

Employment

Type of Employment

Nearly 41,915 Subregion residents who are 16 or older (or 53 percent of all residents) are employed full- or part-time. Sixty-six percent of the Subregion's employed residents work for private-for-profit firms or are self-employed, compared to 61 percent Countywide.

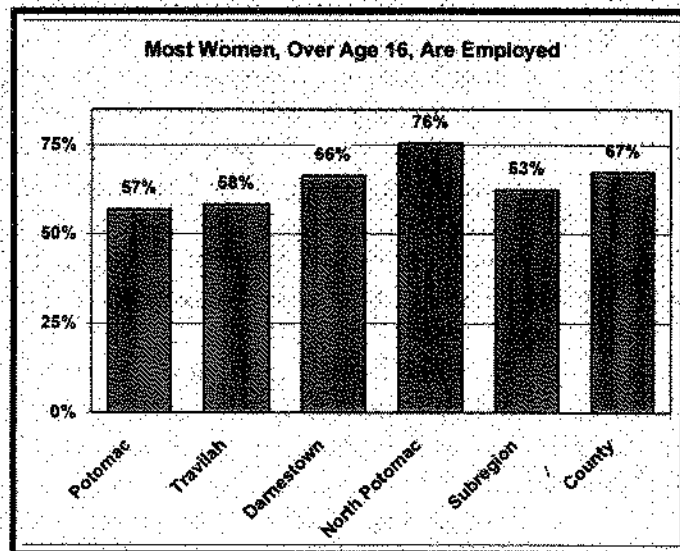
Twenty-three percent of residents were self-employed in Travilah, 21 percent in the Potomac Planning Area, 16 percent in Darnestown and 9.7 percent in North Potomac. The Potomac Planning Area and North Potomac have the highest share of workers who are employed by the government, with 21 percent in Potomac and 26 percent in the North Potomac. Darnestown has the highest share of its residents working for profit in private firms. The share of employed Subregion residents working for the government declined between 1987 and 1997. Each of the areas experienced a decrease in the percentage of people who work for the government with the exception of North Potomac.

Majority of Subregion Residents Work for Private Business With Differences Among Each Area

Private		Government	
	%		%
Potomac	46.1	Potomac	21.0
Travilah	51.8	Travilah	12.7
Darnestown	54.4	Darnestown	16.5
North Potomac	53.5	North Potomac	26.3
Non-profit		Self-employed	
	%		%
Potomac	12.2	Potomac	20.7
Travilah	13.0	Travilah	22.5
Darnestown	13.0	Darnestown	16.1
North Potomac	10.5	North Potomac	9.7

Women in the Workforce

Sixty-three percent of the female residents of the Potomac Subregion who are working age are employed, compared to 67 percent Countywide. North Potomac, consistent with their younger ages and lower income levels has a high level of working-age females employed. Potomac and Travilah, with the highest median incomes and older households have lower shares of women who work.



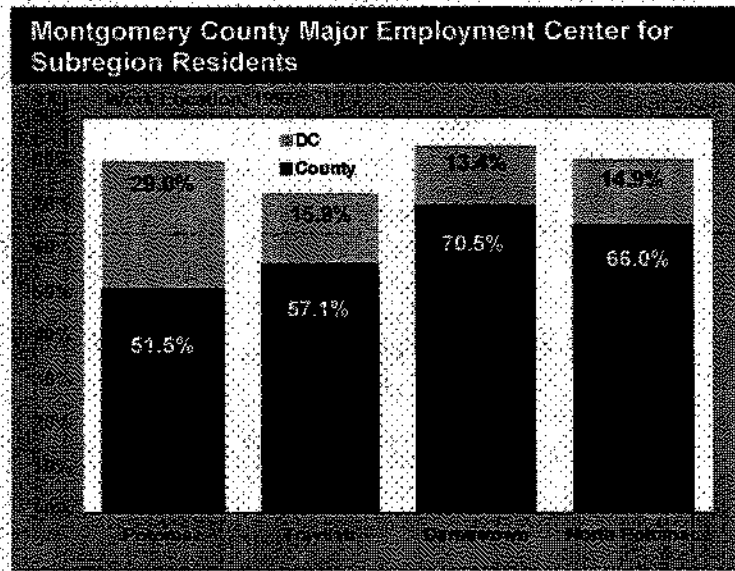
The percentage of women in the Subregion who have children under six and are employed (67%) is nearly identical to Countywide figures (68%) and the percentages roughly follow the percentages of all women who work by area. In Potomac and

