

HANDOUTS

from previous meeting



July 14, 2009



2007/2008 Household Travel Survey

**Presentation of Findings on the 2007/2008 Household Travel
Survey to the
Commuter Connections Subcommittee**

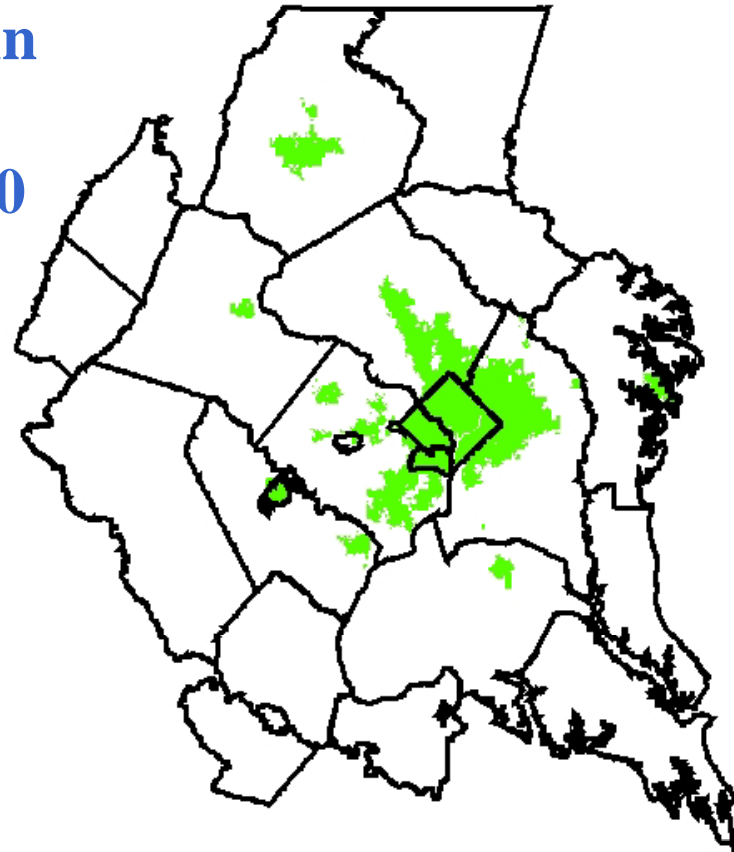
**By
Robert E. Griffiths
Clara Reschovsky**

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

July 14, 2009

Sampling Plan

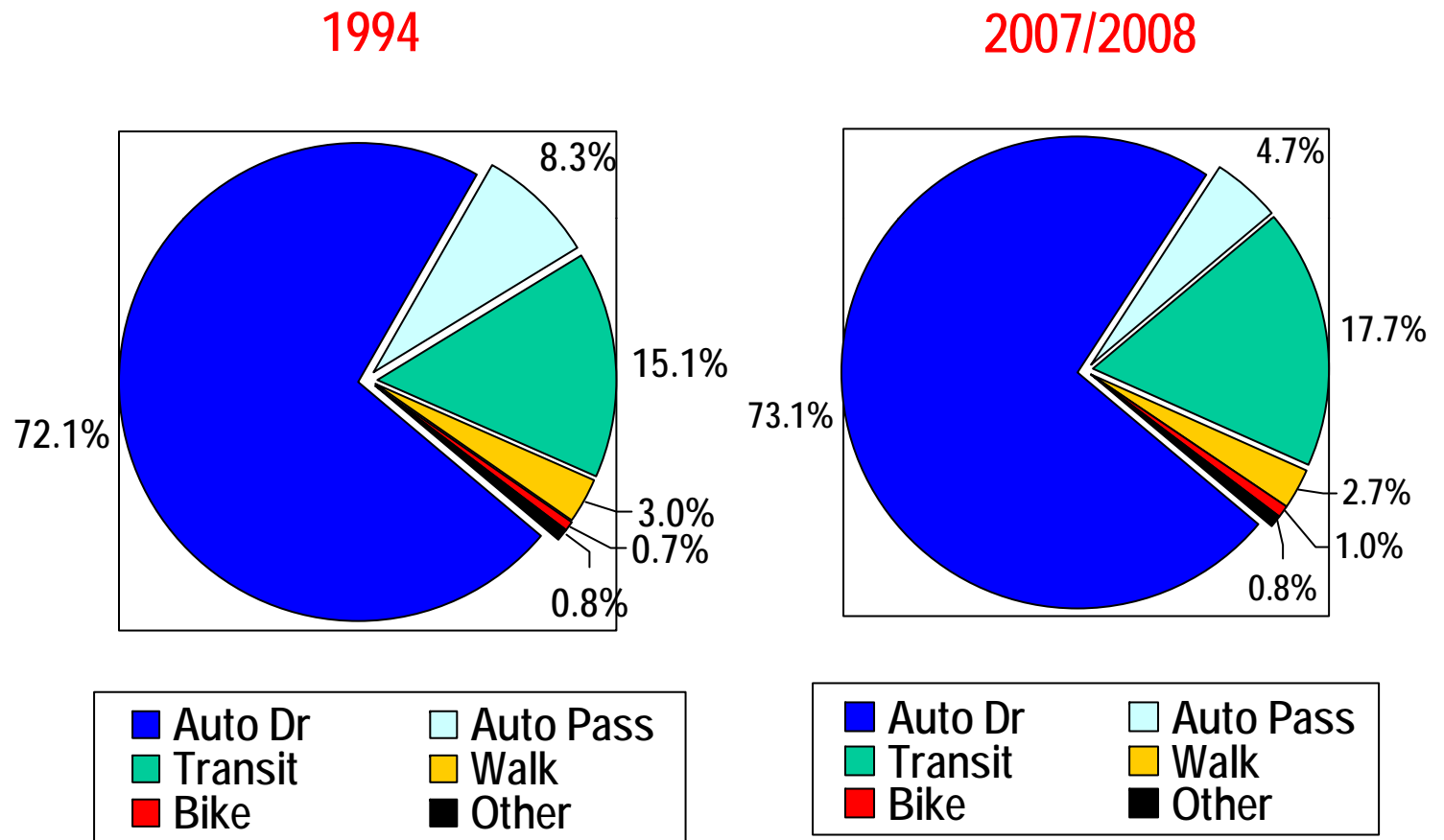
- **11,000 Randomly Selected Households in TPB Region and adjacent areas (+3,500 Baltimore Region Samples)**
- **Ensure a sufficient number of samples in higher density, mixed use urban areas and Regional Activity Centers**
- **Address-based Sample**



Survey Interviewing

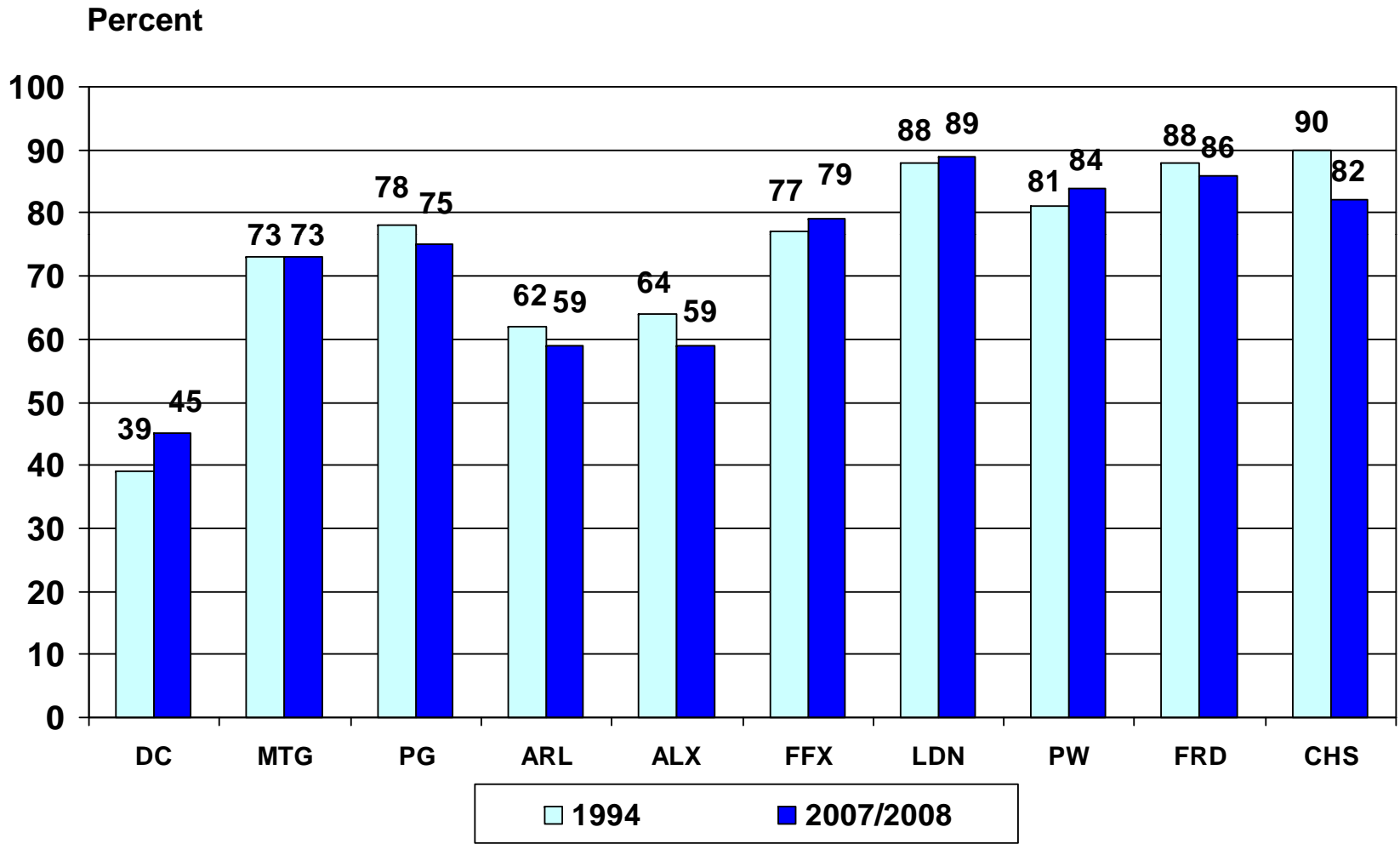
- **14-Months of Interviewing**
- **Interviews Conducted Between February, 2007 and March 2008.**
- **Data Collected**
 - 11,578 Household Records
 - 25,515 Person Records
 - 16,678 Vehicle Records
 - 132,383 Trip Records

