



UNIVERSITY OF CENTRAL FLORIDA
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**Transportation Issues in Central Florida:
A Survey of Public Opinion 2013**

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Executive Summary

The Central Florida transportation system has evolved considerably in the past decade and public thinking about transportation systems has shown equivalent change. While opinions about the importance of transportation issues and the need to address them remain mostly constant, opinions about how best to address these issues have shown some change.

The research in the present survey is intended to explore public opinion and knowledge of issues important to the MetroPlan Orlando Board. The results below provide a report of current opinions, as well as comparative results to previous research completed over the last decade.

The 2013 survey is the fifth in a series commissioned by MetroPlan Orlando. The survey, "Transportation Issues in Central Florida: A Survey of Public Opinion 2013" utilized both a telephone and internet survey. Sample weights were applied to the final data set to correct imbalances in age and gender. The weighted sample size was 796. The internet survey was completed by 632 respondents. The two data sets are analyzed separately in the report.

Key Survey Results

- ***Transportation issues remain important to the vast majority, a majority that is larger in 2013 than in any previous year.***

Majorities now approaching 80% say transportation issues are very important for Central Florida as a whole, up from prior years. Transportation issues are important to people, first, because good transportation is essential to a healthy economy and, secondly, because good transportation helps manage growth and protect the environment. Safety and convenience are also seen as important transportation functions.

- ***Most people feel not enough is being done to address transportation issues and that too little is being spent on transportation.***

Residents feel that too little is being done to improve regional transportation. As in past years, a large majority of residents still feel too little is being spent to solve transportation issues (70+%) and disagree that what is being done now to solve transportation issues is adequate (60+%).

- ***Residents see transportation affecting their daily lives.***

Area commuters give low scores to the transportation choices available for their commutes and middling scores to the length and predictability of their commutes. In most comparisons, Seminole County commuters are slightly more satisfied with their commutes than Orange or Osceola County commuters. Among people in the labor force, 88% commute more or less daily, with an average commute time of 28 minutes. The remainder, nearly 12%, works from home. About 85% of those who commute do so in a private automobile. Taking the bus is next most common but comes in at a mere 3%.

- ***Public transportation is growing in popularity.***

Many respondents continue to agree that “investing in public transportation is the only real solution to congestion,” although sizable majorities also see an important role for better emergency management and better management on the operations side. In 2013, 61.4% of residents agree or strongly agree that investing in public transportation is the only realistic solution to transportation and congestion issues. This issue was seen differently across counties. In Osceola County, 79% of respondents agreed that “public transportation is the only realistic solution...” compared to 62% in Orange County and only 38% in Seminole County. The percentage of respondents willing to take the bus if buses went more places and wait times were reduced has significantly increased since 2009. There is strong support for using toll collections to help fund public transportation options.

- ***People have misconceptions about transportation funding and feel that taxes and fees should be equal for all residents.***

Very few in the general population, about one in six, understand that currently the primary method of paying for transportation projects is the gasoline tax. As always, the most popular source of new transportation funding is a rental car surcharge. In 2013, the two next most popular options are increasing the number of toll roads and raising tag, title and registration fees. Those options are followed closely by raising sales taxes and raising tolls on existing toll roads. When asked if people should pay more in taxes and fees for transportation if they use Central Florida’s roads and highways more often, the majority (68%) disagreed, saying taxes and fees should be pretty much the same for everyone, regardless of how much they drive.

- ***People have specific preferences when it comes to how they get information and whom they trust on issues.***

Questions about trust in various groups and institutions showed that co-religionists, co-workers and the police are the most trusted, and elected officials at all levels are the least trusted. As in previous years, people get most of their information about community affairs from TV, followed by the Internet, then newspapers.

Transportation Issues in Central Florida: A Survey of Public Opinion 2013

By

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Introduction

This research is intended to explore public opinion and knowledge of issues important to the MetroPlan Orlando Board. The results below provide a report of current opinions, as well as comparative results to previous research completed over the last decade. We also focus on differences observed across Orange, Osceola and Seminole Counties.

The 2013 survey is the fifth in a series commissioned by MetroPlan Orlando that now stretches back over a decade. The previous four surveys were: (1) a survey completed in 2001 by Dr. Evan Berman at UCF's Department of Public Administration, (2) a partial replication of the Berman survey in 2005 done by the UCF Institute of Social and Behavioral Sciences, (3) a 2009 ISBS public opinion survey and (4) a 2011 ISBS public opinion survey.

Surveys done in past years by the ISBS confirm the importance of transportation issues to the general public. In a 2011 survey, 86% of all respondents described transportation issues as very or somewhat important to them and their family. A 2009 survey showed similarly high concern for transportation issues, with 90% of residents saying transportation issues are very or somewhat important to them and their families. In the current survey, the percentage exceeds 90%.

Opinions of transportation issues also include a variety of specific concerns including commute times, the cost of transportation, and opinions on alternative modes of transportation. In a 2011 survey, only 16% of respondents rated their commute time as "excellent," leaving nearly four out of five respondents describing their commute time as less than "excellent." Today this percentage stands at about 19%. The same 2011 survey found that more than one in three respondents would describe the transportation choices available for their commute as terrible and a strong majority (68%) felt that government spends too little on transportation. And again, the 2013 survey shows equivalent results.

MetroPlan Orlando continues to monitor transportation opinions and concerns for Orange, Osceola, and Seminole Counties. The following report provides results and analysis of the most recently commissioned survey, done throughout May and June 2013. Following the methods of the 2009 and 2011 surveys, the main survey (a computer-assisted telephone poll) was supplemented with an online component using Qualtrics, an online survey software package. As in 2011, the telephone and online surveys are analyzed separately below.

Survey Methodology

Like its predecessors (2005, 2009, and 2011), Transportation Issues in Central Florida: A Survey of Public Opinion 2013 was designed and implemented as a computer-assisted telephone interview of phone accessible households in the tri-county region (Orange, Osceola and Seminole Counties). Because of the ever decreasing response rate and the increasing number of cell-only households, cell phone numbers were added to augment the landline portion of the sample. Reliable evidence suggest that nearly a third of all Florida households are now cell-only households.

The 2013 telephone survey resulted in 854 completed surveys; 632 online surveys were also obtained (this includes both complete and partial surveys). The strategy of pairing the telephone survey and an internet survey was also utilized in past surveys. The 2011 telephone survey was composed of 870 telephone interviews and 139 online surveys and roughly the same was true in 2009. Thus, the number of online surveys shot up dramatically this year. This is likely due to the push by MetroPlan to promote the online survey through media outlets such as the Orlando Sentinel, an email blast to MetroPlan’s community database, sharing the survey link on social media sites, and asking numerous partners of MetroPlan to announce it. The internet survey was also available via a link on the MetroPlan Orlando website.

Telephone

Table 1 shows the distribution of telephone surveys by county as well as the corresponding population estimates from the Census Bureau’s most recent calculations. The sample proportions vary only slightly from the correct population proportions in the three counties.

Table 1: Surveys across Counties Compared with Population Figures

	Percent of Total Population (Actual Population)	Percent of 2013 survey sample (Observed Population)
Orange	62.6	62.7
Osceola	15.0	13.9
Seminole	22.4	23.4
Total	100%	100%

A sample of phone numbers for the tri-county area was purchased from Survey Sampling, Inc., a nationally-known sampling firm. The sample list included 16,000 phone numbers, which interviewers attempted to contact 28,889 times. The numbers were proportional to the percent of residents in each county, as well as the percent of landline versus cell phone only households. Consequently we obtained 10,765 landline numbers and 4,800 cell phone numbers in our sample. Table 2 shows the disposition of interviewer call attempts by type of number.

Table 2: Call Dispositions

LANDLINE SAMPLE	Frequencies	Percentages
Complete	654	3.42%
Partial	33	0.17%
No answer	11435	59.73%
Call back	2858	14.93%
Busy	423	2.21%
Disconnected	1857	9.70%
Business number	521	2.72%
Fax machine	1094	5.71%
Out of target area	15	0.08%
Call back Spanish	141	0.74%
Call back other language	13	0.07%
Not in sampling frame	11	0.06%
Other	2	0.01%
Refusal	87	0.45%
Total dial attempts	19,144	100.00%

CELL SAMPLE	Frequencies	Percentages
Complete	180	1.85%
Partial	17	0.17%
No answer	5034	51.66%
Call back	1825	18.73%
Busy	233	2.39%
Disconnected	1997	20.49%
Business number	91	0.93%
Fax machine	2	0.02%
Out of target area	100	1.03%
Call back Spanish	113	1.16%
Call back other language	9	0.09%
Not in sampling frame	56	0.57%
Other	2	0.02%
Refusal	86	0.88%
Total dial attempts	9,745	100.00%

As is typically the case with telephone surveys, women and the elderly were over-sampled slightly. Post-survey weights were applied to the general population data to correct these age and gender imbalances. A technical discussion of the weighting scheme appears in the appendix. **All reported results from the telephone survey are based on the weighted data.** The combined weighted sample size for the telephone survey is 796, a difference of 58 surveys from the unweighted sample size of 854. These 58 respondents were missing data on age and cannot be included when calculating weights and are, therefore, left out of the weighted sample. The margin of error for proportions in the range of 50%, with a confidence interval of 95% and $N = 796$ is $\pm 3.47\%$.

As indicated, many of the items on this 2013 survey are items that were present on earlier studies as well. However, several questions were added about what makes transportation issues important to residents, which of two future projects were important to respondents (trail network and pedestrian safety initiatives), and which groups residents trust the most/least. Finally questions were added for employed respondents, detailing their commuting experience.

The survey questionnaire evolved through multiple revisions, each pre-tested for length, comprehensibility, and other features. The final version was then transformed into CATI script and installed on ISBS computers. Interviews were conducted between May 1 and June 16, 2013, at the ISBS Survey Research Lab.

All interviewers were prescreened for their telephone interviewing skills, then subjected to an hour long training session including two practice interviews. Surveys were conducted between 3:00 and 9:00 PM Monday through Friday, and 9:00 AM to 9:00 PM Saturday and Sunday. Any respondent who requested to be called back in Spanish (“CBS” in the above Call Disposition Tables) was called back by an interviewer fluent in Spanish.

Online Survey

The online survey was identical in content to the telephone survey. The online software Qualtrics was used to create and field the online survey. A link to the survey was sent to MetroPlan Orlando, which assumed responsibility for marketing the survey. The survey was open and available from May 15 to June 9, 2013.

Without any information on the potential respondent population on an internet survey, there is no way to calculate either a response rate or a margin of error. 632 respondents began the survey indicating they were over 18 and therefore met the first and only eligibility criterion for the survey. Respondents from any county were permitted to take the online survey, unlike the telephone survey which required the respondent to be a resident of Orange, Osceola or Seminole County to participate. Although the number of respondents answering each question varied, 577 respondents completed the entire survey by answering each question.

Respondent Profile

Table 3 shows basic demographic information for the weighted telephone sample and for the online survey. Since the phone data were weighted for gender and age, it is to be expected that the gender and age distributions closely match those for the three-county population at large. The racial and ethnic distributions are also very close to the known population values. On the other hand, as is typical in our phone surveys, respondents are somewhat better educated and longer-term residents of the region than the population as a whole.

