
State of the Commute Survey Report Outline – **DRAFT**, May 2025

Notes for TDM Evaluation Work Group's review of the draft report outline:

- There are a few tables of contents at the beginning to help provide a more concise view of the report outline (even though these tables are still long).
- SOC questions that will provide data for any given section/figure/table are identified in **green text**.
- The outline covers all the questions from the questionnaire.

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Executive Summary

Overview of methods and key findings.

1. Introduction

PURPOSE

Section describes the purpose of conducting the SOC as a standalone report and within the context of the triennial TDM Evaluation.

HISTORY

Section provides a brief history of the SOC.

REPORT STRUCTURE

Section describes how the rest of the report is structured and a “quick start” guide listing what we think will be some of the most sought-after topics or data points and where to find them in the report. Text references to sections of the report will be cross-referenced with links to allow readers to jump to certain points of interest within the document.

INTERACTIVE DASHBOARD

Section describes the benefit of having the dashboard, how to find the dashboard, the contents of the dashboard and how to navigate it, and screenshots of it in use.

Call-out Box: Workforce Context and Trends

Provides context of federal workforce impacts, post-pandemic commute environment, and other pertinent things to note from the Context of Evaluation section from the Evaluation Framework.

2. Survey Methodology and Sampling

Section includes questionnaire design, sampling methodology, survey administration, survey data weighting and expansion, and geographic coverage.

QUESTIONNAIRE DESIGN

Section includes overview of questionnaire development, questions added or removed since 2022, and rationale for thematic changes related to COVID-19, return-to-office, etc.

SAMPLING METHODOLOGY

Section discusses survey eligibility, jurisdictional quotas, response rates, and the address-based sampling method used to choose addresses.

Geographic Coverage

Section discusses definitions of the non-attainment region and regional sub-areas.

Address-Based Sampling (ABS) Methods

Section discusses the sampling plan and address-based sampling (ABS) method used to draw the samples. Includes a description of the rationale for determining the Wave 2 sample method following the Wave 1 in-progress response.

SURVEY ADMINISTRATION

Section discusses internet survey and survey sample.

Internet Survey

Section discusses internet survey preparation and implementation.

Survey Sample

Section discusses targets for complete surveys and realization of those targets, referencing Appendix A: Characteristics of the Sample..

SURVEY DATA WEIGHTING AND EXPANSION

Section discusses alignments and adjustments of survey data to match jurisdictions' population proportions, as well as age and race/ethnicity distributions.

3. Survey Results

Section will include discussion of overarching themes and/or notable trends and will note that certain trends are highlighted in Appendix B: Comparison of Key Results (2016-2025).

The intro to this section will also include definitions of the terms “demographic characteristics”, “household characteristics”, and “employment characteristics” as used in this report. These definitions are:

- **Demographic characteristics:** Gender, race/ethnicity, and age.
- **Household characteristics:** Household income, motor vehicles available to household, household size, number of adults in household, and/or any combination of this data (e.g., vehicles per adult in household).
- **Employment characteristics:** Occupation and type of employer.

COMMUTE PATTERNS

Section includes work schedules, current primary mode, commute length, non-drive alone mode use characteristics, and primary commute mode by population sub-groups.

Work Schedules

Section includes number of days worked per week, workdays, and non-standard work schedules.

WORKDAYS AND NON-STANDARD WORK SCHEDULES

Figure 1: Number of Days Worked per Week (2025) (Q5)

Figure 2: Schedule Types Used (2025) (Q14M)

Current Primary Mode

Section includes current weekly commute trips by mode and change over time, mode use within mode groups, commute mode by mean days used per week, characteristics of mode users, and commute. Define and differentiate drive alone and non-drive alone modes.