Change in Commuting Modal Shares (1994-2007/2008)

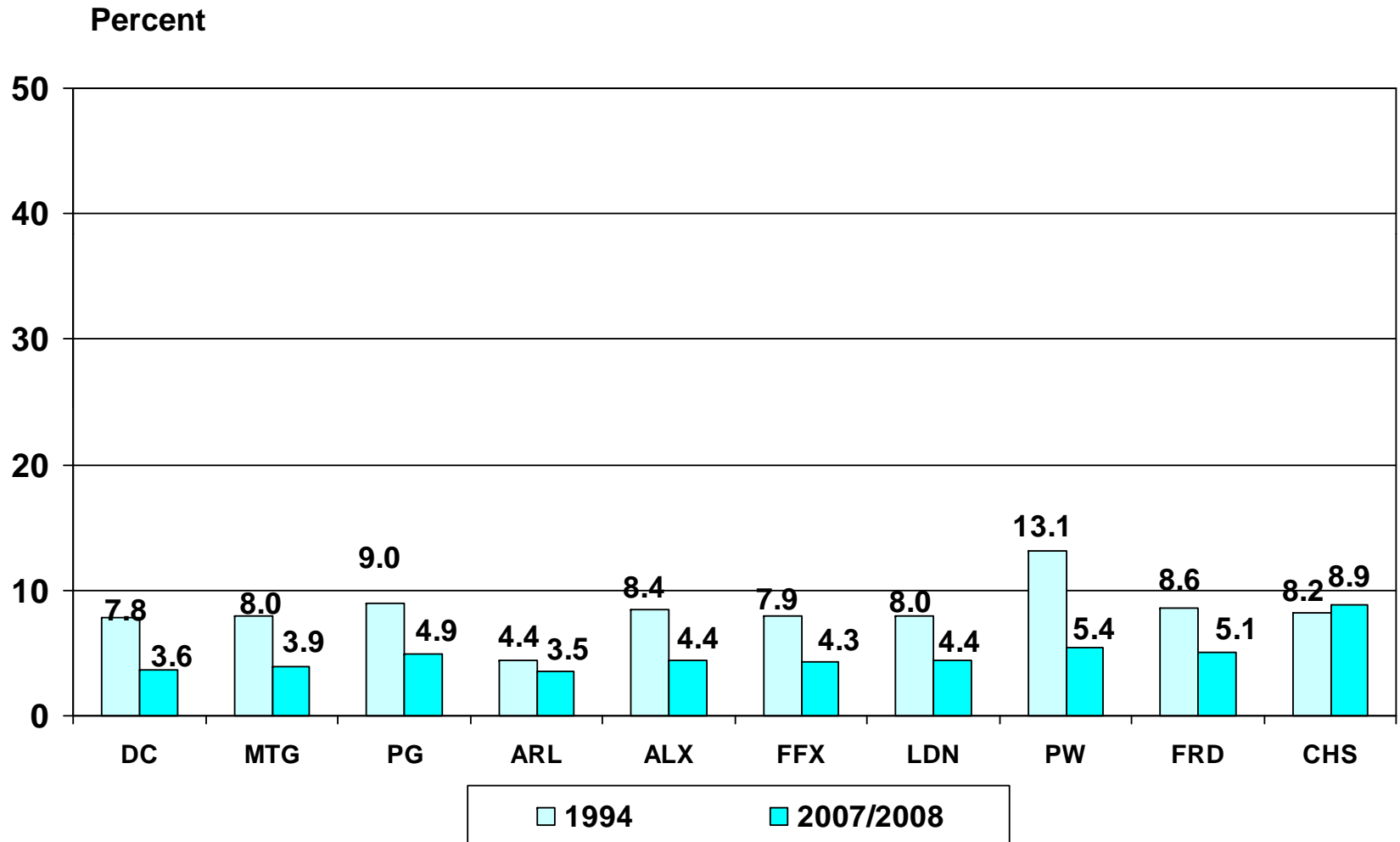


Source: 1994 and 2007/2008 TPB Household Travel Survey

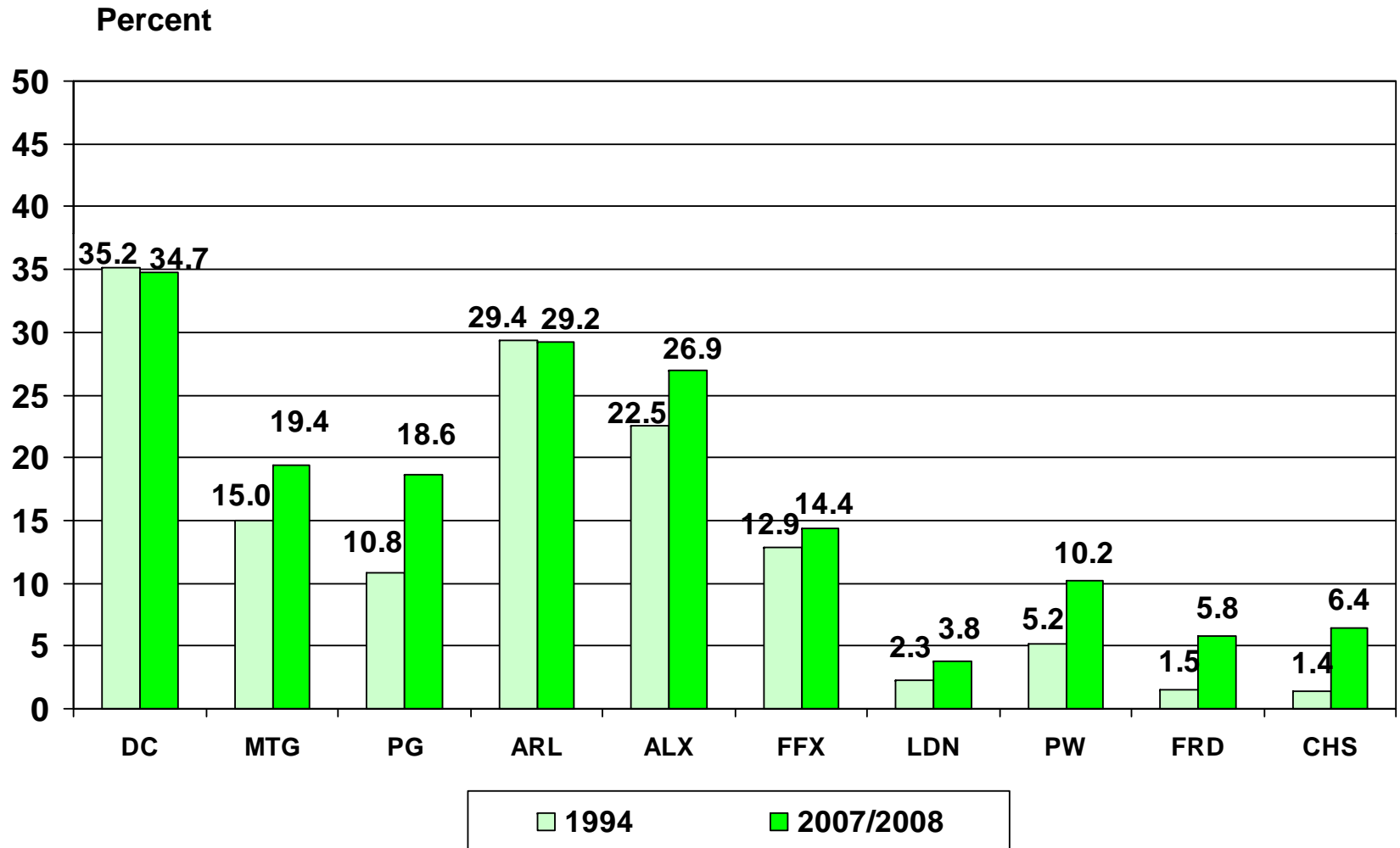
Auto Driver Commuting Share by Jurisdiction (1994 – 2007/2008)



Auto Passenger Commuting Share by Jurisdiction (1994 – 2007/2008)



Percent Transit Commuting by Jurisdiction (1994 - 2007/2008)