Differences between the phone and online samples are worth a brief note. Compared to the telephone respondents, online survey takers were more likely to be male, well-educated and white, and they were also somewhat longer-term residents.

Table 3: Basic Demographics

Characteristic	Telephone Sample				Web Sample
	Total Sample	Orange	Osceola	Seminole	
Gender (%)					
Male	49.9	49	52	50	58.8
Female	50.1	51	48	50	41.2
Total (N)	796	499	111	186	561
Time in Florida (%)					
2 yrs or less	8.2	7	12	8	6.0
3-5 years	8.4	10	6	5	7.3
6-10 years	15.5	15	25	12	16.0
More than 10 years	67.9	68	56	75	70.6
Total (N)	796	497	110	185	531
Education (%)					
HS or less	18.8	18.2	24.5	17.3	3.6
Some College	29.3	29.1	35.5	26.5	19.8
College Grad	32.2	34.3	21.8	33.0	35.2
Post-grad	19.0	17.8	17.3	23.2	41.5
Total (N)	796	499	110	185	562
Age (%)					
18-35	27	28.3	21.6	26.9	26.5
36-64	59.1	58.1	63.1	59.1	59.7
65+	13.9	13.6	15.3	14	13.7
Total (N)	796	499	111	186	539

Race/Ethnicity (%)					
White	59.4	57.7	49.5	69.9	82.3
Black	11.7	14.6	9.9	4.8	5.5
Hispanic	15.1	15	22.5	10.8	6.0
All other	13.8	12.7	18.1	14.5	6.2
Total (N)	796	499	111	186	530

Survey Results

Importance of Transportation Issues

After determining if respondents were eligible for our 2013 survey, the first question asked was how important transportation issues are to them and their families. Table 4 below shows that *transportation issues are growing ever more important to respondents and their families*. This year, 65% of respondents said transportation issues were “very important” to them and their families. Respondents also described the importance of transportation issues to the Central Florida region as a whole as *growing in importance*. Those describing transportation issues as “very important” to the Central Florida region as a whole rose to 79.9%, the highest rate recorded in the last three surveys. The online survey results (not presented) show a similar increasing concern for transportation issues. Online respondents who said transportation issues were “very” or “somewhat” important to them and their families rose 16.7 points from 79.2% in 2011 to 95.9% in 2013. Those claiming transportation issues were important to the Central Florida region as a whole remained nearly the same. 98.7% of online respondents named transportation issues “very” or “somewhat” important to the Central Florida region as a whole in 2013. 99.2% shared this sentiment in 2011.

Table 4: How important are transportation issues to...

	You and Your Family			Central Florida		
	2009	2011	2013	2009	2011	2013
Very important	60.4	56.8	64.6	71.1	65.8	79.9
Somewhat important	29.6	29.4	26.3	25.5	27.6	17.3
Not too important	7.4	9.5	6.9	2.6	4.3	2.7
Not important at all	2.6	4.2	2.2	0.8	2.4	2.2

The results also show that a large majority of residents (about 70%) feel that *not enough is being done to improve the transportation system*. Between 2009 and 2013, the proportion who felt that enough *is* being done has increased, but only from 23% to 29%. That period saw the expansion and improvement of SR 408 east to west through the metro area, approval of the Wekiva Parkway, creation of the Osceola County Expressway Authority, start of SunRail construction,

and numerous other transportation enhancements. And still, 70+ percent feel that not enough is being done to solve transportation issues.

Table 5: Percent who agree or disagree that what is being done now to improve our transportation system is adequate to address our problems

	2009	2011	2013
Strongly Agree & Agree	23%	22%	29%
Disagree and Strongly Disagree	77%	78%	71%

Commuting

Further detail about why transportation issues remain so important to residents can be found through questions that rate 1) how long it takes to commute to your place of employment, 2) day-to-day predictability of your commute, and 3) transportation choices available for your commute. In all three cases, respondents were asking to provide ratings on a scale from 1 (terrible) to 5 (excellent). Results for the total (telephone respondents) and by county are shown in Table Six.

Table 6: Mean Ratings of Commute Factors by County

	Total	Orange	Osceola	Seminole
Length of Commute	3.22	3.17	3.22	3.34
Predictability of Commute	3.36	3.32	3.34	3.46
Transportation Choices	2.62	2.64	2.69	2.53

The first significant point to note from these results is that the least satisfaction is registered for “transportation choices,” which for most of the metro area comes down to “drive or stay home.” With 3.0 the midpoint of the rating scale, the averages in all three counties for “transportation choices” are closer to terrible than excellent. After transportation choices come length of commute, then predictability of commute. Differences by county are not large, but overall, Seminole County commuters are happier with the length and predictability of their commutes than commuters in Orange or Osceola Counties. (When the mean scores are converted to percentage tables, an interesting polarization of opinion emerges in Osceola County, where 20.5% rate their commute time as terrible (1), 27.4% score it as average (3), and 28.8% rate it as excellent (5).)

Within-county commuters have higher opinions of their commutes than across-county commuters. Across-county commuters had means of 2.98, 3.19, and 2.22 for length of commute, predictability of commute, and transportation choices respectively. Within-county commuter

scores (same order) were 3.46, 3.53, and 2.72, all significantly higher (i.e., closer to “excellent”) than the across-county commuter scores.

In all three counties, the most common score for “transportation choices available for your commute” was terrible, at a rate of about one in three. Notably, online respondents rated transportation choices for commuting as terrible nearly half of the time.

More specific questions about commuting were asked of those who said they worked full time (51.3%) or part time (10.7%). The results show that of those working, 88.2% commute, leaving 11.8% who work from home. For those who commute, the personal car was the most common method of commuting by far (84.6%), with the next most common choices being bus at only 3.1%, biking at 1.1% and walking at 0.3%. A notable difference in percent naming the bus as their primary method of commuting appears between counties. Osceola County claimed bus as their primary method of commuting 9.2% of the time, while Orange and Seminole County listed it only 3% and 0% of the time, respectively. Online results also show an overwhelming majority who use a personal car as their primary method of commuting to work.

Employed respondents were also asked what their average commute time was and whether or not they worked and lived in the same county. The average commute time was 28 minutes for the total sample and this varied slightly across counties. Osceola had the highest average at 31 minutes, followed closely by Orange at 30 minutes and then Seminole at 21 minutes. Average commute times for Orange, Osceola and Seminole Counties were 30, 31 and 21 minutes respectively. Orange County residents were the most likely to live and work in the same county, at 78%, followed by Osceola at 60% and Seminole at 59%.

Spending on Transportation

In line with our respondents’ concerns about transportation issues and their dissatisfactions, 64.5% of respondents say that *government spends too little on transportation*. Online respondents shared this sentiment with 78% also saying that government spent too little on transportation. The opinion that government spends too little on transportation is about the same across Orange, Osceola and Seminole Counties. On average, 23.2% of respondents felt the amount government spends on transportation is about right. (Only 13.6% of online respondents agreed what government was spending on transportation was about right.) **As in previous years, the 2013 survey confirms widespread dissatisfaction in the region with the degree to which transportation issues are being addressed in Central Florida and a clear understanding that in order to address these issues adequately, more money is required.** This is particularly interesting in the face of an economic downturn in recent years. Despite a general anti-spending mindset, a large majority of those surveyed still agreed that more should be spent to address transportation issues. This is similar to the 2011 survey results where 67.5% of respondents agreed that government spends too little on transportation.

The consensus of respondents in this year's results, as well as in 2011, that government needs to do more and spend more to solve transportation issues, illustrates that the general public wants transportation issues to be addressed on a macro level. These issues are not private concerns by area residents but are seen as matters of public policy that must be addressed as such. As was stated in 2011, it appears that Central Florida residents are looking to policy makers for more aggressive efforts to find solutions to transportation problems and the means to fund them.

What Makes Transportation Issues Important

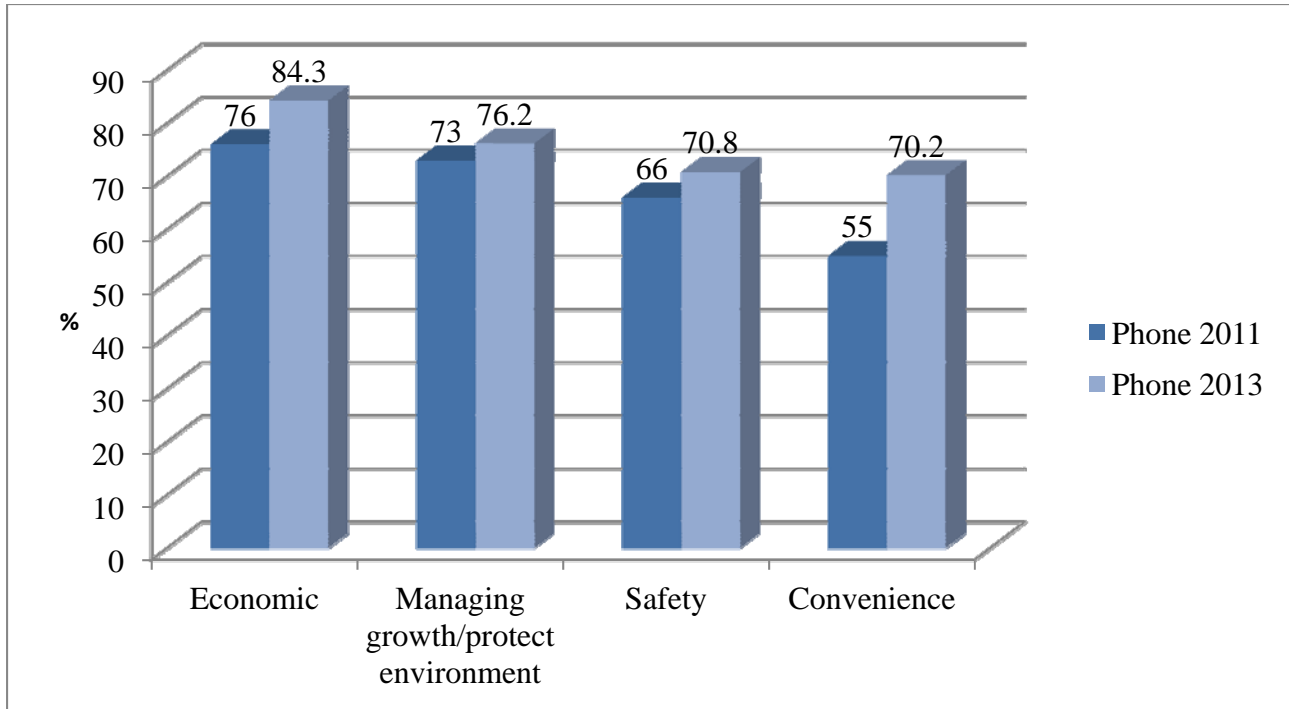
A series of four questions addressed what makes transportation issues important to respondents. The questions asked to what degree respondents agreed that transportation was mainly...

- 1) an economic issue-
that we have to solve transportation issues mainly to keep the economy healthy and growing.
- 2) a safety issue-
that we have to solve transportation issues mainly to protect citizens from unnecessary harm.
- 3) a convenience issue-
that we have to solve transportation issues so people don't spend longer than necessary getting place to place.
- 4) about managing growth and protecting the environment-
that solving transportation issues mainly means finding ways to limit growth and protect our natural environment.