Figure 3: Weekly Commute Trips by Mode (2025) (Q15)

Figure 4: Percentage of Weekly Trips by Primary Mode (2016-2025) (Q15, previous SOC data)

Figure 5: Change in Weekly Commute Trips by Mode (2016-2025) (Q15, Q15E, Q15H, Q15J, previous SOC data)

FREQUENCY OF CURRENT MODE USE

Figure 6: Primary and Secondary Modes (2025) (Q15)

Figure 7: Average Day per Week Mode Usage by Workers Using the Modes (2019-2025) (Q15, previous SOC data)

MODE USE WITHIN MODE GROUPS

Figure 8: Composition of Combined Mode Groupings – Percentage of Weekly Commute Trips (2025) (Q15)

Train

Bus

Carpool/Vanpool

Taxi/Ridehail

Table 1: Mode Used if Ridehail Not Available (2025) (Q15C)

Bike/Scooter/Walk

Table 2: Bike/Scooter Type (2025) (Q15A)

Table 3: Predominant Characteristics of Workers Who Used Rented and Personal Bikes/Scooters (2025) (Q15 + below)

Rows in Table 3:

- Home location (Q2)
- Work location (Q3)
- Travel distance (Q16)
- Age (Q121)
- Income (Q124A)
- Gender (Q123A)

Commute Length

Section includes commute distance, commute travel time, commute distance by mode, commute distance by number of telework days, commute distance by home and work location, and work arrival time.

COMMUTE DISTANCE

Figure 9: Commute Distance (2019-2025) (Q16, previous SOC data)

COMMUTE TRAVEL TIME

Figure 10: Commute Travel Time (2019-2025) (Q16A, previous SOC data)

COMMUTE LENGTH BY PRIMARY MODE

Table 4: Average Commute Distance and Commute Time by Primary Mode (2025) (Q15, Q16, Q16A)



COMMUTE LENGTH BY NUMBER OF TELEWORK DAYS

Table 5: Average Commute Distance and Commute Time by Number of Telework Days (2025) (Q6, Q16, Q16A)

COMMUTE LENGTH BY HOME AND WORK LOCATION

Table 6: Average Commute Distance and Commute Time by Home and Work Location (2025) (Q2, Q3, Q16, Q16A)

COMMUTE LENGTH BY DEMOGRAPHIC CHARACTERISTICS

Age

Table 7: Average Commute Distance and Commute Time by Age (2025) (Q16, Q16A, Q121)

Gender

Table 8: Average Commute Distance and Commute Time by Gender (2025) (Q16, Q16A, Q123A)

Race/Ethnicity

Table 9: Average Commute Distance and Commute Time by Race/Ethnicity (2025) (Q16, Q16A, Q122, Q123)

COMMUTE LENGTH BY HOUSEHOLD CHARACTERISTICS

Income

Table 10: Average Commute Distance and Commute Time by Income (2025) (Q16, Q16A, Q124A)

WORK ARRIVAL TIME

Figure 11: Arrival Time at Work (2025) (Q17A)

WORK DEPARTURE TIME

Figure 12: Departure Time from Work (2025) (Q17B)

Non-Drive Alone Mode Use Characteristics

Section includes carpool occupancy, carpool formation assistance, and access mode to non-drive alone mode meeting points and from drop-off to worksite destination.

CARPOOL OCCUPANCY (Q28)

CARPOOL FORMATION ASSISTANCE (Q28A)

ACCESS MODE TO NON-DRIVE ALONE MODE MEETING POINTS AND FROM DROP-OFF TO WORKSITE DESTINATION (Q29, Q31)

Table 11: Means of Getting from Home to Non-Drive Alone Mode Meeting Place and from Non-Drive Alone Mode “Drop Off” Location to Worksite Destination (2025)

Table 12: Distance from Home to Non-Drive Alone Mode Meeting Point by Access Mode (2025) (Q30)

HOV/Toll/Express Lane and Park & Ride Usage

Section includes use of HOV, toll, and express lanes and use of park and ride lots.

HOV AND TOLL/EXPRESS LANES

Figure 13: Frequency of HOV and Toll/Express Lane Use (2025) (Q47, Q47A)

Figure 14: Modes Taken When Using HOV and Toll/Express Lanes (2025) (Q47C)

Figure 15: Commute Changes Made as a Result of HOV and Toll/Express Lane Availability (2025) (Q51)

PARK AND RIDE LOTS

Figure 16: Use of Park and Ride Lots (2025) (Q53)

Primary Mode by Population Sub-Groups

Section includes primary mode by residence and employment location and by demographic, household, and employment characteristics.