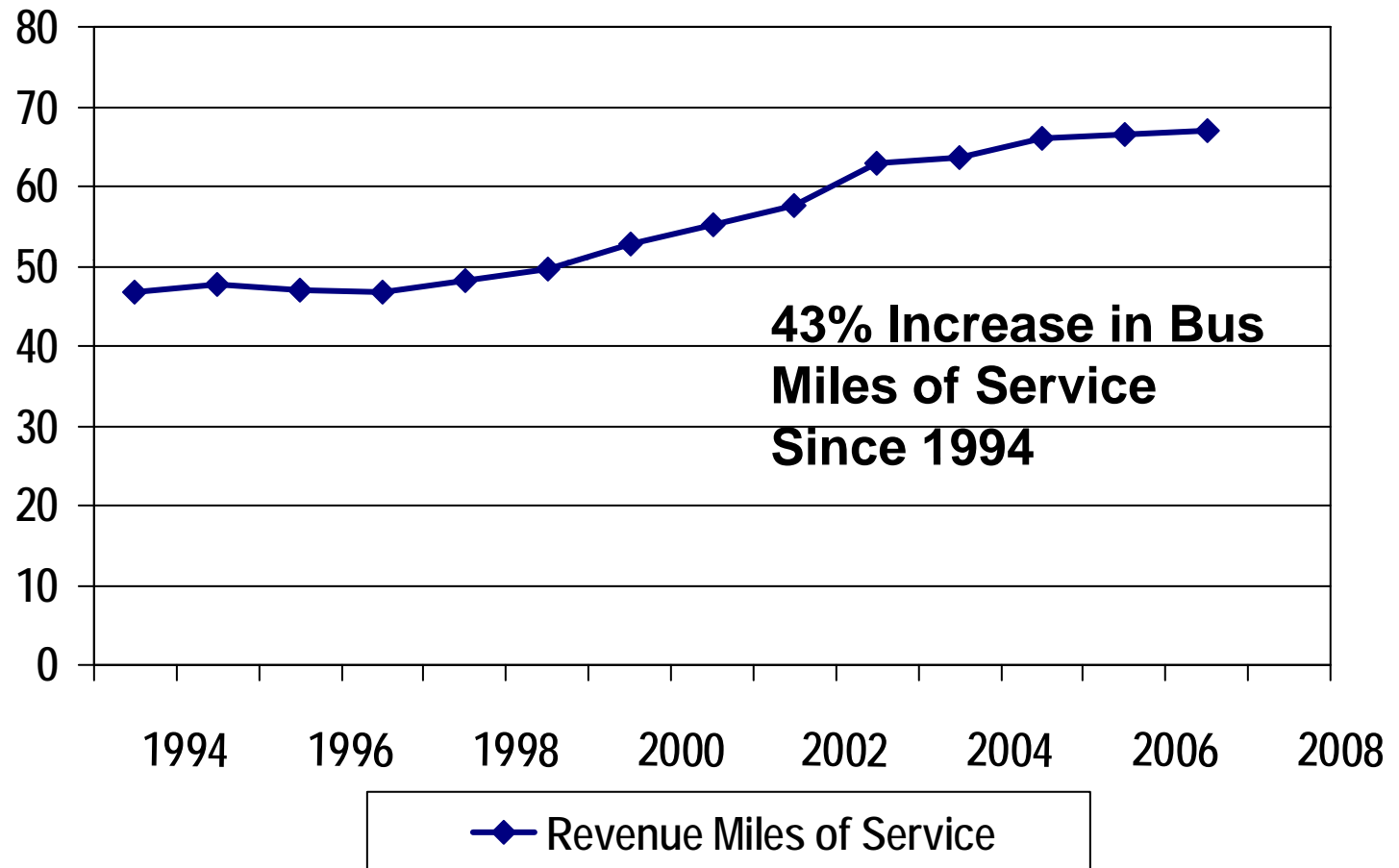


Metrorail Extensions (1997-2004)

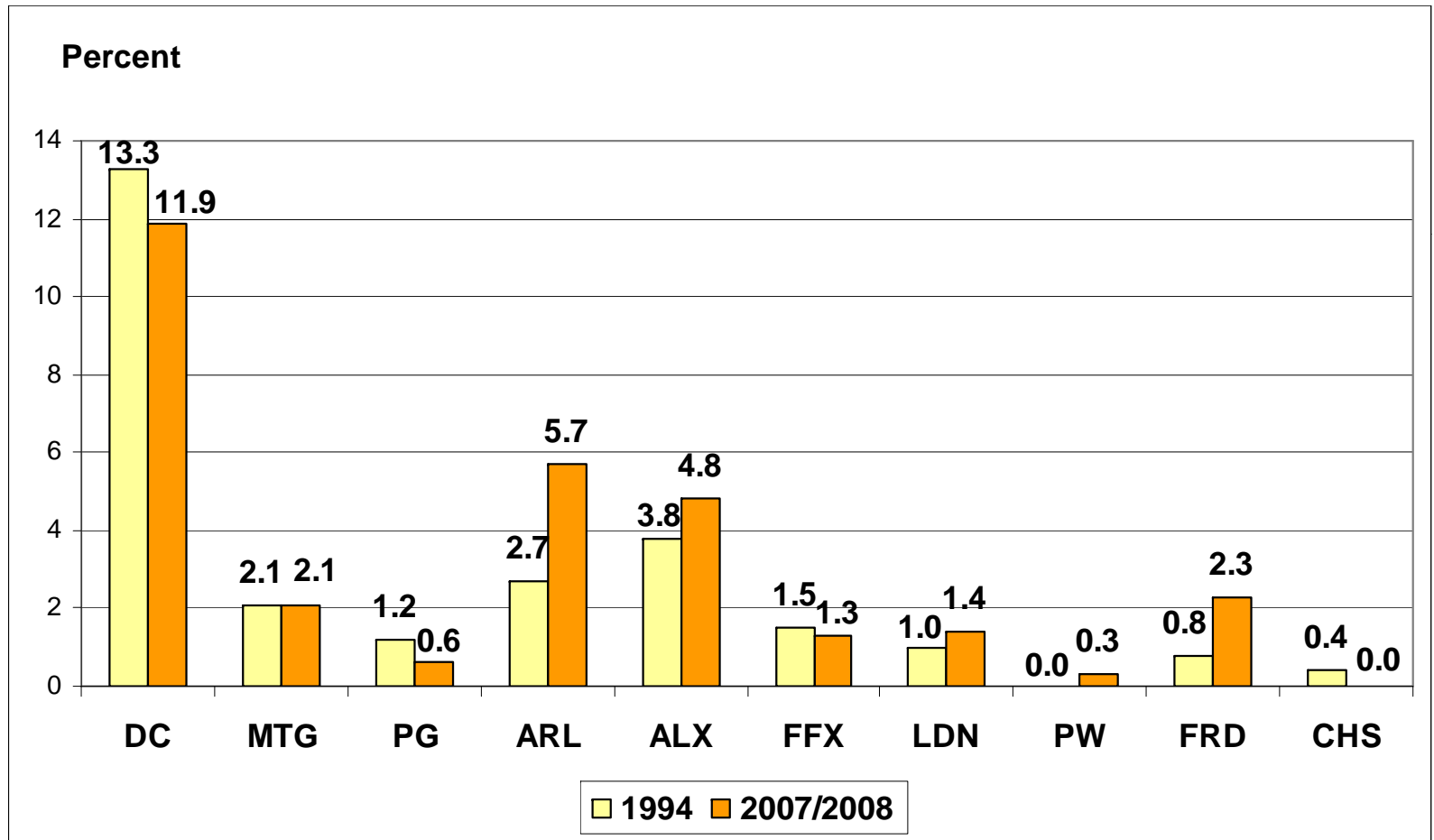
- **15 Miles and 15 Stations Added**
 - Blue/Yellow Line to Springfield/Franconia
 - Red Line to Glenmont
 - Georgia Ave & Columbia Heights Stations on Green/Yellow Line
 - Green Line to Branch Ave
 - New York Avenue Station on Red Line
 - Blue Line to Largo

Growth in Bus Miles of Service (1994 to 2007)

(Miles in Millions)