As can be seen in Figure 1, all questions enjoy a majority who strongly agree or agree that transportation issues must be solved for the corresponding reasons. It is of interest that in both 2011 and 2013, respondents felt most strongly that transportation issues must be solved for economic reasons (to keep the economy healthy and growing). It is also worth noting that *convenience reasons for solving transportation issues jumped up 15 percentage points from 2011 to 2013* indicating a growing awareness, and hope, that improvements in transportation issues could result in an improved level of convenience for residents. From these results, it seems clear that transportation impacts overall quality of life in the region. Presumably, residents would rather spend a portion of the time they now spend commuting on other things.

Online results also showed that economic and convenience reasons had the highest percentages of respondents naming these as the reasons transportation issues needed to be solved. Across counties, there are no differences to note. All responses correspond very closely to the results shown in Figure 1.

Figure 1: Percent agreeing or strongly agreeing with the four questions (2011 and 2013 telephone surveys)



Policy Options and Priorities

Congestion

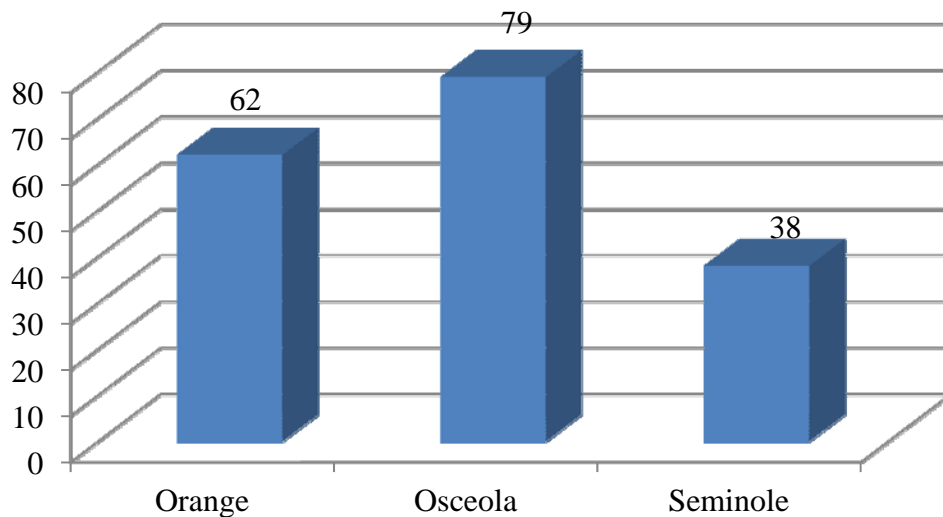
The 2013 survey asked a series of questions concerning different ways to improve traffic congestion. These are similar to questions asked in 2009 and 2011 but have some critical differences in both the questions asked and the results produced. They are detailed one by one below.

In past versions of this survey, we have asked specific questions about I-4, the region’s central transportation artery. It is no surprise that adding lanes to I-4 has been well supported in the past. With the I-4 Ultimate project progressing rapidly, these questions were taken out of the 2013 survey since lanes will soon be added to the interstate. Instead, a more general question was added to gauge public preference on how to address congestion – either by adding lanes or by other means such as adding public transportation. The 2013 survey showed that 50% of respondents agreed or agreed strongly that adding lanes to widen the highways was the only realistic solution to congestion. This even split of 50-50 between those who agree and disagree demonstrates just how divided residents are on the proposal to add lanes as a way to solve

congestion. Interestingly, the online respondents agree or agree strongly with adding lanes at a significantly lower rate of only 20%.

While those agreeing that lanes should be added to the region's roads as a means to solve congestion make up half of our respondents, those who agree that "investing in public transportation is the only real solution to congestion" remains higher -- 61.5% believe the only real solution to transportation and congestion issues in the region is to stop building highways and instead invest in public transportation such as passenger rail and bus systems. The same question was asked in 2011 and received a 64% endorsement. In 2013, this percent remains steady at 61.5%. (Agreement is even higher among online respondents, at 76%.) But these views vary rather sharply across counties, as shown in Figure 2: 79% of Osceola County residents agree or strongly agree that investing in public transportation is necessary while 62% of Orange County residents felt this way and only 38% of Seminole County residents agreed or strongly agreed.

Figure 2: Percent by county agreeing or strongly agreeing that investing in public transportation is the only realistic solution to transportation and congestion issues in the region



Two statements about alternatives to managing congestion were added to the 2013 survey. Respondents were asked to agree strongly, agree, disagree or disagree strongly with each statement. The first statement asked about managing traffic emergencies:

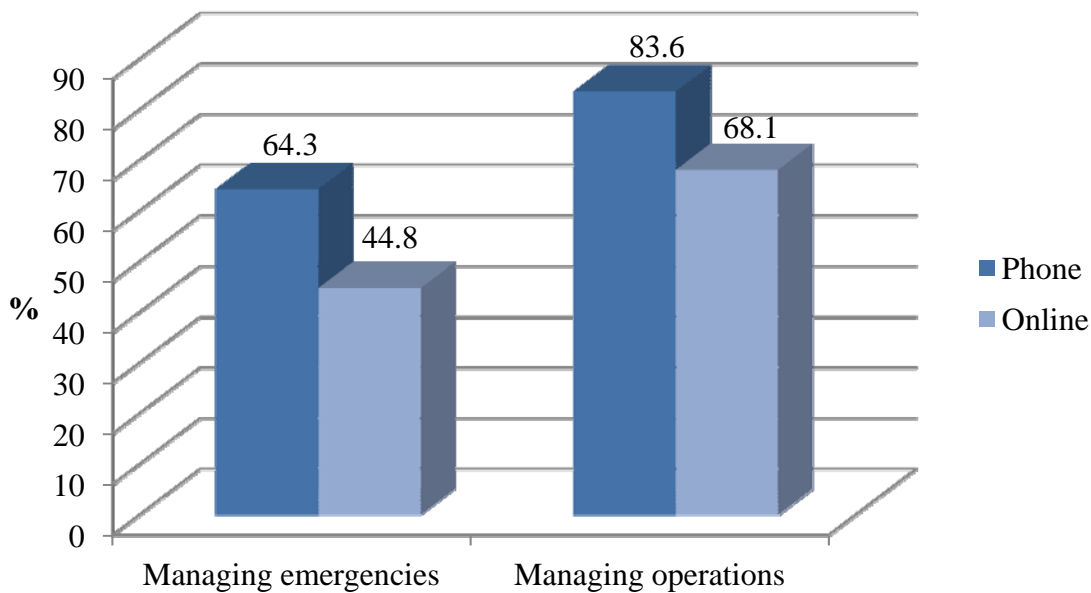
“Some say that the congestion problem would be largely solved if we did a better job managing traffic emergencies – for example, in clearing accidents, removing debris, and the like.”

The second statement asked about the operations side of transportation:

“Some say the remedy for congestion is to better manage the operations side of the transportation system with technology, such as traffic light timing, variable tolls (tolls that increase as traffic gets heavier) or electronic message boards and congestion advisories.”

Respondents mostly agree with both of the above statements, with 64% of the telephone respondents agreeing that congestion would be largely solved if traffic emergencies were better managed and 84% agreeing that congestion could be alleviated through the operations side of the transportation system. All three counties responded very similarly on these questions. But the online respondents had sharply different opinions. Figure 3 shows the percent who agree or strongly agree with each statement about alleviating congestion. It is clear that online respondents disagree more often with both of the remedies suggested by these two statements (perhaps because the online respondents were strong supporters of public transit as the best solution to congestion).

Figure 3: Percent agreeing or strongly agreeing with remedying congestion by better managing emergencies or managing operations



Transportation Choices

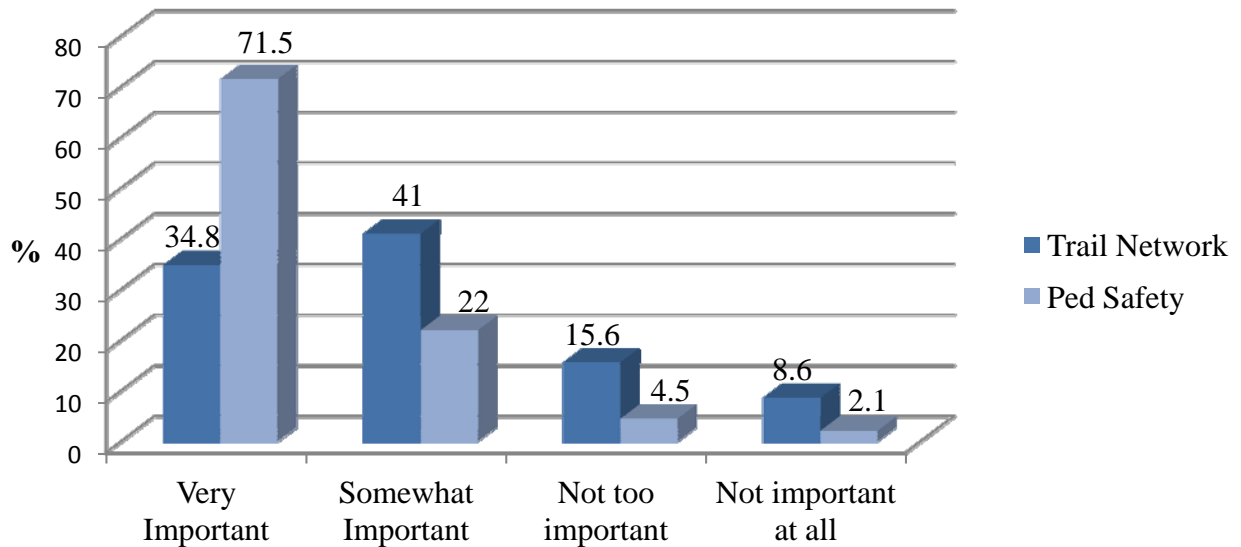
There is a *clear upward trend* in the percentage who would be interested in utilizing bus services if (1) the bus went more places and (2) wait times were decreased. Online results were nearly the same (Table 7). In line with earlier findings about increasing support for investment in public transportation, the 2013 results also show an increase in support (over 2011) for an extensive passenger rail system as an alternative to expanding new roads. The percentage agreeing an extensive rail system should be considered has increased to its 2009 rate after a dip in support in 2011.

Table 7: Percent agreeing or strongly agreeing with each statement

	2009	2011	2013
Central Florida needs a more balanced transportation system - including increased transit options like trains and more buses.	88%	78%	88%
I would be more likely to use the bus system if the service went more places.	53%	58%	65%
I would be more likely to use the bus system if wait times were decreased.	55%	56%	68%
An extensive passenger rail system should be seriously considered as an alternative to expanding and building new roads.	84%	70%	83%

Two questions addressed plans for the future of transportation: a question asking how important expanding the regional trail network was and a question asking how important taking steps to increase pedestrian safety was to the respondent. Results are shown in Figure 4 and indicate clearly that pedestrian safety is a more important issue to our respondents than increasing the recreational trails. That said, majorities rate both features as very or somewhat important. There were no significant differences across counties in these results.