PRIMARY MODE BY RESIDENCE AND EMPLOYMENT LOCATION

Residence and Employment by State-Level Jurisdiction

Table 13: Primary Mode by State-Level Jurisdiction of Residence (2019-2025) (Q2, Q15, previous SOC data)

Table 14: Primary Mode by State-Level Jurisdiction of Employment (2019-2025) (Q3, Q15, previous SOC data)

Residence and Employment by MWCOG Geographic Sub-Area

Note: The two figures below are column charts which will be organized per the following column groupings:

1. Telework primary mode, shown as an unadjusted percentage
2. All non-telework primary modes, shown as percentages totaling 100% (i.e., telework is excluded from the denominator for all other modes)

Figure 17: Primary Mode by Home Sub-Area (2025) (Q2, Q15)



Figure 18: Primary Mode by Work Sub-Area (2025) (Q3, Q15)

Narrative on spatial commute types based on O-D (“DC-DC” “Inner to DC” “Outer to DC” “Inner to Outer” “Outer to Inner” etc.).

Figure 19: Primary Mode by Spatial Commute Type (Excluding Telework) (2025) (Q2, Q3, Q15)

PRIMARY MODE BY DEMOGRAPHIC CHARACTERISTICS

Age

Table 15: Primary Mode by Age (2019-2025) (Q15, Q121, previous SOC data)

Gender

Table 16: Primary Mode by Gender (2019-2025) (Q15, Q123A, previous SOC data)

Race/Ethnicity

Table 17: Primary Mode by Race/Ethnicity (2019-2025) (Q15, Q122, Q123, previous SOC data)

PRIMARY MODE BY HOUSEHOLD CHARACTERISTICS

Income

Table 18: Primary Mode by Income (2019-2025) (Q15, Q124A, previous SOC data)

Vehicles Per Household

Table 19: Primary Mode by Number of Vehicles Per Adult in the Household (2019-2025) (Q113, previous SOC data)

PRIMARY MODE BY EMPLOYMENT CHARACTERISTICS

Type of Employer

Table 20: Primary Mode by Number of Type of Employer (2019-2025) (Q112, previous SOC data)

Occupation

Table 21: Primary Mode by Occupation (2019-2025) (Q111, previous SOC data)

TRANSPORTATION ATTITUDES AND AWARENESS

Section includes reasons for choice of mode, commute satisfaction, and influences of changes in residence or work location on commuting conditions.

Reasons for Choice of Mode

Section includes personal benefits of non-drive alone mode use, reasons for changing mode, and reasons for not using a non-drive alone mode.

PERSONAL BENEFITS OF NON-DRIVE ALONE MODE USE

Figure 20: Personal Benefits of Non-Drive Alone Mode Use (2016-2025) (Q56B)

Differences in Personal Benefits by Non-Drive Alone Mode (Q15, Q56B)

Differences in Personal Benefits by Commute Distance (Minutes) and by Work Location (Q3, Q16A, Q56B)

REASONS FOR CHANGING MODE

Workers who Started a Non-Drive Alone Mode

Note changes from 2019-2022-2025.

Figure 21: Motivations to Start Using Current Non-Drive Alone Mode (2019-2025) (Q20, previous SOC data)

REASONS FOR NOT USING A NON-DRIVE ALONE MODE

Reasons for Not Ridesharing

Table 22: Reasons to Stop Ridesharing (Former Rideshare) or For Not Ridesharing (Never Rideshare) (2025) (Q55B, Q56)

Reasons for Not Using Transit (Q54A)

Table 23: Reasons to Stop Using Transit (Former Riders) or For Not Using Transit (Never Riders) (2025) (Q53C, Q53E, Q54)

PRIMARY MODE BY PROXIMITY TO TRANSIT

Section will analyze the relationship between primary mode and the distance from commuters' homes to nearest bus and/or train stop.

Commute Satisfaction

Section includes commute satisfaction by home and work location and commute satisfaction by mode.

Figure 22: Satisfaction with Commute (2016-2025) (Q56F, previous SOC data)

COMMUTE SATISFACTION BY HOME AND WORK LOCATION

Section will include responses by Core, Middle Ring, and Outer Ring as in previous reports, but also by jurisdiction if there are notable differences or findings.