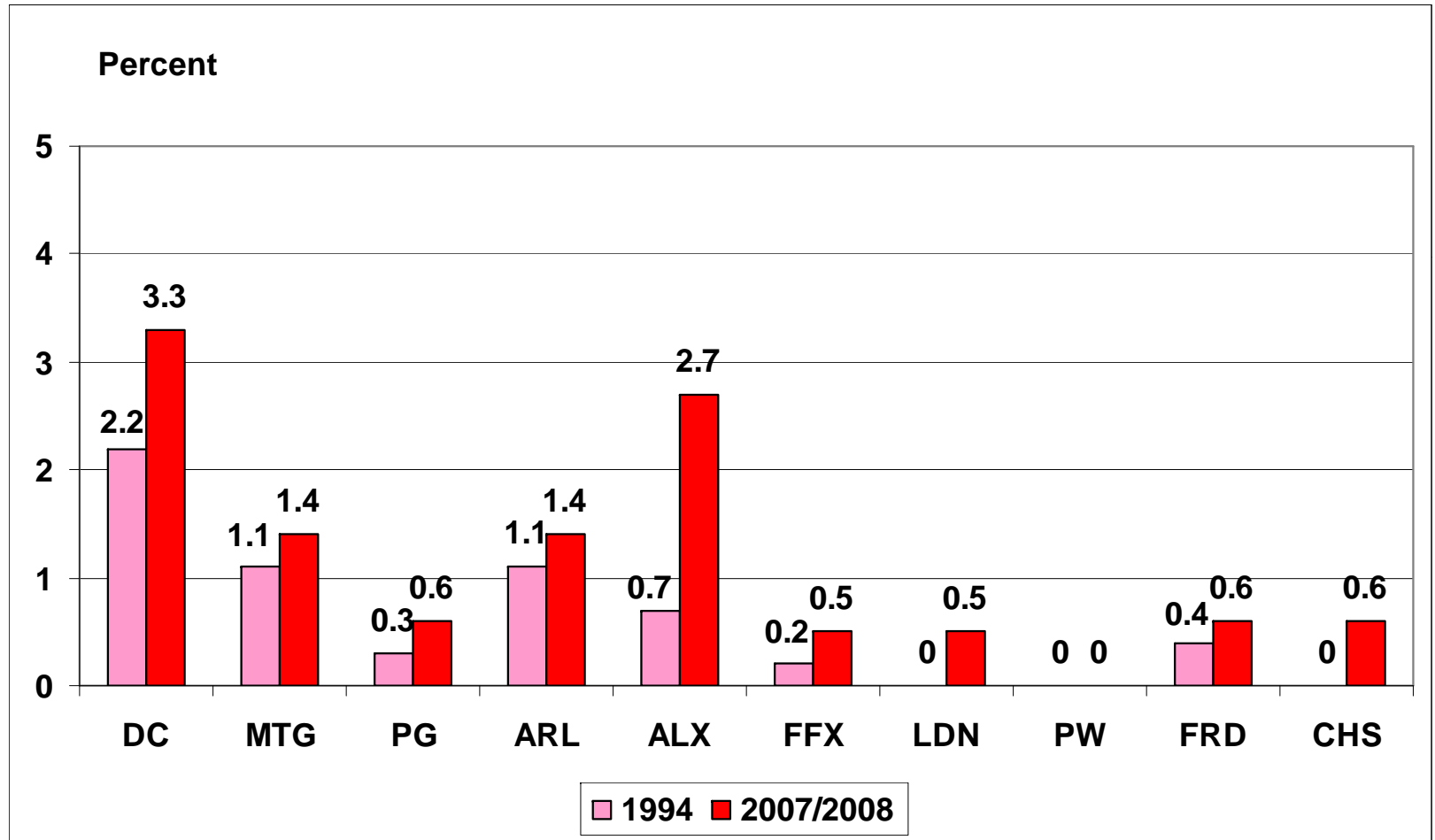


Walk Commuting Share by Jurisdiction of Residence (1994 – 2007/2008)



Source: 1994 and 2007/2008 TPB Household Travel Survey

Bike Commuting Share by Jurisdiction of Residence (1994 – 2007/2008)



Source: 1994 and 2007/2008 TPB Household Travel Survey

Worker Benefits affecting Commuting

- **24% of Workers Eligible to Telecommute**
 - **13% Telecommuted in prior week**
- **76% of Workers Receive a Transportation Benefit**
 - **50% Receive Free Parking**
 - **19% Receive Metrochek**
 - **11% Secure Bike Facility/Shower**
 - **9% Commuter Information**
 - **3% Guaranteed Ride Home**

Smart Benefits/Metrochek

- **Program Started in 2000**
- **50,000 Metrochek Users in 2000**
- **190,000 Smart Benefits Users in 2008**
- **62% of Transit Commuters in the HTS said they received a transit benefit**
- **Smart Benefits just increased from \$120/month to \$230/month**

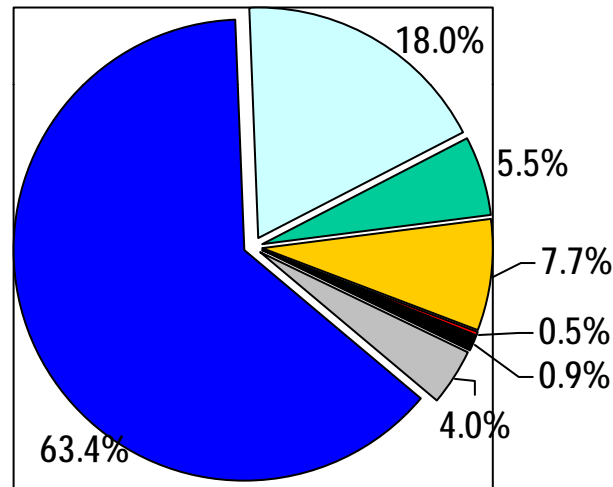


More Flexible Work Hours

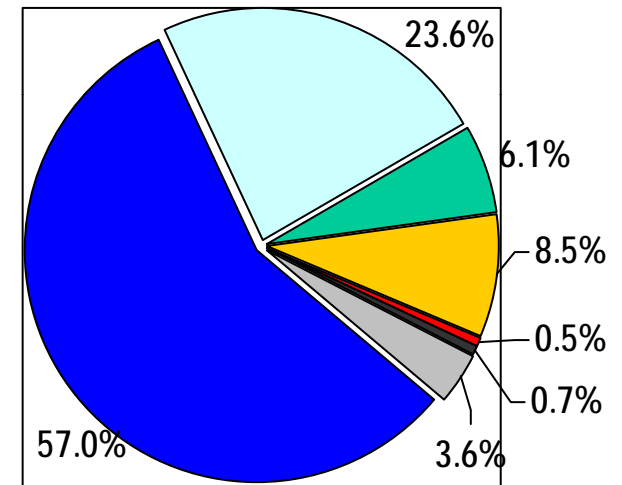
- **40% Work Fixed Work Schedule**
- **30% Work Flexible, But Fixed Schedule**
- **22% Completely Flexible**
- **4% 10-Hour, Four Day Work Week**
- **4% Other Work Schedule**

Change in Daily Trip Modal Shares (1994-2007/2008)

1994



2007/2008



Source: 1994 and 2007/2008 TPB Household Travel Survey

Trip Length Distribution by Mode (Distance in Miles)

Mode	25%	Median	75%	90%
Auto D	1.5	4.0	9.7	18.7
Auto P	1.2	2.8	6.4	12.9
Transit	3.5	6.9	14.1	23.4
School Bus	1.2	2.3	4.6	8.2
Walk	0.1	0.3	0.5	0.9
Bike	0.8	1.5	4.1	7.3

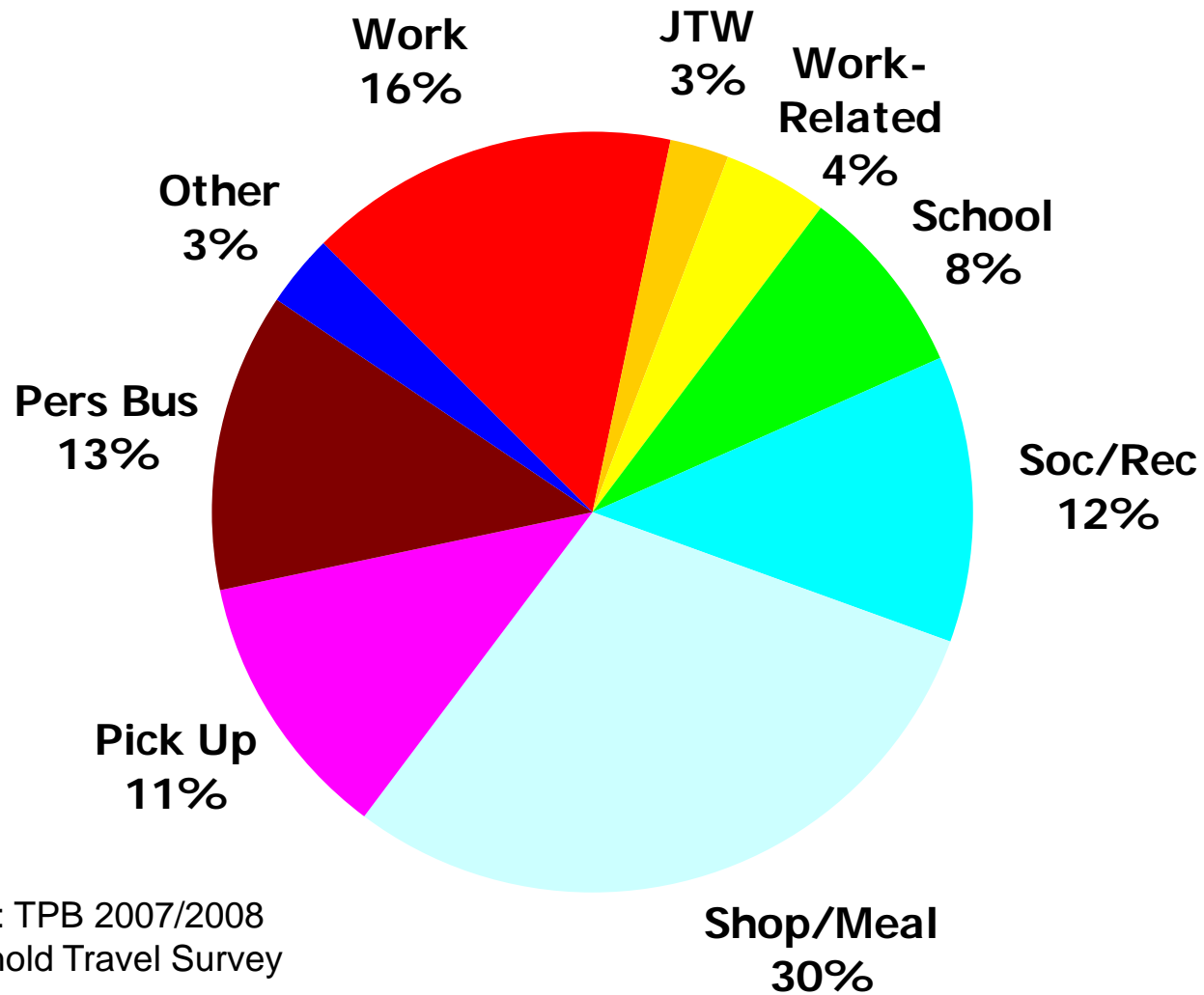
Source: TPB 2007/2008 Household Travel Survey