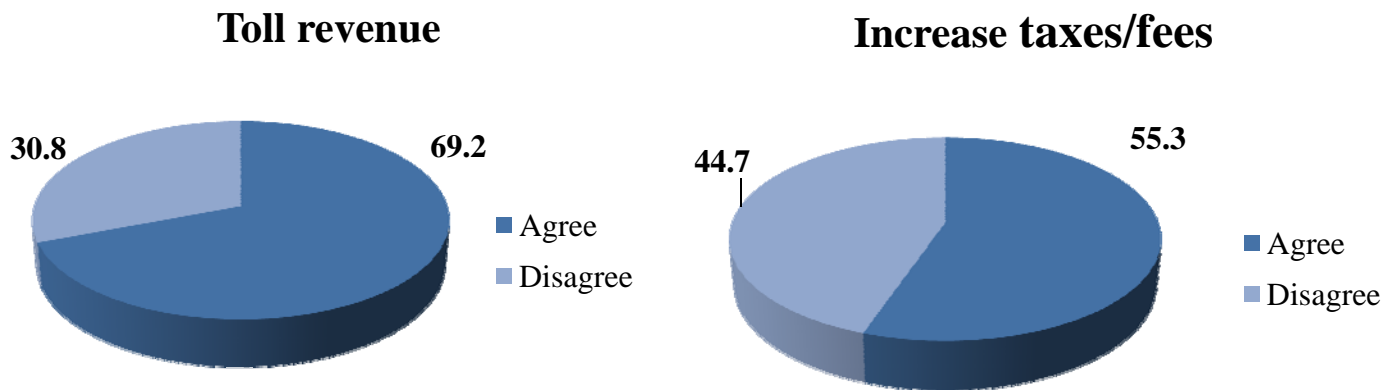
Figure 4: Percent Strongly Agree or Agree to statements about expanding the regional trail network and taking steps to increasing pedestrian safety



Funding Options

As was mentioned earlier, a large majority of respondents do not believe that what is being done now to improve transportation is adequate: 70% of respondents feel that more should be done. A section in the survey was dedicated to understanding which funding options respondents might feel most comfortable implementing to solve transportation issues. First, statements were presented about two methods for funding transportation: 1) Using toll road revenue and 2) increasing funding through taxes and/or fees. The large majority of respondents (69%) felt that toll road revenues should be used to help pay for public transportation such as bus and rail. A smaller majority (55.3%), but still a majority, felt that improving Central Florida's transportation system means "we will have to increase funding through taxes and/or fees."

Figure 5: Percent strongly agreeing or agreeing and percent strongly disagreeing or disagreeing with funding transportation with toll revenue and increased taxes/fees



Measuring Knowledge of Transportation Funding

The 2009, 2011 and now 2013 survey all asked if Central Florida residents have relatively accurate ideas about how transportation projects are presently funded. As was the case in previous years, respondents *do not*. Since 2009, the proportion of respondents saying they do not know what is the primary method of paying for transportation projects has continuously increased. Thus, there is evidence that the public has become slightly *less* informed about transportation funding over the past five years. The most knowledgeable respondents were those surveyed online with one in three respondents aware that gas taxes are the primary method of paying for transportation projects. In the general population, only about one in six are aware of this.

Table 8: “Which of the following do you believe is the primary method of paying for transportation projects like new roads and highways?”

	2009	2011	2013	2013 Online
Gas Taxes	16.7	19.1	16.6	27
Property Taxes	7	5.3	4.1	2.9
Sales Taxes	9.9	6	7.5	3.1
Usage Fees/Tolls	27.8	30.6	24	6
Some Combination	19.2	15.4	20	51.6
I don't know	19.4	23.6	27.8	9.3

Funding Options

Several funding options are available to address the growing gap between transportation needs and available revenue. The preferred methods to address the growing gap between transportation needs and available revenue according to the 2013 telephone survey (Table 9) are: (1) adding a \$2 a day rental car surcharge; (2) increasing the number of toll roads; and (3) raising tag, title and registration fees. Online respondents feel quite differently with 60% believing that increasing the gasoline tax is the best way to address transportation needs (after adding a \$2 rental car surcharge).

Between 2011 and 2013, support for the sales tax option has declined significantly (46% down to 35%), but funding attitudes are otherwise pretty stable across years.

Table 9: Percent who approve or strongly approve of increasing transportation revenues from the indicated taxes or fees, over time and by county

	2005	2009	2011	2013	2013 Online	Orange	Osceola	Seminole
Gasoline tax	28	35	25.5	25.1	58.3	23.4	17.9	34.1
Sales tax	40	45	46.4	34.9	39.8	34.3	35.0	37.0
Property taxes	---*	18	20.1	19.4	23.3	21.1	13.9	17.9
Number of toll roads	35	51	51.5	45.4	45.5	44.9	43.4	48.0
Raise tolls on existing roads	---*	---*	---*	34.2	38.3	34.6	32.4	34.2
Tag, title and registration fees	40	49	34.2	36.4	41.8	36.2	26.2	43.4
Adding \$2 rental car surcharge	69	74	80.2	78.8	82.3	78.5	76.6	80.8

*Question not asked on survey

County differences in funding preferences are generally small but worth noting. First, the rental car surcharge is the preferred funding option in all counties by a wide margin. Increasing tag, title and registration fees is most popular in Seminole County (43%) and least popular in Osceola County (26%). Using property tax for transportation enjoys more support in Orange County (21%) than in Osceola County (14%). And finally, Seminole County residents are more favorable to increasing the gasoline tax (34%) than either Orange (23%) or Osceola (18%) County residents.

Upon further questioning into what kind of gasoline tax might be supported, either a fixed rate, as it is now, or a variable rate that increases and decreases with the price of gas, **a large majority (65%) favor the current fixed gasoline tax.** Online respondents were almost exactly the same with 64% saying they would not favor a variable gasoline tax rate.

In addition, when asked if people should pay more in taxes and fees for transportation if they use Central Florida's roads and highways more often, the majority (68%) say **NO, taxes and fees should be pretty much the same for everyone, regardless of how much they drive.** This is in line with the results from 2009, where 60.5% said taxes and fees should stay the same for everyone. There were no notable differences across counties.

General Trust in the Community

It is sometimes argued that people oppose many transportation initiatives because they don't trust the government, so the 2013 survey added a new section asking about trust in different groups of people (Table 10).

The results show that the top three most trusted groups (those with the highest percent saying they can trust the group "a lot") are (1) people at your church or place of worship; (2) people you work with; and (3) the police in your local community. Groups with the lowest level of public trust (highest percentage saying they don't trust the group "at all" are (1) Federal elected officials, (2) State elected officials, (3) Government in general, and (4) Local elected officials (with "local news media" not far behind). The degree of distrust in government at all levels is striking, to say the least.

Table 10: How much do you trust different groups of people

	A lot	Some	A little	Not at all
People in your neighborhood	45.6	33.3	12.1	8.9
People you work with	56.0	28.4	10.2	5.5
People at your church or place of worship	67.0	24.7	5.5	2.8
People who work in the stores where you shop	20.4	50.9	18.3	10.4
The local news media	9.7	37.8	24.1	28.4
The police in your local community	47.9	33.5	7.4	11.2
Non-profit organizations	18.3	49.2	19.6	12.9
The local business community	23.3	52.4	16.3	8.0
Local Chambers of Commerce	18.6	41.9	22.3	17.3
Citizen-led organizations	17.2	46.7	21.4	14.7
Leaders of local colleges and universities	24.4	46.1	17.4	12.0
Local elected officials	7.9	36.4	25.9	29.8
State elected officials	6.8	33.5	24.9	34.9
Federal elected officials	6.3	32.9	25.4	35.4
Government in general	6.8	35.7	24.7	32.8

Community Information Sources

When asked what are the top two most important sources respondents turn to for information about community issues, the first was television with 38.4% (an interesting point when one considers that fewer than one in ten say they trust local news media “a lot”), followed by the Internet with 31% and newspapers with about 12%. There was little variation across counties or, for that matter, years. For example, in 2009, television, internet and newspapers were also the top three most important sources for community information, and at nearly the same rate.

Online responses varied slightly with Internet at the top of the list, at 42.2%, followed by newspapers (21%) and television (16%).

Appendix A: Survey Instrument

Transportation Issues in Central Florida:

A Survey of Public Opinion 2013

Hi, my name is _____. I'm a researcher at UCF and we're doing a survey about Central Florida's transportation issues. I am not selling anything! The survey only takes about 15 minutes.

[INTERVIEWER: Add as necessary to assure respondent: Let me stress that your participation in this survey is completely voluntary and confidential. The survey is being sponsored by METROPLAN ORLANDO, the regional transportation planning agency for Central Florida. Do you have any questions you want to ask about the survey?

Your number was chosen at random to participate in this survey. You will not be identified by name in any document we produce. We are interviewing approximately 800 people and your answers will be combined with everyone else's. You have the right to refuse to answer any question you want. You may also terminate the interview at any time.]

age18

I can only interview people who are 18 years of age or older. Are you at least 18?

- 1 Yes Continue
- 2 No May I please speak to anyone in the household who is at least 18?

county

Also, I can only interview people who are residents of Orange, Seminole and Osceola Counties. Which of these counties do you live in?

- 1 Orange
- 2 Osceola
- 3 Seminole
- 4 None of the above -- Apologize for the interruption and terminate interview

OK, great. Just to set the context for this survey: When it comes to transportation planning, MetroPlan Orlando is charged with setting transportation priorities for the region. Challenges that impact planning efforts include: a growing population, limited space to expand roadways, air quality and funding. Given these challenges, I would like to ask your opinion about some of the current topics being discussed.

q1

So to begin the survey, let me ask: How important are transportation issues to you and your family? Would you say these issues are:

- 1 Very important
- 2 Somewhat important
- 3 Not too important
- 4 Not important at all
- 5 DK/NA
- 6 Refused

q2

And how about for the Central Florida region as a whole? Would you say transportation issues are ... to the Central Florida region?

- 1 Very important
- 2 Somewhat important
- 3 Not too important
- 4 Not important at all
- 5 DK/NA
- 6 Refused

On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:

q3a How long it takes you to commute to your place of employment

q3b Day-to-day predictability of your commute

q3c Transportation choices available for your commute

9 for all missing

q4

Would you say that generally, government spends too much, too little, or about the right amount on transportation?

- 1 Too much
- 2 Too little
- 3 About right
- 4 DK
- 5 Refused

q5

Some people say that transportation is mainly an economic issue – that we have to solve transportation issues mainly to keep the economy healthy and growing. Do you agree strongly, agree, disagree, or disagree strongly with this view?

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q6

For others, transportation is mainly a safety issue – these people say we have to solve transportation issues mainly to protect citizens from unnecessary harm like crashes. Do you agree strongly, agree, disagree, or disagree strongly with this view?

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q7

Still others argue that transportation is mainly a convenience issue – that we have to solve transportation issues so people don't spend longer than necessary getting from place to place. Do you agree strongly, agree, disagree, or disagree strongly.

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q8

Finally, some argue that transportation is all about managing growth and protecting the environment – that solving transportation issues mainly means finding ways to limit growth and protect our natural environment. Do you agree strongly, agree, disagree, or disagree strongly with this view?