Figure 23: Satisfaction with Commute by Home and Work Area (2025) (Q2, Q3, Q56F)

COMMUTE SATISFACTION BY PRIMARY MODE

Figure 24: Satisfaction with Commute by Primary Mode (2016-2025) (Q15, Q56F, previous SOC data)

Commute Influence on Changes in Residence or Work Location

Section includes incidence of home and work location changes and commute as a factor in decisions to change home or work location.

INCIDENCE OF HOME AND WORK LOCATION CHANGES

Section will include percentages of residents reporting a home and/or work location change, compared with 2019 and 2022 data and cross-tabbed by home and work areas.

Home and Work Location Changes by Home and Work Areas

Figure 25: Home and Work Location Changes by Home and Work Areas (2025) (Q2, Q3, Q59)

COMMUTE AS A FACTOR IN DECISIONS TO CHANGE HOME OR WORK LOCATION

Commute Prominence as a Factor in Moves

Figure 26: Factors Considered in Home or Work Location Changes (2025) (Q59N)

TRANSPORTATION SERVICES CONSIDERED WHEN MAKING A HOME OR WORK MOVE

Figure 27: Access to Transportation Services Considered when Making Home or Work Move (2025) (Q2, Q60G)

Section will include responses by Core, Middle Ring, and Outer Ring as in previous reports, but also by jurisdiction if there are notable differences or findings.

Figure 28: Access to Transportation Services Considered when Making Home or Work Move by Home Area (2025) (Q2, Q60G)

TELEWORK

Section includes current and potential use of telework, telework frequency, total worker teleworking on a typical weekday, telework use patterns, return to office, and experience with telework.

Current and Potential Telework

Section includes workers who currently telework and those who are interested in telework but do not currently do so.

WORKERS WHO CURRENTLY TELEWORK

Section will include the weighted percentage of workers who telework, and the number of workers this percentage represents when extrapolated for the region. This section will also reference the addition of the “hybrid” category and distinguish between fully onsite workers, workers with hybrid arrangements, or workers who fully telework.

Figure 29: Percentage and Extrapolated Number of Workers Who Currently Have Telework or Hybrid Arrangements (2016-2025) (Q6, Q7, Q9, Q9A)

INTEREST IN TELEWORK

Figure 30: Potential for Telework Among Non-Teleworkers (2016-2025) (Q14E, previous SOC data)

Figure 31: Telework Status Distribution (Q13A, Q14D)

Table 24: Summary of Current and Potential Telework (2016-2025) (Q14D, Q14F, previous SOC data)

Telework Frequency

Section includes change in telework frequency over time, current frequency of split-site workdays (i.e., “coffee badging”), and current frequency of telework among non-teleworkers.

Figure 32: Frequency of Telework (2016-2025) (Q12, Q12A, previous SOC data)

Figure 33: Frequency of Split-Site Workdays by Length of Commute (2025) (Q14L)

TELEWORK FREQUENCY AMONG NON-TELEWORKERS

Figure 34: Number of Days Worked at Home in the Past Year – Non-Teleworkers (2025) (Q14K)

Total Workers Teleworking on a Typical Workday

Section cites the average telework frequency for workers who self-identified as teleworkers and the work-at-home frequency of workers who did not self-identify as teleworkers to extrapolate an estimated number of regional workers teleworking on a typical workday, and therefore how many daily work trips are eliminated regionwide by teleworking.

This section also includes the preferred future frequency of telework, including by current telework frequency.

Figure 35: Estimated Total Workers Teleworking on a Typical Workday (2019-2025) (Q6, Q12, Q12A, previous SOC data)

Figure 36: Teleworkers' Preferred Future Frequency of Telework (2025) (Q44)

PREFERRED FUTURE TELEWORK FREQUENCY BY CURRENT FREQUENCY

Figure 37: Preferred Future Telework Frequency by Current Frequency (2025) (Q12, Q44)

Telework by Personal and Employment Characteristics

Section includes differences in telework use by demographic and household characteristics, by home and work location, and by employment characteristics.