Total Weekday Walk and Bike Trips by Type (in Thousands)

Type of Trip	Walk	Bike
Primary Travel Mode	1,370.0	87.5
“Loop” Trips	123.8	6.9
Metrorail Access	464.3	4.3
Metrorail Egress	469.0	4.0
Total	2,427.1	102.7

Source: TPB 2007/2008 Household Travel Survey

Daily Trips By Purpose (All Modes)



Source: TPB 2007/2008
Household Travel Survey

Trip Length Distribution by Purpose (Distance in Miles)

Purpose	25%	Median	75%	90%
Work	4.3	9.3	17.1	25.8
To Work after other stop (JTW)	1.5	4.8	12.9	22.1
Work-Related	1.8	5.6	13.4	24.8
School	0.9	2.1	4.7	9.3
Soc/Rec	1.0	2.9	6.7	13.7
Shop/Meal	0.7	2.1	5.4	12.0
Pick-Up	0.8	2.2	5.2	11.2
Personal Bus	1.4	3.5	7.5	14.9
Other	0.8	1.5	4.1	7.3

Source: 2007/2008 Household Travel Survey

Summary of Regional Findings

- **Commuting trips account for less than 20% of total daily trips, but have average trip lengths 3 times the distance of other trips for non-work purposes**
- **Transit trips account for 17% of commuting trips, but about only 6% of total daily trips. Transit trips have average trips lengths longer than the other modes.**
- **Walk trips account for about 4% of commuting trips, but account for 9% of total trips. Half of daily walk trips are less than 0.3 mile and 90% are less than one mile.**
- **Direct commutes between home and work account for about 16% of daily trips, but a third of the daily miles traveled**
- **Daily auto travel accounts for about 81% of daily trips and 86% of daily miles traveled.**

Importance of Regional Activity Center/Clusters for Walk, Bike and Transit Travel

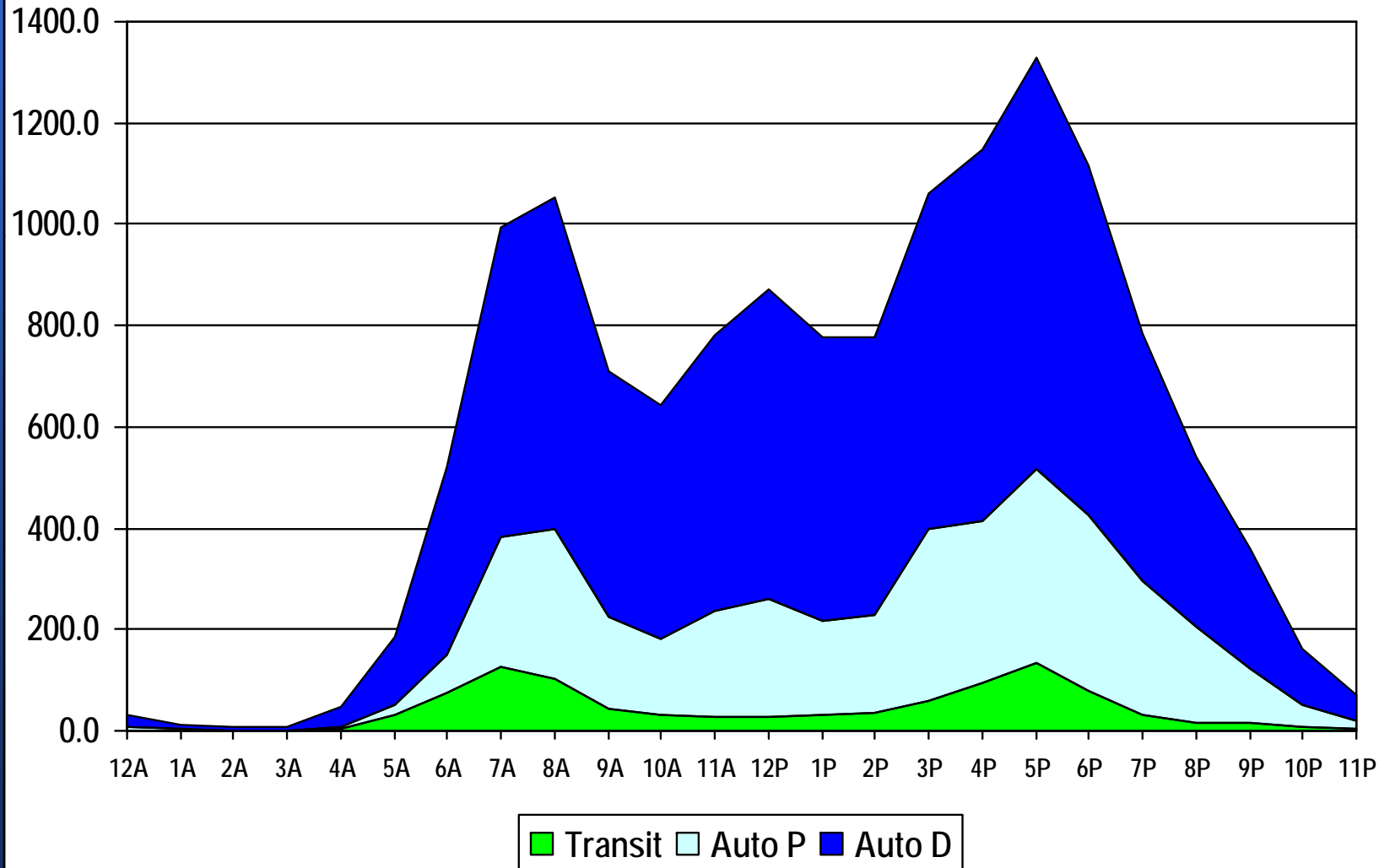
- **37% of All Weekday Trips Begin or End in a Regional Activity Center/Cluster**
- **65% of Transit Trips Begin or End in a Regional Activity Center/Cluster**
- **63% of Walk Trips Begin or End in a Regional Activity Center/Cluster**
- **58% of Bicycle Trips Begin or End in a Regional Activity Center/Cluster**



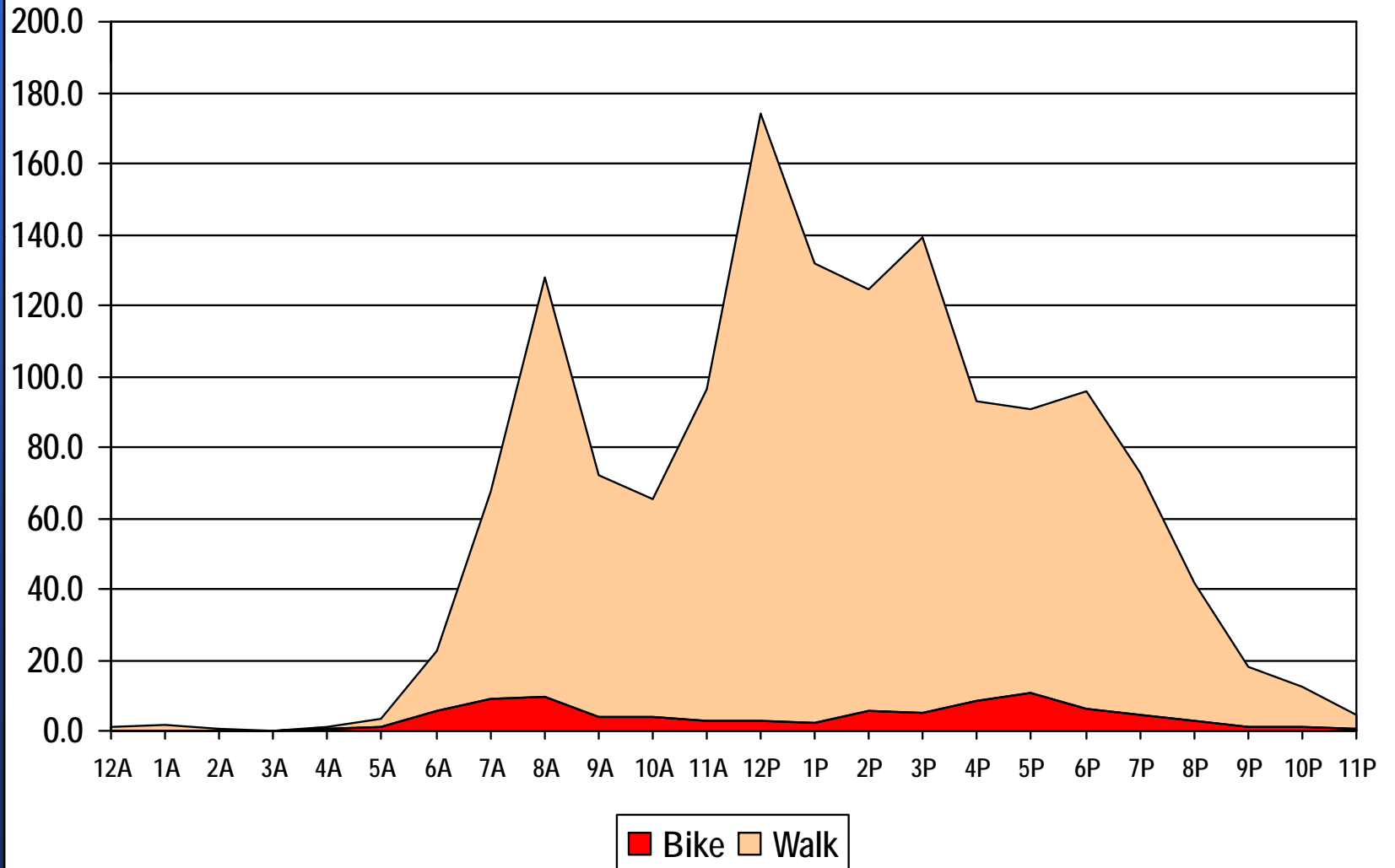
Major Findings for Regional Activity Center/Clusters