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

Now I am going to read a series of statements about how to address the traffic congestion problem in Central Florida and for each, you tell me if you agree strongly, agree, disagree, or disagree strongly.

q11

Some people say the only realistic solution to transportation and congestion issues in the region is to stop building highways and instead invest in public transportation – like

passenger rail and bus systems. Do you agree strongly, agree, disagree, or disagree strongly with this view?

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

Others think that the only real solution to congestion is to add lanes to widen the highways. Do you agree strongly...

Some say that the congestion problem would be largely solved if we did a better job managing traffic emergencies – for example, in clearing accidents, removing debris, and the like. Do you agree strongly...

Some say the remedy for congestion is to better manage the operations side of the transportation system with technology, such as traffic light timing, variable tolls (IF R ASKS: Tolls that increase as traffic gets heavier] or electronic message boards and congestion advisories. Do you agree strongly ...

Here are some more statements about transportation in the region. For each statement, please tell me to what level you agree or disagree – agree strongly, agree, disagree, or disagree strongly. You can also say you really don't have any opinion about the statement.

q12

Central Florida needs a more balanced transportation system - including increased transit options like trains and more buses.

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q13

I would be more likely to use the bus system if the service went more places.

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q14

I would be more likely to use the bus system if wait times were decreased.

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q15

An extensive passenger rail system that expands rail service beyond SunRail should be seriously considered as an alternative to expanding and building new roads.

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

Now let me ask how you feel about two parts of the overall plan for the future of transportation in our region: the trail network and pedestrian safety. I am interested in how important these issues are to you – very important (3), somewhat important (2), not too important (1) or not important at all (0).

First, expanding the regional trail network – the biking and walking trails. Is that...

Secondly, taking steps to increase pedestrian safety. Is that...

q19

Do you agree or disagree with the following statement: What is now being done to improve our transportation system is adequate to address our problems.

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

And how about this statement: Toll road revenues should be used to help pay for public transportation like bus and rail?

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

And do you agree or disagree with this statement: Improving Central Florida's transportation system means we will have to increase funding, through taxes and/or fees.

- 1 Agree strongly
- 2 Agree
- 3 Disagree
- 4 Disagree strongly
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q21

Which of the following do you believe is the current primary method of paying for transportation projects like new roads and highways – gas taxes, property taxes, sales taxes, or usage fees like tolls? Or is this not something you know much about?

- 1 Gas Taxes
- 2 Property Taxes
- 3 Sales Taxes
- 4 Tolls
- 5 Some combination of these (DO NOT READ)
- 6 Don't know, can't say
- 7 Refused

Several funding options are available to address the growing gap between transportation needs and available revenue. I'll read you a list of things that have been suggested to help meet transportation needs and for each one, you tell me whether you would strongly approve, approve, disapprove or strongly disapprove of using that approach to finance transportation solutions.

q23

Increase the gasoline tax?

- 1 Strongly approve
- 2 Approve
- 3 Disapprove
- 4 Strongly disapprove
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q24

Increase the sales tax?

- 1 Strongly approve
- 2 Approve
- 3 Disapprove
- 4 Strongly disapprove
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q25

Increase property taxes?

- 1 Strongly approve
- 2 Approve
- 3 Disapprove
- 4 Strongly disapprove
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q26

Increase the number of toll roads?

- 1 Strongly approve
- 2 Approve
- 3 Disapprove
- 4 Strongly disapprove
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

Raise tolls on existing toll roads to pay for other types of transportation such as bus or rail projects?

- 1 Strongly approve
- 2 Approve
- 3 Disapprove
- 4 Strongly disapprove
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q27

Increase tag, title and registration fees?

- 1 Strongly approve
- 2 Approve
- 3 Disapprove
- 4 Strongly disapprove
- 5 Neutral/no opinion

- 6 DK
- 7 Refused

Add a \$2 a day surcharge on rental cars?

- 1 Strongly approve
- 2 Approve
- 3 Disapprove
- 4 Strongly disapprove
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

Right now, the tax on gasoline is a fixed amount per gallon of gas purchased, so the amount of tax collected per gallon stays the same no matter what the price of gas is. Some have suggested that this be replaced by a tax that was assessed as a percentage of the sale. This kind of a tax WOULD increase when the price of gas went up and decrease when it went down. Would you favor replacing the current fixed amount per gallon tax with a tax assessed as a percent of the sale?

- 1 Yes
- 0 No
- 9 DK

q29

As a general principle, do you think the amount people pay in taxes and fees for transportation projects should take into account how much they use Central Florida's roads and highways? In other words, should people who drive more pay more in taxes and fees? Or should taxes and fees be pretty much the same for everyone, regardless of how much they drive?

- 1 Drive more, pay more
- 2 Same fees for all
- 3 Some combination of the above (DO NOT READ)
- 4 Neutral/no opinion
- 5 DK
- 6 Refused

We'd like to know how much you trust different groups of people. First, think about people in your neighborhood. Generally speaking, would you say that you can trust them a lot, some, only a little, or not at all?

	A lot	Some	A Little	Not at All	DK
People in your neighborhood	1	2	3	5	9
People you work with	1	2	3	5	9
People at your church or place of worship	1	2	3	5	9

People who work in the stores where you shop	1	2	3	5	9
The local news media	1	2	3	5	9
The police in your local community					
Non-profit organizations					
The local business community					
Local Chambers of Commerce					
Citizen-led organizations					
Leaders of local colleges and universities					
Local elected officials					
State elected officials					
Federal elected officials					
Government in general					

Now just a few more questions for classification purposes and we'll be done.

q31

Which is the MOST IMPORTANT source you turn to for information about community issues, including transportation?

- 1 Television
- 2 Newspaper
- 3 Radio
- 4 Word of mouth
- 5 Internet
- 6 Direct mail, newsletters
- 7 Social Media
- 8 Community newspapers
- 9 All other
- 10 DK
- 11 Refused

q31b

Which is the SECOND MOST IMPORTANT source you turn to for information community issues, including transportation?

- 1 Television
- 2 Newspaper
- 3 Radio
- 4 Word of mouth
- 5 Internet
- 6 Direct mail, newsletters
- 7 Social Media
- 8 Community newspapers
- 9 All other
- 10 DK
- 11 Refused

employ

Which of the following best describes your current employment status?

- 1 Work full time
- 2 Work part time
- 3 Retired
- 4 Disabled
- 5 Student
- 6 Keeping house
- 7 Unemployed
- 8 Other
- 9 DK
- 10 Refused

Of those working full or part time:

Do you commute or do you work from home?

What is your primary method of commuting? (options: personal car, car pool, bus, bike, walk, work from home)

How much time does it take you to get to work, on average? NEED ANSWER CONVERTED TO MINUTES

Do you work and live in the same county? YES NO DK

resident

How long have you lived in Central Florida?

_____ years

(6 months or less = 0; otherwise, round to the nearest year)

educ

How much formal schooling have you had?

- 1 Less than high school
- 2 High school or equivalent (including GED)
- 3 Some college (including AA degree, two-year community college)
- 4 College graduate
- 5 Graduate or professional degree
- 6 DK/NA
- 7 Refused

byear

In what year were you born? _ _ _ _

All missing = 9999

race

Which of the following do you consider as your racial or ethnic group?

- 1 White
- 2 Black/African-American
- 3 Hispanic
- 4 Asian/Pacific Islander
- 5 Native American
- 6 Multi-racial or multi-ethnic
- 7 Other
- 8 DK
- 9 Refused

vote

Are you a registered voter?

- 1 Yes
- 2 No
- 3 DK
- 4 Refused

That completes the survey. You've been great – thank you so much for your time and effort!

rgender

Record R's gender

- 1 Male
- 2 Female

Appendix B: Weighting Scheme

Sampling and Sample Weights for Telephone Survey

It is well-known that the tendency to participate in telephone surveys is correlated with certain socio-demographic variables. Generally, groups who are more likely to be at home and available to answer the telephone at any given moment are over-represented in such surveys while those less likely to be at home are under-represented. To deal with this problem we have created sampling weights.

The logic of sample weighting is straightforward. Under-sampled groups are weighted “up” (each actual respondent is treated as more than one respondent for analysis purposes) and over-sampled groups are weighted “down,” with the weights proportional to the degree of under- or over-sampling. In the present case, for example, the observed proportion of males is 45.3% whereas the correct proportion (according to the 2005-09 American Community Survey, US Census) is 49%. The ratio of correct to observed proportions (in this case, $49/45.3 = 1.082$ gives the corresponding weight necessary to correct for the under-sampling of men: each male, that is, is treated as 1.082 respondents in the weighted data. And by the same logic, each sampled female is treated as .932 respondents. We also weighted for age to correct for age imbalances. In this case younger respondent were weighted up and older respondents were weighted down. Multiplying a particular weight for gender by that for age results in the final weight for males ages 18-64 for example.

The specific calculations for the weight are listed below:

*****weight calculations - weighting by gender and age*****

****males****

if (rgender eq 1 and ager2 eq 1) weight = (1.331).

if (rgender eq 1 and ager2 eq 2) weight = (0.506).

****females****

if (rgender eq 2 and ager2 eq 1) weight = (1.146).

if (rgender eq 2 and ager2 eq 2) weight = (0.436).

Appendix C: Weighted Telephone Survey Marginals, by County

**Transportation Issues in Central Florida:
A Survey of Public Opinion 2013**

**Marginal Frequencies: Total Sample and by County
(Weighted Data Only)**

Total Orange Osceola Seminole

Which of these counties do you live in?

Orange	62.7	100	---	---
Osceola	13.9	---	100	---
Seminole	23.4	---	---	100
N=	796	499	111	186

So to begin the survey, let me ask: How important are transportation issues to you and your family? Would you say these issues are:

Very important	64.6	65.9	64.2	61.8
Somewhat important	26.3	26.3	23.9	28
Not too important	6.9	6.3	7.3	8.1
Not important at all	2.2	1.6	4.6	2.2
N=	791	495	109	186

And how about for the Central Florida region as a whole? Would you say transportation issues are ... to the Central Florida region?

Very important	79.5	80	79.6	77.7
Somewhat important	17.3	17	16.7	19
Not too important	2.7	2.4	3.7	2.7
Not important at all	0.5	0.6	0	0.5
N=	787	495	108	184

On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:
How long it takes you to commute to your place of employment

1: Terrible	12.4	11.5	20.5	10.4
2	12.4	12.4	9.6	13.3
3	34.3	38.2	27.4	28.9
4	22.6	23.1	13.7	26.7
5: Excellent	18.2	15.8	28.8	20.7
N=	546	338	73	135

Day-to-day predictability of your commute

1: Terrible	12	12.6	13.3	9.9
2	13.4	13.2	18.7	11.3
3	25.2	25.5	22.7	25.5
4	25.6	26.9	13.3	29.1
5: Excellent	23.8	21.8	32	24.1
N=	565	349	75	141

Transportation choices available for your commute

1: Terrible	33.6	33	35.1	34.6
2	19.5	18.9	17.6	21.8
3	15.6	16.2	13.5	15
4	14	14.7	9.5	14.3
5: Excellent	17.4	17.1	24.3	14.3
N=	541	333	74	133

Would you say that generally, government spends too much, too little, or about the right amount on transportation?