DIFFERENCES IN TELEWORK USE BY DEMOGRAPHIC AND HOUSEHOLD CHARACTERISTICS

Table 25: Telework by Demographic Characteristics (2019-2025) (Q12, Q121, Q122, Q123, Q123A, Q124A)

DIFFERENCES IN TELEWORK USE BY HOME AND WORK LOCATION

Table 26: Telework by Home/Work Area and Home/Work State (2025) (Q2, Q3, Q12)

DIFFERENCES IN TELEWORK USE BY EMPLOYMENT CHARACTERISTICS

Table 27: Telework by Employment Characteristics (2025) (Q12, Q110B, Q111, Q112)

Telework Use Patterns

Section includes telework locations, length of time teleworking, formality of telework arrangements, and sources of telework information.

TELEWORK LOCATIONS

Section includes telework locations, location distance from home, and mode to access location.

Figure 38: Telework Location (2025) (Q36)

Figure 39: Telework Location Distance from Home (2025) (Q38)

Figure 40: Mode Used to Access Telework Location (2025) (Q39)

LENGTH OF TIME TELEWORKING

Figure 41: Length of Time Teleworking (Q34)

FORMALITY OF TELEWORK ARRANGEMENTS

Figure 42: Telework Arrangements (2016-2025) (Q13A, Q14D, previous SOC data)

Availability of Telework Arrangements at Worksites by Teleworkers and Non-Teleworkers

Figure 43: Formal and Informal Telework Arrangements Available at Work by Teleworkers and Non-Teleworkers (2025) (Q12, Q13A, Q14D)

Telework Arrangement by Employer Type

Table 28: Formal or Informal Telework Arrangements by Employer Type (2025) (Q13A, Q14D, Q112)

Telework Arrangement by Employer Size

Table 29: Formal or Informal Telework Arrangements by Employer Size (2025) (Q13A, Q14D, Q110B)

Telework Arrangement by Employer Location

Table 30: Formal or Informal Telework Arrangements by Employer Location (2025) (Q3, Q13A, Q14D, Q110)

SOURCES OF TELEWORK INFORMATION

Figure 44: Source of Telework Information (2025) (Q42)

Return to Office

Section includes return to office policies among workers who telework or could telework.

RETURN-TO-OFFICE POLICIES AMONG WORKERS WHO TELEWORK/COULD TELEWORK

Return-to-Office Policy Status (Q12B)

Frequency of In-Office Requirement Among Employers with Return-to-Office Policies (Q12C)

Experience with Telework

Section includes agreement with telework experience statements.

Figure 45: Agreement with Statements About Telework (2025) (Q41)

AGREEMENT WITH TELEWORK EXPERIENCE STATEMENTS

Table 31: Agreement with Statement About Telework by Length of Time Teleworking (2025) (Q34, Q41)

AWARENESS, USE, AND OPINION OF COMMUTER ASSISTANCE PROGRAMS

Section includes awareness of general commuter information resources, the Commuter Connections organization specifically (including its individual programs: Guaranteed Ride Home, Maryland Telework Assistance, Mass Marketing, and Commuter Program Operations), and local commute assistance programs.

Awareness and Use of Commuter Information Resources

Section includes awareness of commuter information resources, including phone numbers, websites, and mobile applications.

Figure 46: Awareness of Regional Commuter Information Resources (2016-2025) (Q81, Q83)

Table 32: Use of Regional Commuter Assistance Resources (2025) (Q82)

AWARENESS OF COMMUTER INFORMATION RESOURCES BY POPULATION SUB-GROUP

Awareness by Commute Length and Mode (Q81, Q16, Q16A)

Awareness by Home/Work Location (Q81, Q2, Q3)

Awareness by Demographic Characteristics (Q81, Q121, Q123, Q123A)

Awareness by Household Characteristics (Q81, Q124A)

RECALL OF WEBSITES AND PHONE NUMBERS

Awareness and Use of Commuter Connections

Section includes awareness of Commuter Connections organization and an introduction of the CC programs.