- **#1 – Smaller Household Sizes**
- **#2 – Fewer Workers per Household**
- **#3 – Fewer Vehicles per Household**
- **#4 – More Walking and Transit Use**
- **#5 – Less Auto Travel and Fewer Vehicle Miles of Travel per Household**

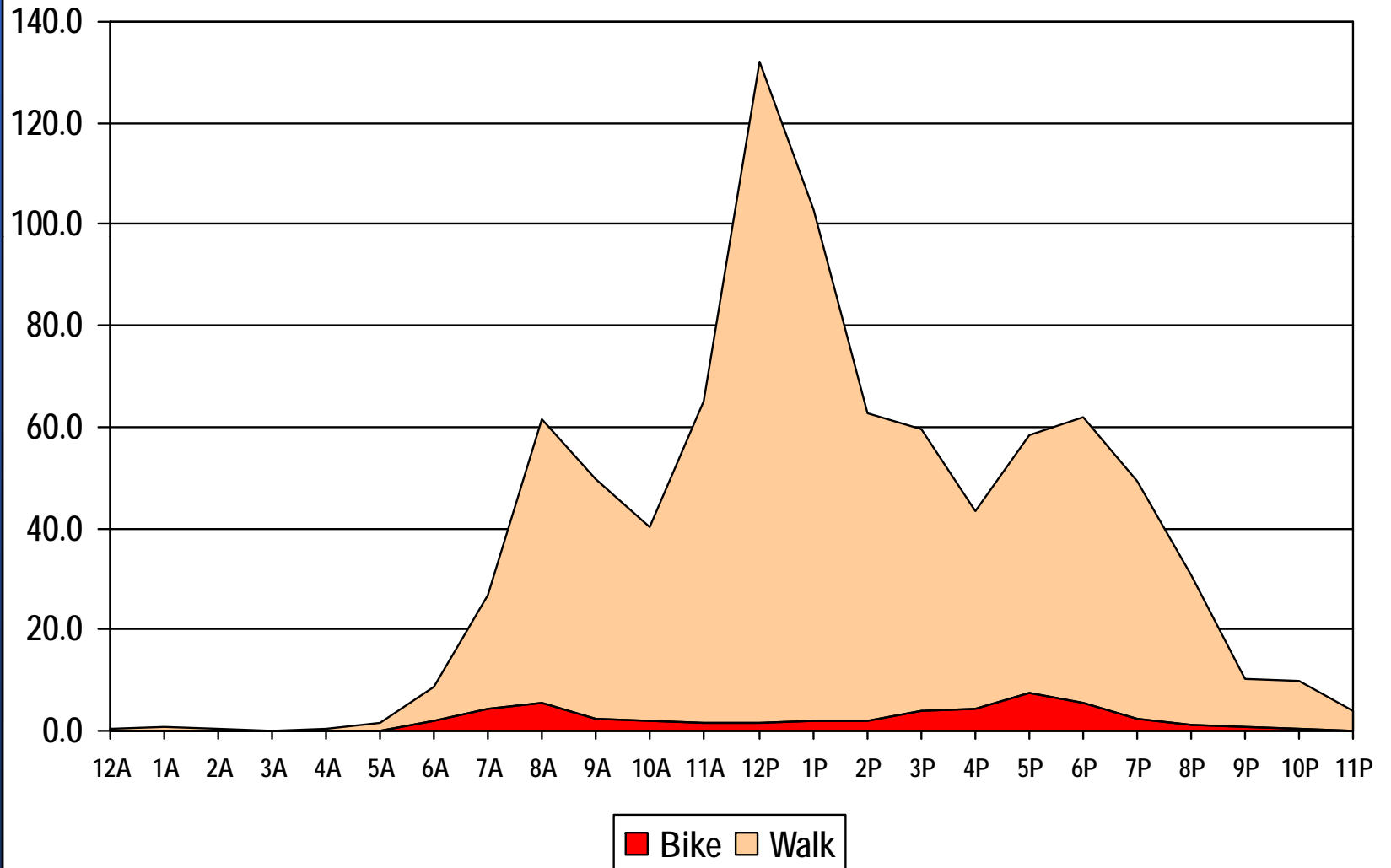
Weekday Auto and Transit Trips By Time of Day (in Thousands)



Weekday Walk and Bike Trips By Time of Day (in Thousands)



Weekday Walk and Bike Trips by Time of Day in the Selected Activity Centers (in Thousands)



2007/2008 TPB Household Travel Survey

Major Findings for Regional Activity Center Clusters

Finding #1: On average Regional Activity Centers/Clusters have twice the percentage of 1-person households as found elsewhere in the region and half the percentage of 3+ person households.

Table 1
Regional Activity Center/Cluster Household Size Distribution

Regional Activity Center/Cluster	Percentage Distribution			Total
	1-Person Households	2-Person Households	3+ Person Households	
Downtown Washington	55%	28%	17%	100%
Pentagon / Reagan Airport / Alexandria Area	54%	30%	16%	100%
Rosslyn / Ballston Corridor	56%	29%	15%	100%
Bailey's Crossroads Area	53%	31%	16%	100%
Bethesda / Friendship Heights Area	38%	33%	29%	100%
Silver Spring / Takoma Park / Wheaton	33%	30%	37%	100%
Greenbelt / College Park Area	36%	25%	39%	100%
New Carrollton / Largo Area	30%	31%	39%	100%
Rockville / North Bethesda	41%	29%	30%	100%
Gaithersburg / Life Sciences Center	44%	27%	29%	100%
Fairfax Center / City of Fairfax / GMU	24%	48%	28%	100%
Dulles Corridor	36%	30%	33%	100%
Potomac Mills / Woodbridge Area	24%	33%	43%	100%
Average - for Above Regional Activity Clusters	46%	30%	24%	100%
Average - Areas Outside Activity Clusters	24%	31%	45%	100%

2007/2008 TPB Household Travel Survey

Major Findings for Regional Activity Center Clusters

Finding #2: On average Regional Activity Centers/Clusters have a greater percentage of 1-worker households than found elsewhere in the region and a lesser percentage of 2+ worker households.

Table 2
Regional Activity Center/Cluster Workers per Household Distribution

Regional Activity Center/Cluster	Percentage Distribution			Total
	0-Worker Households	1-Worker Households	2+-Worker Households	
Downtown Washington	16%	52%	31%	100%
Pentagon / Reagan Airport / Alexandria Area	6%	63%	31%	100%
Rosslyn / Ballston Corridor	7%	63%	30%	100%
Bailey's Crossroads Area	12%	57%	31%	100%
Bethesda / Friendship Heights Area	12%	43%	45%	100%
Silver Spring / Takoma Park / Wheaton	8%	37%	55%	100%
Greenbelt / College Park Area	10%	46%	44%	100%
New Carrollton / Largo Area	15%	46%	39%	100%
Rockville / North Bethesda	25%	44%	31%	100%
Gaithersburg / Life Sciences Center	12%	46%	42%	100%
Fairfax Center / City of Fairfax / GMU	9%	48%	43%	100%
Dulles Corridor	3%	53%	44%	100%
Potomac Mills / Woodbridge Area	15%	29%	56%	100%
Average - for Above Regional Activity Clusters	13%	50%	37%	100%
Average - Areas Outside Activity Clusters	12%	37%	51%	100%

2007/2008 TPB Household Travel Survey

Major Findings for Regional Activity Center Clusters

Finding #3: On average Regional Activity Centers/Clusters have significantly fewer vehicles per household than found elsewhere in the region.