Too much	12.3	12	14.3	11.7
Too little	64.5	65.5	66.3	60.7
About right	23.2	22.6	19.4	27.6
N=	704	443	98	163

Some people say that transportation is mainly an economic issue – that we have to solve transportation issues mainly to keep the economy healthy and growing. Do you agree strongly, agree, disagree, or disagree strongly with this view?

Agree strongly	27.1	26.8	29.7	26.2
Agree	57.2	58.3	53.5	56.4
Disagree	13	12.7	13.9	13.4
Disagree strongly	2.8	2.2	3	4.1
N=	736	463	101	172

For others, transportation is mainly a safety issue – these people say we have to solve transportation issues mainly to protect citizens from unnecessary harm like crashes. Do you agree strongly, agree, disagree, or disagree strongly with this view?

Agree strongly	20.1	20.1	20.4	19.9
Agree	50.1	49.3	40.8	58.4
Disagree	26.4	28.7	33	16.3
Disagree strongly	3.4	1.9	5.8	5.4
N=	736	467	103	166

Still others argue that transportation is mainly a convenience issue – that we have to solve transportation issues so people don't spend longer than necessary getting from place to place. Do you agree strongly, agree, disagree, or disagree strongly.

Agree strongly	20.7	21	21.7	19.5
Agree	55.5	54.1	57.5	58
Disagree	21.8	22.7	18.9	20.7
Disagree strongly	2.1	2.1	1.9	1.8
N=	746	471	106	169

Finally, some argue that transportation is all about managing growth and protecting the environment – that solving transportation issues mainly means finding ways to limit growth and protect our natural environment. Do you agree strongly, agree, disagree, or disagree strongly with this view?

Agree strongly	18.1	18	21.6	16.9
Agree	52.7	53.2	51.5	51.9
Disagree	26.4	26.3	23.7	28.8
Disagree strongly	2.8	2.5	3.1	2.5
N=	694	438	97	160

Some people say the only realistic solution to transportation and congestion issues in the region is to stop building highways and instead invest in public transportation – like passenger rail and bus systems. Do you agree strongly, agree, disagree, or disagree strongly with this view?

Agree strongly	18.2	20.2	16.2	14
Agree	43.3	41.8	62.6	36.6
Disagree	32.1	33	15.2	39.6
Disagree strongly	6.3	5.1	6.1	9.8
N=	719	455	99	164

Others think that the only real solution to congestion is to add lanes to widen the highways. Do you agree strongly, agree, disagree, or disagree strongly with this view?

	8.5	8.3	11.9	7.2
--	-----	-----	------	-----

Agree strongly				
Agree	41.5	40.2	42.6	44.3
Disagree	42.8	44.1	36.6	43.1
Disagree strongly	7.2	7.4	8.9	5.4
N=	728	460	101	167

Some say that the congestion problem would be largely solved if we did a better job managing traffic emergencies – for example, in clearing accidents, removing debris, and the like. Do you agree strongly, agree, disagree, or disagree strongly with this view?

Agree strongly	17.8	18	19.6	16.3
Agree	46.5	47.4	40.2	47.7
Disagree	31.2	29.4	37.4	32.6
Disagree strongly	4.4	5.2	2.8	3.5
N=	744	466	107	172

Some say the remedy for congestion is to better manage the operations side of the transportation system with technology, such as traffic light timing, variable tolls (IF R ASKS: Tolls that increase as traffic gets heavier] or electronic message boards and congestion advisories. Do you agree strongly, agree, disagree, or disagree strongly with this view?

Agree strongly	21.2	20.6	18.7	24.7
Agree	62.4	62.4	65.4	60.9
Disagree	14.7	15.8	15	12.1
Disagree strongly	1.6	1.3	0.9	2.3
N=	738	457	107	174

Central Florida needs a more balanced transportation system - including increased transit options like trains and more buses.

Agree strongly	29.3	28.4	35.5	28
Agree	58.5	59.3	54.5	58.3
Disagree	10.6	11.4	7.3	10.9
Disagree strongly	1.6	0.8	2.7	2.9
N=	756	472	110	175

I would be more likely to use the bus system if the service went more places.

Agree strongly	19.6	15.9	29.3	24.1
Agree	45.6	47.7	48.5	37.6
Disagree	30.7	33.5	16.2	31.8
Disagree strongly	4	2.8	6.1	6.5
N=	733	465	99	170

I would be more likely to use the bus system if wait times were decreased.

Agree strongly	21	19.4	28.7	20.4
Agree	46.9	48.8	48.9	40.1
Disagree	28.3	29.1	17	32.9
Disagree strongly	3.9	2.6	5.3	6.6
N=	714	453	94	167

An extensive passenger rail system that expands rail service beyond SunRail should be seriously considered as an alternative to expanding and building new roads.

Agree strongly	27.7	26.8	31.4	28.1
Agree	55.3	55.7	58.8	51.5
Disagree	13	13.6	6.9	15
Disagree strongly	4	3.8	2.9	5.4
N=	739	470	102	167

First, expanding the regional trail network – the biking and walking trails. Is that...

Very Important	34.8	36	35	30.9
Somewhat Important	41	40.9	41.7	41
Not too important	15.6	14.7	18.4	16.9
Not important at all	8.6	8.5	4.9	11.2
N=	764	484	103	178

Secondly, taking steps to increase pedestrian safety. Is that...

Very Important	71.5	70.8	68.9	75.1
Somewhat Important	22	22.5	25.5	18.1
Not too important	4.5	5	1.9	4.5
Not important at all	2.1	1.7	3.8	2.3
N=	764	479	106	177

Do you agree or disagree with the following statement: What is now being done to improve our transportation system is adequate to address our problems.

Agree strongly	2.4	2.1	4	1.9
Agree	26.5	28.3	29	19.7
Disagree	58.7	55.8	57	68.2
Disagree strongly	12.4	13.8	10	10.2
N=	693	434	100	157

And how about this statement: Toll road revenues should be used to help pay for public transportation like bus and rail?

Agree strongly	14.2	15.3	8.2	14.6
Agree	55	52.9	67	53.8
Disagree	25.7	27.5	16.5	26.3
Disagree strongly	5.2	4.4	8.2	5.3
N=	727	459	97	171

And do you agree or disagree with this statement: Improving Central Florida's transportation system means we will have to increase funding, through taxes and/or fees.

Agree strongly	3.6	3.8	2.9	4.1
Agree	51.7	49.7	53.9	55.6
Disagree	37.1	39.3	33.3	32.5
Disagree strongly	7.6	7.3	9.8	7.7
N=	723	453	102	169

Which of the following do you believe is the current primary method of paying for transportation projects like new roads and highways – gas taxes, property taxes, sales taxes, or usage fees like tolls? Or is this not something you know much about?

Gas Taxes	16.6	15.9	19.8	16.7
Property Taxes	4.1	4.4	0.9	4.8
Sales Taxes	7.5	6.3	12.6	7.5
Tolls	24	25.2	27.9	18.6
Some combination of these	20	20.4	18	20.4
Don't Know, Can't Say	27.8	27.8	20.7	31.7
N=	793	496	111	186

Several funding options are available to address the growing gap between transportation needs and available revenue. I'll read you a list of things that have been suggested to help meet transportation needs and for each one, you tell me whether you would strongly approve, approve, disapprove or strongly disapprove of using that approach to finance transportation solutions.

Increase the gasoline tax?

Strongly approve	1.1	1	0	2.2
Approve	24	22.4	17.9	31.9
Disapprove	54.7	55.3	58.5	50.5
Strongly disapprove	20.2	21.3	23.6	15.4
N=	770	483	106	182

Increase the sales tax?

Strongly approve	1.5	1.7	0	2.3
Approve	33.4	32.6	35	34.7
Disapprove	52.7	52.9	47.6	54.9
Strongly disapprove	12.3	12.8	17.5	8.1
N=	751	476	103	173

Increase property taxes?

Strongly approve	0.9	1.3	0	0
Approve	18.5	19.8	13.9	17.9
Disapprove	62.2	59.7	65.7	67.1
Strongly disapprove	18.5	19.2	20.4	15
N=	752	469	108	173

Increase the number of toll roads?

Strongly approve	1.8	2.1	2.8	0.6
Approve	43.6	42.8	40.6	47.4
Disapprove	43.1	42.2	46.2	43.4
Strongly disapprove	11.5	12.9	10.4	8.6
N=	753	474	106	175

Raise tolls on existing toll roads to pay for other types of transportation such as bus or rail projects?

Strongly approve	1.5	2.1	0	1.1
Approve	32.7	32.5	32.4	33.1
Disapprove	49	46.3	52.4	54.3
Strongly disapprove	16.8	19.2	15.2	11.4
N=	760	480	105	175

Increase tag, title and registration fees?

Strongly approve	1.4	1.6	1.9	0.6
Approve	35	34.6	24.3	42.8
Disapprove	48.3	48	57.9	42.8
Strongly disapprove	15.2	15.7	15.9	13.9
N=	772	485	107	180

Add a \$2 a day surcharge on rental cars?

Strongly approve	13.4	13.3	15.9	11.9
Approve	65.4	65.2	60.7	68.9
Disapprove	17.3	17.3	19.6	16.4
Strongly disapprove	3.9	4.2	3.7	2.8
N=	758	474	107	177

Right now, the tax on gasoline is a fixed amount per gallon of gas purchased, so the amount of tax collected per gallon stays the same no matter what the price of gas is. Some have suggested that this be replaced by a tax that was assessed as a percentage of the sale. This kind of a tax WOULD increase when the price of gas went up and decrease when it went down. Would you favor replacing the current fixed amount per gallon tax with a tax assessed as a percent of the sale?

Yes	35.3	34.3	39.8	35.5
No	64.7	65.7	60.2	64.5
N=	705	446	93	166

As a general principle, do you think the amount people pay in taxes and fees for transportation projects should take into account how much they use Central Florida's roads and highways? In other words, should people who drive more pay more in taxes and fees? Or should taxes and fees be pretty much the same for everyone, regardless of how much they drive?

Drive more, pay more	30.4	28.9	26	37.1
Same fees for all	68	69.2	73.1	61.7
Some combination of these	1.6	1.9	1	1.1
N=	758	478	104	175

We'd like to know how much you trust different groups of people. First, think about people in your neighborhood. Generally speaking, would you say that you can trust them a lot, some, only a little, or not at all?