Figure 47: Awareness of Regional Commuter Connections (Prompted) (2016-2025) (Q86)

AWARENESS OF COMMUTER CONNECTIONS BY POPULATION SUB-GROUP

Awareness by Commute Length and Mode (Q86, Q16, Q16A)

Awareness by Home/Work Location (Q86, Q2, Q3)

Awareness by Demographic Characteristics (Q86, Q121, Q123, Q123A)

Awareness by Household Characteristics (Q86, Q124A)

Referral Sources to Commuter Connections

Table 33: Referrals Sources to Commuter Connections (2016-2025) (Q87)

GUARANTEED RIDE HOME (GRH)

Section includes awareness of GRH by primary mode and by home and work location, and awareness of GRH program sponsor.

Figure 48: Awareness of Regional GRH Program (2016-2025) (Q102)

Awareness of GRH by Primary Mode

Table 34: Awareness of Regional GRH Program by Primary Mode (2016-2025) (Q15, Q102)

Awareness of GRH by Home and Work Location

Table 35: Awareness of Regional GRH Program by Home and Work Area (2025) (Q2, Q3, Q102)

Awareness of GRH Program Sponsor

Figure 49: Awareness of Regional GRH Program Sponsor (2025) (Q104)

MARYLAND TELEWORK ASSISTANCE

Section includes a brief narrative about the program and notes that the previous Telework section includes analysis of awareness, use, and opinion of teleworking generally, as well as how many respondents cited Maryland Telework Assistance as a source of telework information.

MASS MARKETING

Section includes commute advertising recall and commute advertising impact.

Commute Advertising Recall

Message Recall (Q61, Q62)

Transit Messages

Other Commute Services Messages

Figure 50: Commute Information/Advertising Messages Recalled (2025) (Q62)

Recall of Advertising Sponsors

Table 36: Recall of Advertising Sponsors (2025) (Q63)

Advertising Sources/Media

Table 37: Advertising Sources/Media (2016-2025) (Q64, previous SOC data)

Commute Advertising Impact

Workers Persuaded by Ads to Consider Non-Drive Alone Modes

Persuasiveness of Messages by Demographic Characteristics (Q121, Q122, Q123, Q123A, Q65)

Persuasiveness of Messages by Primary Mode and Commute Distance (Q15, Q16, Q16A, Q65)

Persuasiveness of Messages by Commute Satisfaction (Q56F, Q65)

Commute Actions Taken After Hearing or Seeing Commute Advertising

Figure 51: Commute Change Actions Taken After Hearing/Seeing Commute Advertising (2019-2025) (Q66, Q67, Q68, Q71, Q72B, previous SOC data)

2019 – 2025 Trends

Awareness and Use of Local Commute Assistance Programs

Figure 52: Heard of/Used Local Jurisdiction Commute Assistance Program (2025) (Q88D)

EMPLOYER-PROVIDED RESOURCES

Section includes incentives/support services, parking facilities and services, and impact of employer-provided commuter assistance service and parking.

Incentives/Support Services

Section includes individual benefits/services offered and benefits offered by employer type, employer size, and employer location.

Figure 53: Employee Access to any Worksite Benefits/Services (2016-2025) (Q89, previous SOC data)

INDIVIDUAL BENEFITS/SERVICES OFFERED

Figure 54: Non-Drive Alone Mode Benefits/Services Available to Employees (2016-2025) (Q89, previous SOC data)

Figure 55: Use of Employer-Provided Benefits/Services of Employees Who had Access to Services (2025) (Q89)

Types of Transit Financial Benefits

Figure 56: Transit Financial Benefit Types (2025) (Q89B)

BENEFITS OFFERED BY EMPLOYER TYPE

Table 38: Commute Benefits/Services Available by Employer Type (2025) (Q89, Q112)

BENEFITS OFFERED BY EMPLOYER SIZE

Table 39: Commute Benefits/Services Available by Employer Size (2025) (Q89, Q110B)

BENEFITS OFFERED BY EMPLOYER LOCATION

Table 40: Commute Benefits/Services Available by Employer Location (2025) (Q89, Q3)

Parking Facilities and Services

Section includes parking facilities and services by work location, employer type, and employer size, and availability of commuter assistance services/benefits offered by availability of free parking.

