,747 | 235,808 |
| 18 | 48,179 | 48,732 | 6,395 | 6,427 | 22,321 | 22,377 | 7,159 | 7,195 | 4,222 | 4,258 | 88,276 | 88,989 |
| 19 | 160,827 | 162,780 | 45,796 | 46,763 | 128,770 | 129,499 | 29,273 | 29,395 | 32,867 | 33,433 | 397,533 | 401,870 |
| 20 | 933,426 | 931,950 | 1,044,636 | 1,046,466 | 2,141,388 | 2,142,647 | 457,862 | 458,389 | 991,263 | 992,035 | 5,568,575 | 5,571,488 |
| Total Person | 3,527,846 | 3,535,199 | 2,868,019 | 2,874,636 | 6,454,331 | 6,461,132 | 1,548,793 | 1,552,280 | 2,899,404 | 2,905,451 | 17,298,393 | 17,328,698 |
| Total Transit | 756,180 | 732,948 | 26,938 | 26,737 | 187,871 | 187,041 | 108,803 | 108,424 | 44,795 | 44,566 | 1,124,587 | 1,099,715 |
| Transit Pct | 21.4% | 20.7% | 0.9% | 0.9% | 2.9% | 2.9% | 7.0% | 7.0% | 1.5% | 1.5% | 6.5% | 6.3% |

O:\model_dev\nest_log\calibms_2011-04sim\newSegSumm5purps2007_04_22.xlsx, sheet=targets

### Transit person trips by market segment

| Market | HBW | | HBS | | HBO | | NHW | | NHO | | ALL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model | Target | Model |
| 1 | 121,156 | 120,830 | 2,516 | 2,494 | 32,693 | 32,643 | 29,816 | 29,838 | 9,430 | 9,407 | 195,611 | 195,211 |
| 2 | 10,475 | 10,274 | 145 | 140 | 3,142 | 3,110 | 4,281 | 4,292 | 1,880 | 1,857 | 19,923 | 19,673 |
| 3 | 71,016 | 70,406 | 6,941 | 6,925 | 41,914 | 41,917 | 24,992 | 25,074 | 11,535 | 11,542 | 156,398 | 155,863 |
| 4 | 20,938 | 18,528 | 1,238 | 1,250 | 5,028 | 5,021 | 6,633 | 6,453 | 2,681 | 2,728 | 36,518 | 33,980 |
| 5 | 20,376 | 19,892 | 202 | 182 | 3,493 | 3,441 | 2,089 | 2,083 | 467 | 453 | 26,627 | 26,051 |
| 6 | 1,753 | 1,706 | 32 | 33 | 183 | 173 | 192 | 193 | 35 | 32 | 2,195 | 2,138 |
| 7 | 15,410 | 15,275 | 900 | 889 | 6,656 | 6,605 | 2,084 | 2,056 | 1,014 | 1,002 | 26,064 | 25,827 |
| 8 | 6,056 | 5,999 | 390 | 372 | 2,659 | 2,638 | 1,901 | 1,885 | 1,056 | 1,047 | 12,062 | 11,941 |
| 9 | 46,277 | 45,356 | 197 | 183 | 7,689 | 7,572 | 5,427 | 5,429 | 2,540 | 2,461 | 62,130 | 61,001 |
| 10 | 7,160 | 7,073 | 247 | 246 | 938 | 922 | 2,977 | 2,953 | 586 | 570 | 11,908 | 11,763 |
| 11 | 20,454 | 18,725 | 1,397 | 1,371 | 5,681 | 5,634 | 4,626 | 4,604 | 2,260 | 2,235 | 34,418 | 32,569 |
| 12 | 5,473 | 4,846 | 466 | 471 | 1,991 | 1,935 | 1,703 | 1,662 | 374 | 352 | 10,007 | 9,264 |
| 13 | 122,128 | 118,147 | 377 | 358 | 11,153 | 11,123 | 4,701 | 4,719 | 966 | 951 | 139,325 | 135,298 |
| 14 | 14,072 | 13,682 | 27 | 22 | 1,436 | 1,420 | 493 | 479 | 295 | 287 | 16,323 | 15,890 |
| 15 | 68,062 | 66,130 | 1,779 | 1,765 | 16,478 | 16,471 | 3,984 | 3,988 | 2,077 | 2,043 | 92,380 | 90,397 |
| 16 | 42,095 | 41,998 | 5,444 | 5,434 | 21,809 | 21,786 | 4,505 | 4,468 | 3,970 | 3,963 | 77,823 | 77,648 |
| 17 | 76,030 | 71,137 | 218 | 202 | 7,192 | 7,102 | 3,220 | 3,205 | 753 | 808 | 87,413 | 82,454 |
| 18 | 21,412 | 20,626 | 21 | 32 | 1,061 | 1,025 | 676 | 654 | 123 | 114 | 23,293 | 22,451 |
| 19 | 41,081 | 38,659 | 597 | 584 | 6,262 | 6,148 | 1,838 | 1,792 | 871 | 855 | 50,649 | 48,038 |
| 20 | 24,756 | 23,661 | 3,804 | 3,784 | 10,413 | 10,356 | 2,665 | 2,596 | 1,882 | 1,861 | 43,520 | 42,257 |
| Total Transit | 756,180 | 732,948 | 26,938 | 26,737 | 187,871 | 187,041 | 108,803 | 108,424 | 44,795 | 44,566 | 1,124,587 | 1,099,715 |