People in your neighborhood

A lot	45.6	44.1	51.9	45.5
Some	33.3	32	28.7	39.8
A Little	12.1	13.9	14.8	6.3
Not at All	8.9	10	4.6	8.5
N=	753	469	108	176

People you work with

A lot	56	54.3	61.7	56.1
Some	28.4	28.3	21	32.4
A Little	10.2	10.9	14.8	6.5
Not at All	5.5	6.6	2.5	5
N=	569	350	81	139

People at your church or place of worship

A lot	67	66.1	72.8	65.7
Some	24.7	26	13.6	28.4
A Little	5.5	4.1	13.6	4.5
Not at All	2.8	3.8	0	1.5
N=	584	369	81	134

People who work in the stores where you shop

A lot	20.4	20.8	22.6	18.3
Some	50.9	48.2	47.2	60
A Little	18.3	20.8	21.7	9.7
Not at All	10.4	10.3	8.5	12
N=	746	467	106	175

The local news media

A lot	9.7	11.6	8.6	5.1
Some	37.8	34.4	39	45.5
A Little	24.1	26.5	21.9	19.9
Not at All	28.4	27.5	30.5	29.5
N=	746	465	105	176

The police in your local community

A lot	47.9	48.1	42.6	50.8
Some	33.5	33.1	36.1	32.8
A Little	7.4	7.6	9.3	5.6
Not at All	11.2	11.2	12	10.7
N=	757	472	108	177

Non-profit organizations

A lot	18.3	19.7	11.8	18.9
Some	49.2	44.9	52	58.6
A Little	19.6	21.2	21.6	123.6
Not at All	12.9	14.2	14.7	8.9
N=	722	452	102	169

The local business community

A lot	23.3	22.9	24	23.9
Some	52.4	51.2	47	58.5
A Little	16.3	18.1	23	8
Not at All	8	7.8	6	9.7
N=	734	459	100	176

Local Chambers of Commerce

A lot	18.6	17.5	22.2	19
Some	41.9	40.9	38.9	46.4
A Little	22.3	24.6	17.8	18.3
Not at All	17.3	17	21.1	16.3
N=	648	406	90	153

Citizen-led organizations

A lot	17.2	17.6	21.8	13.6
Some	46.7	45.8	43.7	50
A Little	21.4	22.8	17.2	20.1
Not at All	14.7	13.8	17.2	16.2
N=	663	421	87	154

Leaders of local colleges and universities

A lot	24.4	26	24.2	20.4
Some	46.1	43.3	45.1	54.3
A Little	17.4	18	17.6	16
Not at All	12	12.7	13.2	9.3
N=	687	434	91	162

Local elected officials

A lot	8.5	7.9	9	9.8
Some	37.3	36.4	37	39.9
A Little	25.5	25.9	22	26.6
Not at All	28.7	29.8	32	23.7
N=	729	456	100	173

State elected officials

A lot	6.8	7.4	6.8	5.2
Some	33.5	29.8	36.9	40.7
A Little	24.9	24.8	20.4	27.9
Not at All	34.9	37.9	35.9	26.2
N=	734	459	103	172

Federal elected officials

A lot	6.3	7.1	5.8	4.6
Some	32.9	31	38.5	34.5
A Little	25.4	23.5	20.2	33.3
Not at All	35.4	38.5	35.6	27.6
N=	731	452	104	174

Government in general

A lot	6.8	8.3	7.5	2.3
Some	35.7	33.8	33	42.2
A Little	24.7	23.8	20.8	29.5
Not at All	32.8	34.1	38.7	26
N=	736	458	106	173

Which is the MOST IMPORTANT source you turn to for information about community issues, including transportation?

Television	38.4	40	42.6	32.2
Newspaper	11.5	11.3	9.3	13.1
Radio	4.8	4.2	4.6	6
Word of mouth	4.3	4.2	4.6	3.8
Internet	31.3	31.3	26.9	34.4
Direct mail, newsletters	0.8	0.4	3.7	0
Social Media	2.7	2	5.6	2.7
Community newspapers	4.2	4	2.8	5.5
All other	2	2.4	0	2.2
N=	788	495	108	183

Which is the SECOND MOST IMPORTANT source you turn to for information community issues, including transportation?

Television	27.1	25.4	28.8	30.6
Newspaper	17	17.6	14.4	16.7
Radio	11.7	11.4	12.5	12.8
Word of mouth	9.3	9.7	7.7	8.9
Internet	23.2	24.6	23.1	19.4
Direct mail, newsletters	1.2	0.6	0	3.3
Social Media	3.7	3.3	4.8	3.9
Community newspapers	3.8	4.3	4.8	1.7
All other	3.1	3.1	3.8	2.8
N=	768	484	104	180

Which of the following best describes your current employment status?

Work full time	51.3	48.9	53.7	56.5
Work part time	10.7	11.5	9.3	9.7
Retired	17.4	17.9	22.2	13.4
Disabled	3.8	4	4.6	2.7
Student	4.5	5.6	0.9	3.2
Keeping house	5.1	6.2	1.9	3.8
Unemployed	6.1	5.2	4.6	9.7
Other	1	0.6	2.8	1.1
N=	794	497	108	186

Do you commute or do you work from home?

Commute	88.2	89.5	89.9	84.4
Work from home	11.8	10.5	10.1	15.6
N=	486	295	69	122

What is your primary method of commuting?

Personal car	84.6	84.9	86.2	83.3
Car pool	1.7	2.3	0	0.8
Bus	3.1	3	9.2	0
Bike	1.1	1.3	0	0.8
Walk	0.3	0	0	0.8
Other	0.7	1	0	0.8
Work from home	8.5	7.4	4.6	13.3
N=	484	298	65	120

How much time does it take you to get to work, on average?

Average commute time (minutes)	28.1	30.2	31.2	21.2
N=	436	267	63	106

Do you work and live in the same county?

Yes	70.6	77.7	60.3	58.8
No	29.4	22.3	39.7	41.2
N=	479	291	68	119

How long have you lived in Central Florida?

2 years or less	8.2	7.2	11.8	8.1
3-5 years	8.4	10.3	6.4	4.9
6-10 years	15.5	14.7	25.5	11.9
More than 10 years	67.9	67.8	56.4	75.1
N=	796	497	110	185

How much formal schooling have you had?

Less than high school	1.4	1.2	1.8	2.2
High school or equivalent	18.9	17.1	22.9	15.1
Some college	29.5	29.2	35.8	26.5
College graduate	32.4	34.5	22	33
Graduate or professional degree	19.2	17.9	17.4	23.2
N=	791	496	109	185

In what year were you born? (converted into years of age)

18-35	27	28.3	21.6	26.9
36-64	59.1	58.1	63.1	59.1
65+	13.9	13.6	15.3	14
N=	796	499	111	186

Which of the following do you consider as your racial or ethnic group?

White	61.3	59.9	50	71.8
Black	12.1	15.2	10	5
Hispanic	15.5	15.6	22.7	11
Asian/Pacific Islander	3.3	2.9	4.5	3.3
Native American	0.5	0.8	0	0
Multi-racial or multi-ethnic	4.9	3.7	8.2	6.1
Other	2.5	1.9	4.5	2.8
N=	772	481	110	181

Are you a registered voter?

Yes	87.9	87	87.2	90.2
No	12.1	13	12.8	9.8
N=	791	499	109	184

Gender

Male	49.9	49.5	52.3	50
Female	50.1	50.5	47.7	50
N=	796	499	111	186

Appendix D: Online Survey Marginals

**Transportation Issues in Central Florida:
A Survey of Public Opinion 2013**

Marginal Frequencies: Online Survey

What county do you live in?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Orange	376	59.5	60.7	60.7
	Osceola	46	7.3	7.4	68.2
	Seminole	124	19.6	20.0	88.2
	Lake	12	1.9	1.9	90.1
	Volusia	25	4.0	4.0	94.2
	Some Other County	36	5.7	5.8	100.0
	Total	619	97.9	100.0	
Missing	System	13	2.1		
Total		632	100.0		

How important are transportation issues to you and your family? Would you say these issues are:

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very important	442	69.9	70.5	70.5
	Somewhat important	159	25.2	25.4	95.9
	Not too important	23	3.6	3.7	99.5
	Not important at all	3	.5	.5	100.0
	Total	627	99.2	100.0	
Missing	Don't Know/Not Applicable	4	.6		
	System	1	.2		
	Total	5	.8		
Total		632	100.0		

How important are transportation issues to the Central Florida region? Would you say these issues ar...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very important	544	86.1	86.8	86.8
	Somewhat important	75	11.9	12.0	98.7
	Not too important	7	1.1	1.1	99.8
	Not important at all	1	.2	.2	100.0
	Total	627	99.2	100.0	

Missing	Don't Know/Not Applicable System	2	.3		
		3	.5		
	Total	5	.8		
Total		632	100.0		

On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:-How long it takes you to commute to your place of employment?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1: Terrible	78	12.3	14.5	14.5
	2	77	12.2	14.3	28.8
	3	175	27.7	32.5	61.2
	4	105	16.6	19.5	80.7
	5: Excellent	104	16.5	19.3	100.0
	Total	539	85.3	100.0	
Missing	Don't know/Not applicable System	84	13.3		
		9	1.4		
	Total	93	14.7		
Total		632	100.0		

On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:-Day-to-day predictability of your commute?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1: Terrible	73	11.6	13.0	13.0
	2	88	13.9	15.7	28.7
	3	163	25.8	29.1	57.8
	4	129	20.4	23.0	80.7
	5: Excellent	108	17.1	19.3	100.0
	Total	561	88.8	100.0	
Missing	Don't know/Not applicable System	55	8.7		
		16	2.5		
	Total	71	11.2		
Total		632	100.0		

On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:-Transportation choices available for your commute?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1: Terrible	260	41.1	46.4	46.4
	2	157	24.8	28.0	74.5

	3	78	12.3	13.9	88.4
	4	36	5.7	6.4	94.8
	5: Excellent	29	4.6	5.2	100.0
	Total	560	88.6	100.0	
Missing	Don't know/Not applicable	57	9.0		
	System	15	2.4		
	Total	72	11.4		
Total		632	100.0		

Descriptive Statistics

	N	Minimum	Maximum	Mean
On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:- How long it takes you to commute to your place of employment?	539	1	5	3.15
On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:- Day-to-day predictability of your commute?	561	1	5	3.20
On a scale of 1 to 5, where 1 is terrible and 5 is excellent, how would you rate:- Transportation choices available for your commute?	560	1	5	1.96
Valid N (listwise)	512			

Would you say that generally, government spends too much, too little, or about the right amount on t...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Too much	45	7.1	8.3	8.3
	Too little	426	67.4	78.2	86.4
	About right	74	11.7	13.6	100.0
	Total	545	86.2	100.0	
Missing	Don't Know	67	10.6		
	Prefer not to answer	17	2.7		
	System	3	.5		

Total	87	13.8	
Total	632	100.0	

Some people say that transportation is mainly an economic issue that we have to solve transportation...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	172	27.2	30.9	30.9
	Agree	266	42.1	47.8	78.8
	Disagree	89	14.1	16.0	94.8
	Disagree strongly	29	4.6	5.2	100.0
	Total	556	88.0	100.0	
Missing	Neutral/no opinion	44	7.0		
	Don't Know	9	1.4		
	Prefer not to answer	4	.6		
	System	19	3.0		
Total	76	12.0			
Total		632	100.0		

For others, transportation is mainly a safety issue these people say we have to solve transportation...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	105	16.6	19.9	19.9
	Agree	260	41.1	49.3	69.3
	Disagree	137	21.7	26.0	95.3
	Disagree strongly	25	4.0	4.7	100.0
	Total	527	83.4	100.0	
Missing	Neutral/no opinion	77	12.2		
	Don't Know	7	1.1		
	Prefer not to answer	2	.3		
	System	19	3.0		
Total		105	16.6		
Total		632	100.0		

Still others argue that transportation is mainly a convenience issue that we have to solve transport...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	127	20.1	23.1	23.1
	Agree	287	45.4	52.2	75.3
	Disagree	101	16.0	18.4	93.6
	Disagree strongly	35	5.5	6.4	100.0