Figure 57: Parking Facilities/Services Offered by Employers (2016-2025) (Q90, Q90A, previous SOC data)

On-Site Free Parking Availability

Figure 58: On-Site Free Parking Availability by Work Location, Employer Type, and Employer Size (2025) (Q3, Q112, Q110B, Q90, Q90A, Q90C)

AVAILABILITY OF COMMUTER ASSISTANCE BENEFITS/SERVICES OFFERED BY AVAILABILITY OF FREE PARKING

Figure 59: Commuter Benefits/Services Offered by Free Parking Available (2025) (Q89, Q90, Q90A, Q91, Q92)

Mode Usage by Commuter Assistance Benefits/Services and Parking

Section includes commute assistance benefits/services offered, parking services offered, and commute benefits/services and parking services in combination, all by primary mode.

AVAILABILITY OF COMMUTER ASSISTANCE BENEFITS/SERVICES BY PRIMARY MODE

Figure 60: Availability of Commuter Benefits/Services by Primary Mode (Excluding Primary Telework) (2025) (Q15, Q89)

AVAILABILITY OF PARKING SERVICES BY PRIMARY MODE

Figure 61: Availability of Free Parking at Work by Primary Mode (Excluding Primary Telework) (2025) (Q15, Q90, Q90A)

AVAILABILITY OF COMMUTER BENEFITS/SERVICES AND PARKING SERVICES IN COMBINATION BY PRIMARY MODE

Figure 62: Availability of Commute Benefits/Services and Parking Services in Combination by Primary Mode (2025) (Q15, Q89, Q90, Q90A)

Appendix A: Characteristics of the Sample

Section includes a summary of demographic, household, and employment characteristics of those who took the survey, including:

- Home and work locations (Q2, Q3)
- Age (Q121)
- Race/ethnicity (Q123)
- Gender (Q123A)
- Income (Q124A)
- Household size (Q114, Q114A)
- Vehicle ownership (Q113)
- Type of employer (Q112)
- Size of employer (Q110B)
- Occupation (Q111)

Appendix B: Comparison of Key Results (2016-2025)

■ Commute patterns

- ❑ Current mode split (Q15)
- ❑ Regular mode use (Q15)
- ❑ Average commute length and duration (Q16, Q16A)
- ❑ Work compressed schedules (Q14M)
- ❑ Carpool/Vanpool occupancy (Q28)
- ❑ Access mode to ridership/transit modes (Q29)

■ Commute changes, ease of commute, and commute satisfaction

- ❑ Length of time using current non-drive alone modes (Q18)
- ❑ Motivations to start using current non-drive alone modes (Q20)
- ❑ Satisfied with trip to work (Q56F)
- ❑ Personal benefits of non-drive alone mode use (Q56B)

■ Telework

- ❑ Telework incidence in region (Q12)
- ❑ Employer telework programs (Q13A, Q14D)
- ❑ Potential for additional regional telework (Q14E)
- ❑ Telework frequency (Q12)
- ❑ Length of time teleworking (Q34)
- ❑ How learned about telework (Q42)

■ Awareness/attitudes toward transportation options

- ❑ HOV/Express/Toll Lane availability and use (Q47, Q47A, Q47C, Q51)
- ❑ Park and ride awareness and use (Q53)
- ❑ Reasons for not riding bus or train (Q53E, Q54)
- ❑ Reasons for not carpooling (Q55B, Q56)

■ Advertising/Messages

- ❑ Heard, seen, or read commute advertising in past year (Q61)
- ❑ Attitudes/actions after hearing/seeing commute ads (Q65, Q66, Q67, Q68)
- ❑ Actions after hearing/seeing commute ads (Q67, Q71)
- ❑ Awareness and use of regional commute information phone/website (Q81, Q83)
- ❑ Awareness of Commuter Connections (Q86)

■ Employer Services

- ❑ Free onsite parking (all employees)
- ❑ Free onsite parking (some employees)
- ❑ Free offsite parking
- ❑ Employee pays full parking charge
- ❑ Employer pays part of parking charge
- ❑ CP/VP parking discount (when parking is not free)

Appendix C: Survey Questionnaire

Copy of long-form questionnaire