Table 3
Regional Activity Center/Cluster Household Vehicle Availability

Regional Activity Center/Cluster	Percentage Distribution				Total
	0 Vehicle	1 Vehicle	2 Vehicle	3+ Vehicle	
Downtown Washington	31%	49%	17%	3%	100%
Pentagon / Reagan Airport / Alexandria Area	10%	62%	26%	3%	100%
Rosslyn / Ballston Corridor	15%	59%	22%	4%	100%
Bailey's Crossroads Area	6%	59%	31%	3%	100%
Bethesda / Friendship Heights Area	13%	56%	24%	6%	100%
Silver Spring / Takoma Park / Wheaton	12%	42%	39%	7%	100%
Greenbelt / College Park Area	8%	51%	30%	11%	100%
New Carrollton / Largo Area	5%	51%	31%	13%	100%
Rockville / North Bethesda	12%	54%	26%	8%	100%
Gaithersburg / Life Sciences Center	13%	42%	39%	6%	100%
Fairfax Center / City of Fairfax / GMU	0%	26%	50%	23%	100%
Dulles Corridor	4%	47%	43%	6%	100%
Potomac Mills / Woodbridge Area	1%	24%	41%	33%	100%
Average - for Above Regional Activity Clusters	18%	49%	26%	7%	100%
Average - Areas Outside Activity Clusters	3%	27%	44%	26%	100%

2007/2008 TPB Household Travel Survey

Major Findings for Regional Activity Center Clusters

Finding #4: Residents of the larger Regional Activity Centers/Clusters make two to three times more daily transit and walking trips than persons living elsewhere in the region.

Table 4
Regional Activity Center/Cluster Modal Distribution of Daily Travel

Regional Activity Center/Cluster	Percentage Distribution					
	Auto D	Auto P	Transit	Walk	Bike	Other
Downtown Washington	33%	12%	19%	32%	2%	2%
Pentagon / Reagan Airport / Alexandria Area	48%	17%	12%	19%	1%	2%
Rosslyn / Ballston Corridor	45%	11%	19%	21%	1%	3%
Bailey's Crossroads Area	62%	13%	12%	11%	0%	2%
Bethesda / Friendship Heights Area	41%	19%	13%	25%	1%	2%
Silver Spring / Takoma Park / Wheaton	43%	21%	11%	20%	1%	3%
Greenbelt / College Park Area	51%	23%	8%	11%	2%	5%
New Carrollton / Largo Area	52%	29%	8%	4%	0%	6%
Rockville / North Bethesda	50%	19%	11%	16%	1%	5%
Gaithersburg / Life Sciences Center	58%	17%	8%	11%	0%	7%
Fairfax Center / City of Fairfax / GMU	65%	26%	2%	5%	0%	1%
Dulles Corridor	60%	30%	3%	5%	1%	3%
Potomac Mills / Woodbridge Area	62%	30%	2%	4%	0%	3%
Average - for Above Regional Activity Clusters	45%	18%	13%	20%	1%	3%
Average - Areas Outside Activity Clusters	60%	25%	5%	6%	0%	5%

2007/2008 TPB Household Travel Survey

Major Findings for Regional Activity Center Clusters

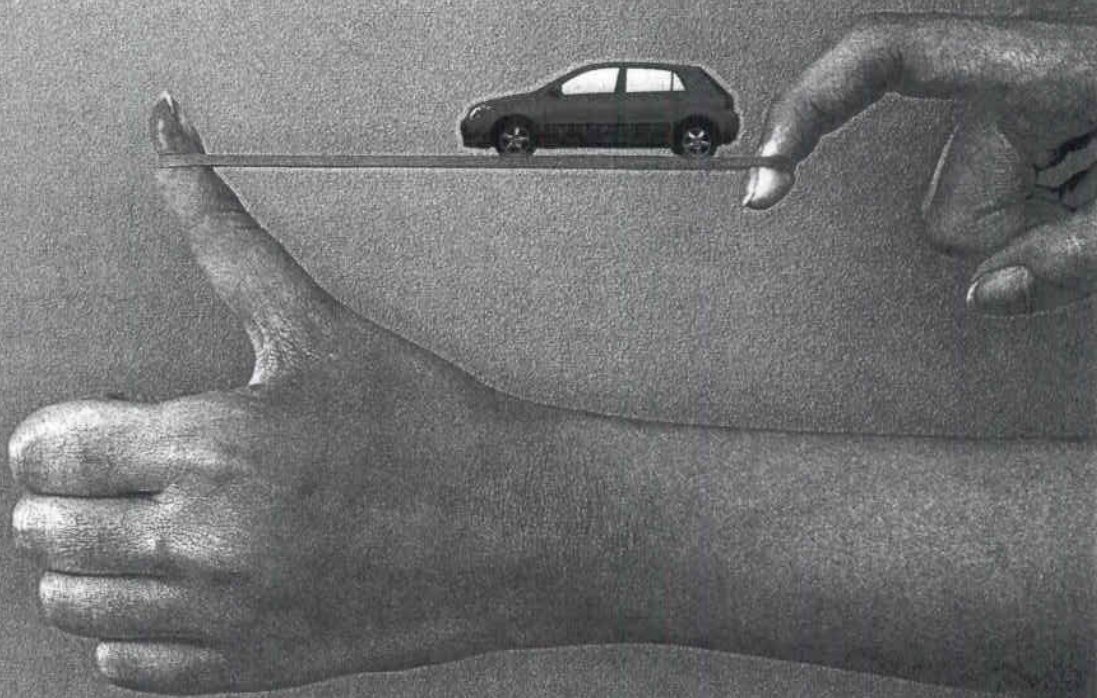
Finding #5: Residents of inner area Regional Activity Centers/Clusters make fewer daily auto trips and travel fewer vehicle miles per household than persons living elsewhere in the region.

Table 5
Regional Activity Center/Cluster Daily Travel and Trip-Making

Regional Activity Center/Cluster	Total Trips Per HH	Auto D Trips Per HH	Auto P Trips Per HH	Transit Trips Per HH	Walk/Bike Trips Per HH	Daily VMT Per HH
Downtown Washington	6.6	2.2	0.8	1.3	2.2	11.2
Pentagon / Reagan Airport / Alexandria Area	6.7	3.2	1.2	0.8	1.4	17.1
Rosslyn / Ballston Corridor	6.1	2.7	0.7	1.1	1.4	17.7
Bailey's Crossroads Area	5.6	3.5	0.7	0.7	0.6	20.5
Bethesda / Friendship Heights Area	8.5	3.4	1.6	1.1	2.2	15.5
Silver Spring / Takoma Park / Wheaton	9.6	4.2	2.0	1.0	2.0	21.4
Greenbelt / College Park Area	8.5	4.3	1.9	0.7	1.1	31.7
New Carrollton / Largo Area	9.2	4.8	2.7	0.7	0.4	34.0
Rockville / North Bethesda	8.2	4.1	1.5	0.9	1.3	20.9
Gaithersburg / Life Sciences Center	7.3	4.2	1.2	0.6	0.8	28.2
Fairfax Center / City of Fairfax / GMU	9.8	6.4	2.6	0.2	0.5	36.3
Dulles Corridor	7.5	4.5	2.2	0.2	0.4	31.1
Potomac Mills / Woodbridge Area	9.4	5.8	2.8	0.2	0.4	50.1
Average - for Above Regional Activity Clusters	7.4	3.3	1.3	1.0	1.6	19.6
Average - Areas Outside Activity Clusters	6.7	4.0	1.7	0.3	0.4	29.3

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The Washington Post

Cash Incentives for Carpooling to Get a Trial Run in D.C. Area

By Emma Brown
Washington Post Staff Writer
Wednesday, July 8, 2009

Die-hard solo drivers in the Washington area will soon have a new reason to consider carpooling -- cold hard cash.

In a three-month test program starting this fall, commuters along three congested corridors will be eligible to earn \$2 a day by sharing rides to work. If that short-term reward leads to a long-term shift in habits, the offer could be extended to other parts of the region to ease gridlock.

"Are they going to continue carpooling? That's really going to be the key point," said Nicholas Ramfos, director of Commuter Connections, a network of transportation groups coordinated by the Metropolitan Washington Council of Governments, which will administer the pilot program.

To be eligible for the \$1-each-way reward, commuters must currently drive alone along any portion of the three designated routes.

The morning routes are Interstate 395 from the District across the 14th Street Bridge into Northern Virginia; the Capital Beltway from Bethesda to Tysons Corner; and the Beltway from the Baltimore-Washington Parkway to Interstate 270. The routes are reversed in the afternoon.

They are among the region's most crowded highways and because they offer limited van-pool and transit service, Ramfos said, commuters have few options besides driving. And with no HOV lanes, carpooling offers no time-saving reward.

The program will be modeled on similar incentives offered in cities across the country, including Atlanta, Los Angeles and Redmond, Wash.

Atlanta's Cash for Commuters program offers drivers \$3 a day for three months -- up to \$100 -- to shift to alternatives including carpooling, biking, taking public transit and working from home. About 29,000 commuters have participated since the program began in 2002, eliminating an estimated 32.8 million vehicle miles of travel, according to the Clean Air Campaign, which runs the Atlanta program. Nine months to a year after the cash stops flowing, 64 percent of Atlanta participants still use those alternatives at least once a week, according to a survey by the nonprofit Center for Transportation and the Environment.

"People are in their normal habit, and it takes something to dislodge them from that habit," said Kevin Green, director of the Clean Air Campaign. "It may be gas prices or it may be a financial incentive program."

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The pilot carpool program will be paid for with federal Congestion Mitigation and Air Quality Improvement funds that were budgeted for 2009 but never used. The projected cost is \$192,000, including \$95,000 in incentive payments for an estimated 700 participants. The rest will pay for administration and advertising. Commuter Connections hopes to begin registration online in October. Ramfos said each participant will get a check with the full amount at the end of the program.

In Atlanta, officials discourage cheating by requiring commuters to provide employer contact information when they register and signatures from supervisors before and after the program. Participants are less likely to try to game the system when their work relationships are at stake, Green said. So far, the program has caught about 25 cheaters.