Darnestown a higher percentage of women with young children are working than all women but in the other two areas the reverse is true. Just as the female work force participation rate is lower in Travilah than in the other three areas, the participation rate for women with children under six is significantly lower in Travilah (49%) than in the others, which have rates between 67 and 71 percent.

Work Location

Fifty-eight percent of the Subregion's employed residents work within the County's borders, with 43 percent working outside the Beltway. Figures are similar Countywide but with only 40 percent of the County's employees working outside the Beltway. Most working residents of the Subregion are employed along the accessible Rockville-to-Germantown portion of the I-270 Technology Corridor.

The remaining jobs filled by the Subregion's residents are scattered around the rest of the metropolitan area, with 24 percent in the District of Columbia and 17 percent in Virginia or elsewhere in Maryland. The District offers great employment opportunities for working residents in the County and residents who work in D.C. have higher average household incomes. With construction cranes visible from many points in downtown D.C., indicating a strengthening D.C. economy, the District will continue to serve as an important employment center for County workers.



Work locations of employed Subregion residents vary somewhat from one area to another. Potomac has a smaller share working in the County and outside the County's Beltway than the other areas, and a larger proportion working in the District. Fifty-two percent of the employed residents of Potomac work within the County, 36 percent outside the Beltway. The District takes in 29 percent of the planning area's employed residents. Fewer than 17 percent of any of the other three areas' residents work in the District. Comparatively, Darnestown has the highest number of working residents who are employed in the County, followed by North Potomac, then Travilah. Again, this can be explained by Potomac's relative ease of access to the District over the other three areas.

Within the County, the Rockville-to-Germantown corridor is the workplace of 25 percent of employed Subregion residents. With their close proximity to this corridor, and greater distance from employment centers inside the Beltway than the Potomac Planning Area, Darnestown and North Potomac have 52 percent and 41 percent shares, respectively, working in this corridor. Consistent with their geographic locations, a greater proportion of employed Darnestown residents work in the Gaithersburg area than in other portions of the corridor, whereas employed North Potomac residents are about

equally split between Rockville and Gaithersburg work locations. Only 14 percent of the employed residents of the Potomac Planning Area, who have the best access of the four areas to the regional metropolitan center, work in the Rockville-to-Germantown I-270 corridor.

The Potomac/Cabin John area itself provides an employment location for 10 percent of the Subregion's employed residents, 15 percent of the Potomac Planning Area's and 12 percent of Travilah's. Much smaller shares of employed residents in the other two planning areas work in the Potomac/Cabin John area.

Commuting Mode

The large majority of employed Subregion residents drive to work (in 1997), and most drive alone. The proportion of these automobile commuters exceeds Countywide shares. Eighty-eight percent of the Subregion's residents drive to work, and 80 percent drive alone compared to 82 and 73 percent, respectively, of all employed County residents. Seven percent car pool in both the Subregion and the County as a whole. Proportionately, automobile commuters in Travilah, Darnestown, and North Potomac exceed those in Potomac.

Only 7 percent of the Subregion's employed residents commute by public transit or rail compared with 13 percent Countywide. The Potomac Subregion is not directly served by commuter rail, and access to commuter rail varies widely within the Subregion. Potomac has the best access to commuter rail (including Metro) in the Bethesda-to-Rockville area, while as a whole, Darnestown is the farthest from existing commuter rail lines.