The Washington area program will take a similar tack to prevent fraud. But in addition to collecting employer signatures and making random phone calls to participants' workplaces, Commuter Connections will require carpool members to vouch for one another's online trip reports.

"We certainly aren't going to have carpool incentive police going out and tracking whether you were in the carpool that day," Ramfos said. "It's going to be on the honor system."

This is not the first financial rewards program for commuters in the Washington area. To relieve congestion during construction on the Woodrow Wilson and Frederick Douglass bridges, regional transportation officials offered drivers \$50 a month from bridge project funds toward public transit and van-pool fees.

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Ride-Share Work Expands Beyond the Daily Grind

Carpool Agency Targets Concerts, Games

By Brigid Schulte
Washington Post Staff Writer
Thursday, July 2, 2009

After 25 years of helping commuters find others going their way and creating carpools to ease the area's clogged roads Monday through Friday, a ride-sharing agency is helping do the same for those heading to ballgames, fireworks, parades and concerts on weekends and evenings.

Commuter Connections, the ride-sharing agency of the Metropolitan Washington Council of Governments, is offering an online ride-matching service to events. The system enables a commuter to enter a home address and find an interactive map with others nearby who are willing to carpool to the event.

"This is a really new area for us. We've been really focused on the commute and people getting to and from work," said Nick Ramfos, director of Commuter Connections. "But the whole reasoning behind this new effort is to lessen traffic before and after special events, so people can get in and out in a less stressful manner."

The idea came from other cities, including San Francisco, he said. "If you're waiting to get in to an event, wondering if you're going to be on time to see the kickoff or the beginning of the concert, that's stressful. You want to go and have a good time, not wait to exit the facility and then get stuck in traffic."

The agency's Web site, <http://www.mwcog.org/commuter2>, features such events as the Fourth of July fireworks on the Mall, the National Independence Day Parade, a concert in Baltimore, an Elton John-Billy Joel concert at Nationals Park and every Nationals home game. Ramfos said he plans to add venues and events to the list.

"Some of these venues are going to have good transit services, and that would probably be the best way to go," Ramfos said. "But if that's not an option, this is a good way of meeting up with neighbors and, instead of having four vehicles on the road, having just one."

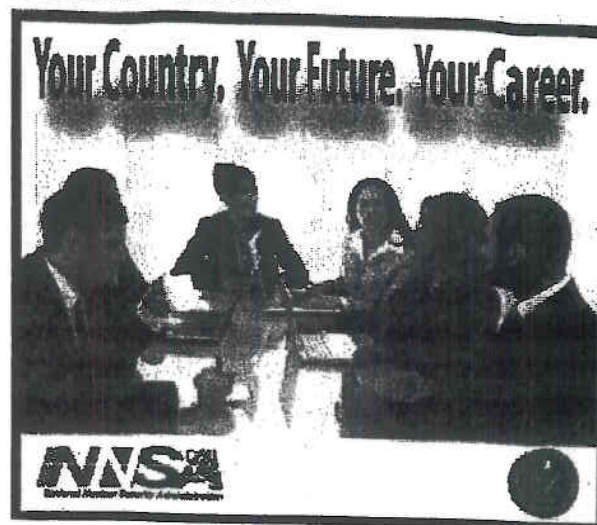
Getting cars off the road has been the primary aim of Commuter Connections since its inception in 1974 when it began promoting carpools, vanpools, teleworking, public transit, biking and walking. The idea is not only to reduce congestion but also to improve air quality.

The ride-matching service has evolved from a cumbersome process of paper forms and anonymous workers matching commuters and delivering potential carpools in the mail to an instant online interactive map experience. Nearly 30,000 commuters use the program, Ramfos said.

The Washington area has one of the largest "commutersheds" of any urban area, with workers coming into the urban core from as far away as Pennsylvania and West Virginia, Ramfos said. Every day, about 3.6 million people commute into the area, and about 71 percent drive in alone, Ramfos said. That contributes to making the area among the most congested in the nation (third by some accounts), with commuters sitting in traffic an average of 69 hours a year.

Ramfos said the problem would be worse without Commuter Connections' efforts. About 18 percent of commuters use public transit, he said, the second-highest transit use in the country, behind New York. And 8 percent carpool and

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vanpool, which is the third-highest carpooling rate in the nation, after Los Angeles and Chicago. About 3 percent bike and walk. Additionally, nearly 20 percent of the workforce teleworks at least one day a week, Ramfos said.

"You're talking a pretty sizable number of people doing something differently," he said. "Because of these programs, we're able to reduce about 113,000 vehicles trips per day, which translates into 2.3 million vehicle miles of travel each day. That's a big impact."

Commuter Connections also offers commuters a guaranteed ride home if they miss their carpool in an emergency. And beginning this fall, it will pay commuters on the most congested roads \$2 a day to carpool. The Web site also serves as a clearinghouse for the latest information on traffic cameras and road work. Last week, after the worst accident in Metro's history, Commuter Connections sent out messages for commuters to consider carpooling while the investigation was underway.

Commuter Connections also recognizes businesses that work to reduce the number of cars on the road, and three Northern Virginia businesses and their programs were honored last week for "going above and beyond," Ramfos said.

The Consumer Electronics Association in Crystal City not only promotes telework and encourages carpooling, but one year ago, it began offering its 135 employees \$25,000 loans to buy homes in Arlington County, closer to the office. The loans are forgiven after three years, said spokeswoman Meghan Henning. So far, nine employees have taken the company up on the offer. Henning said she is looking for a home in Arlington to do so.

The association promotes teleworking one day a week, with the company reimbursing 50 percent of Internet costs, and 50 employees take advantage of that. The company gives carpoolers free parking. And it offers \$120 a month to employees who take transit. The company also provides a gym and showers for those who bike to work. All together, the efforts save about 500,000 vehicle miles a year and 25,000 gallons of gas, Ramfos said.

"The association has really come up with innovative ways to deal with commuting, the environment and work-life balance," Henning said. Many of the ideas came from confidential employee surveys, she said.

When Tysons Corner Center implemented ride matching, trip tracking, a commuter calculator and trip planning services for its 5,500 employees, it had a 10 percent increase in employees who use public transit and carpools, saving 610,000 vehicle miles each year. And at Noblis, a company in Falls Church, 22 percent of the 658 employees telework part time and 26 employees telework full time.

Ramfos said he lives in Loudoun County. To get to work in the District, he drives his hybrid car to Herndon, catches the Fairfax Connector bus to Metro's West Falls Church Station and takes the Orange Line to Union Station. From there, he walks two blocks to his office. On a typical day, he commutes about an hour 15 minutes each way. On days he has to drive, he said, he always stops to pick up a "slug," a single commuter, to carpool with. "I wouldn't feel like I would be doing my civic duty if I didn't have someone sitting next to me in the HOV lane," he said.

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DRAFT
COMMUTER CONNECTIONS QUARTERLY BUDGET
COMMITMENTS AND EXPENDITURES
FOR COG FY09 (April 1, 2009 - June 30, 2009)

	BUDGET TOTAL	FUNDS COMMITTED*	FUNDS EXPENDED**	% FUNDS EXPENDED***
COMMUTER OPERATIONS	\$507,036	\$507,036	\$496,817	98%
Ridematching Coordination and Technical Assistance	\$102,858		\$97,995	95%
Transportation Information Services	\$74,103		\$66,468	90%
Transportation Information Software, Hardware and Database Maintenance	\$56,270		\$56,577	101%
Commuter Information System	\$46,459		\$46,822	101%
TDM Software System Project	\$227,346		\$228,955	101%
REGIONAL GUARANTEED RIDE HOME	\$564,679	\$564,679	\$536,859	95%
General Operations and Maintenance	\$178,488		\$163,372	92%
Process Trip Requests and Provide Trips	\$386,191		\$373,487	97%
MARKETING	\$2,250,177	\$2,250,177	\$1,931,145	86%
TDM Marketing and Advertising	\$2,040,562		\$1,735,033	85%
Bike to Work Day	\$104,000		\$102,586	99%
Employer Recognition Awards	\$80,615		\$68,731	85%
Carpool Incentive Demonstration Project Study	\$25,000		\$24,796	99%
MONITORING and EVALUATION	\$421,730	\$421,730	\$365,232	87%
TERM Data Collection and Analysis	\$234,058		\$189,932	81%
Program Monitoring and Tracking Activities	\$187,672		\$175,300	93%
EMPLOYER OUTREACH	\$1,047,863	\$1,047,863	\$454,965	43%
Regional Employer Database Management and Training	\$47,561		\$43,814	92%
Employer Outreach Bicycling	\$15,000		\$4,830	32%
Live Near Your Work Program	\$125,000		\$37,325	30%
Program Administration	\$88,638		\$78,294	88%
Local Agency Funding and Support	\$771,664		\$290,702	38%
MARYLAND and VIRGINIA TELEWORK	\$162,126	\$162,126	\$73,334	45%
General Assistance and Information	\$162,126		\$73,334	45%
DC INFORMATION KIOSKS	\$31,031	\$31,031	\$0	0%
Implementation of DC Information Kiosks	\$31,031		\$0	0%
TOTAL	\$4,984,642	\$4,984,642	\$3,858,352	77%

* Committed funds are based on funding commitment letters received.

** Preliminary funds expended are through June 30, 2009.

*** Percentage is based on Budget Total Column.