	Total	550	87.0	100.0
Missing	Neutral/no opinion	58	9.2	
	Don't Know	1	.2	
	Prefer not to answer	2	.3	
	System	21	3.3	
	Total	82	13.0	
Total		632	100.0	

Finally, some argue that transportation is all about managing growth and protecting the environment...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	191	30.2	34.7	34.7
	Agree	211	33.4	38.3	73.0
	Disagree	102	16.1	18.5	91.5
	Disagree strongly	47	7.4	8.5	100.0
	Total	551	87.2	100.0	
Missing	Neutral/no opinion	53	8.4		
	Don't Know	5	.8		
	Prefer not to answer	4	.6		
	System	19	3.0		
	Total	81	12.8		
Total		632	100.0		

Some people say the only realistic solution to transportation and congestion issues in the region is...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	240	38.0	42.7	42.7
	Agree	185	29.3	32.9	75.6
	Disagree	88	13.9	15.7	91.3
	Disagree strongly	49	7.8	8.7	100.0
	Total	562	88.9	100.0	
Missing	Neutral/no opinion	26	4.1		
	Don't Know	8	1.3		
	Prefer not to answer	3	.5		
	System	33	5.2		
	Total	70	11.1		
Total		632	100.0		

Others think that the only real solution to congestion is to add lanes to widen the highways. Do you...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	27	4.3	4.8	4.8
	Agree	87	13.8	15.5	20.2
	Disagree	248	39.2	44.0	64.3
	Disagree strongly	201	31.8	35.7	100.0
	Total	563	89.1	100.0	
Missing	Neutral/no opinion	29	4.6		
	Don't Know	6	.9		
	System	34	5.4		
	Total	69	10.9		
Total		632	100.0		

Some say that the congestion problem would be largely solved if we did a better job managing traffic...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	73	11.6	14.5	14.5
	Agree	153	24.2	30.4	44.8
	Disagree	216	34.2	42.9	87.7
	Disagree strongly	62	9.8	12.3	100.0
	Total	504	79.7	100.0	
Missing	Neutral/no opinion	74	11.7		
	Don't Know	18	2.8		
	System	36	5.7		
	Total	128	20.3		
Total		632	100.0		

Some say the remedy for congestion is to better manage the operations side of the transportation sys...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	108	17.1	20.8	20.8
	Agree	245	38.8	47.3	68.1
	Disagree	131	20.7	25.3	93.4
	Disagree strongly	34	5.4	6.6	100.0
	Total	518	82.0	100.0	
Missing	Neutral/no opinion	63	10.0		
	Don't Know	11	1.7		
	Prefer not to answer	5	.8		
	System	35	5.5		
Total		114	18.0		

Total	632	100.0		
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**Central Florida needs a more balanced transportation system - including increased transit options
ii...**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	370	58.5	65.5	65.5
	Agree	159	25.2	28.1	93.6
	Disagree	20	3.2	3.5	97.2
	Disagree strongly	16	2.5	2.8	100.0
	Total	565	89.4	100.0	
Missing	Neutral/no opinion	19	3.0		
	Don't Know	4	.6		
	Prefer not to answer	2	.3		
	System	42	6.6		
Total	67	10.6			
Total		632	100.0		

I would be more likely to use the bus system if the service went more places.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	193	30.5	38.1	38.1
	Agree	163	25.8	32.1	70.2
	Disagree	96	15.2	18.9	89.2
	Disagree strongly	55	8.7	10.8	100.0
	Total	507	80.2	100.0	
Missing	Neutral/no opinion	58	9.2		
	Don't Know	22	3.5		
	Prefer not to answer	2	.3		
	System	43	6.8		
Total	125	19.8			
Total		632	100.0		

I would be more likely to use the bus system if wait times were decreased.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	201	31.8	40.0	40.0
	Agree	176	27.8	35.1	75.1
	Disagree	79	12.5	15.7	90.8
	Disagree strongly	46	7.3	9.2	100.0
	Total	502	79.4	100.0	
Missing	Neutral/no opinion	65	10.3		

	Don't Know	21	3.3		
	Prefer not to answer	3	.5		
	System	41	6.5		
	Total	130	20.6		
Total		632	100.0		

An extensive passenger rail system that expands rail service beyond SunRail should be seriously cons...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	358	56.6	64.3	64.3
	Agree	136	21.5	24.4	88.7
	Disagree	37	5.9	6.6	95.3
	Disagree strongly	26	4.1	4.7	100.0
	Total	557	88.1	100.0	
Missing	Neutral/no opinion	25	4.0		
	Don't Know	7	1.1		
	Prefer not to answer	2	.3		
	System	41	6.5		
Total	75	11.9			
Total		632	100.0		

First, expanding the regional trail network – the biking and walking trails. Is that...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very important	253	40.0	43.5	43.5
	Somewhat important	205	32.4	35.2	78.7
	Not too important	86	13.6	14.8	93.5
	Not important at all	38	6.0	6.5	100.0
	Total	582	92.1	100.0	
Missing	Don't know/Not applicable	6	.9		
	System	44	7.0		
	Total	50	7.9		
Total		632	100.0		

Secondly, taking steps to increase pedestrian safety. Is that...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very important	422	66.8	72.3	72.3
	Somewhat important	136	21.5	23.3	95.5
	Not too important	20	3.2	3.4	99.0
	Not important at all	6	.9	1.0	100.0

	Total	584	92.4	100.0
Missing	Don't know/Not applicable	3	.5	
	System	45	7.1	
	Total	48	7.6	
Total		632	100.0	

What is now being done to improve our transportation system is adequate to address our problems.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	8	1.3	1.5	1.5
	Agree	53	8.4	10.2	11.7
	Disagree	276	43.7	53.1	64.8
	Disagree strongly	183	29.0	35.2	100.0
	Total	520	82.3	100.0	
Missing	Neutral/no opinion	29	4.6		
	Don't Know	31	4.9		
	Prefer not to answer	2	.3		
	System	50	7.9		
	Total	112	17.7		
Total		632	100.0		

Toll road revenues should be used to help pay for public transportation like bus and rail.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	195	30.9	36.9	36.9
	Agree	192	30.4	36.4	73.3
	Disagree	88	13.9	16.7	90.0
	Disagree strongly	53	8.4	10.0	100.0
	Total	528	83.5	100.0	
Missing	Neutral/no opinion	36	5.7		
	Don't Know	18	2.8		
	Prefer not to answer	2	.3		
	System	48	7.6		
	Total	104	16.5		
Total		632	100.0		

Improving Central Florida's transportation system means we will have to increase funding, through t...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree strongly	111	17.6	22.0	22.0

	Agree	230	36.4	45.5	67.5
	Disagree	107	16.9	21.2	88.7
	Disagree strongly	57	9.0	11.3	100.0
	Total	505	79.9	100.0	
Missing	Neutral/no opinion	40	6.3		
	Don't Know	35	5.5		
	Prefer not to answer	3	.5		
	System	49	7.8		
	Total	127	20.1		
Total		632	100.0		

Which of the following do you believe is the current primary method of paying for transportation pro...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Gas Taxes	157	24.8	27.0	27.0
	Property Taxes	17	2.7	2.9	29.9
	Sales Taxes	18	2.8	3.1	33.0
	Tolls	35	5.5	6.0	39.1
	Some combination of these	300	47.5	51.6	90.7
	Don't know, can't say	54	8.5	9.3	100.0
	Total	581	91.9	100.0	
Missing	Prefer not to answer	2	.3		
	System	49	7.8		
	Total	51	8.1		
Total		632	100.0		

Several funding options are available to address the growing gap between transportation needs and av...-Increase the gasoline tax?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly approve	140	22.2	25.8	25.8
	Approve	187	29.6	34.4	60.2
	Disapprove	106	16.8	19.5	79.7
	Strongly disapprove	110	17.4	20.3	100.0
	Total	543	85.9	100.0	
Missing	Neutral/no opinion	18	2.8		
	Don't Know	7	1.1		
	Prefer not to answer	2	.3		
	System	62	9.8		
	Total	89	14.1		
Total		632	100.0		

Several funding options are available to address the growing gap between transportation needs and av...-Increase the sales tax?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly approve	50	7.9	9.6	9.6
	Approve	170	26.9	32.6	42.1
	Disapprove	165	26.1	31.6	73.8
	Strongly disapprove	137	21.7	26.2	100.0
	Total	522	82.6	100.0	
Missing	Neutral/no opinion	31	4.9		
	Don't Know	9	1.4		
	Prefer not to answer	2	.3		
	System	68	10.8		
Total	110	17.4			
Total		632	100.0		

Several funding options are available to address the growing gap between transportation needs and av...-Increase property taxes?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly approve	20	3.2	3.9	3.9
	Approve	108	17.1	20.8	24.7
	Disapprove	218	34.5	42.0	66.7
	Strongly disapprove	173	27.4	33.3	100.0
	Total	519	82.1	100.0	
Missing	Neutral/no opinion	31	4.9		
	Don't Know	7	1.1		
	Prefer not to answer	4	.6		
	System	71	11.2		
Total	113	17.9			
Total		632	100.0		

Several funding options are available to address the growing gap between transportation needs and av...-Increase the number of toll roads?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly approve	56	8.9	10.7	10.7
	Approve	197	31.2	37.8	48.6
	Disapprove	146	23.1	28.0	76.6
	Strongly disapprove	122	19.3	23.4	100.0
	Total	521	82.4	100.0	
Missing	Neutral/no opinion	35	5.5		

	Don't Know	9	1.4		
	Prefer not to answer	3	.5		
	System	64	10.1		
	Total	111	17.6		
Total		632	100.0		

Several funding options are available to address the growing gap between transportation needs and av...-Raise tolls on existing toll roads to pay for other types of transportation such as bus or rail projects?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly approve	59	9.3	11.5	11.5
	Approve	152	24.1	29.5	41.0
	Disapprove	164	25.9	31.8	72.8
	Strongly disapprove	140	22.2	27.2	100.0
	Total	515	81.5	100.0	
Missing	Neutral/no opinion	36	5.7		
	Don't Know	14	2.2		
	Prefer not to answer	2	.3		
	System	65	10.3		
	Total	117	18.5		
Total		632	100.0		

Several funding options are available to address the growing gap between transportation needs and av...-Increase tag, title and registration fees?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly approve	50	7.9	9.4	9.4
	Approve	182	28.8	34.3	43.8
	Disapprove	178	28.2	33.6	77.4
	Strongly disapprove	120	19.0	22.6	100.0
	Total	530	83.9	100.0	
Missing	Neutral/no opinion	25	4.0		
	Don't Know	7	1.1		
	Prefer not to answer	3	.5		
	System	67	10.6		
	Total	102	16.1		
Total		632	100.0		

Several funding options are available to address the growing gap between transportation needs and av...-Add a \$2 a day surcharge on rental cars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly approve	263	41.6	48.7	48.7
	Approve	202	32.0	37.4	86.1
	Disapprove	43	6.8	8.0	94.1
	Strongly disapprove	32	5.1	5.9	100.0
	Total	540	85.4	100.0	
Missing	Neutral/no opinion	25	4.0		
	Don't Know	7	1.1		
	Prefer not to answer	1	.2		
	System	59	9.3		
	Total	92	14.6		
Total		632	100.0		

Right now, the tax on gasoline is a fixed amount per gallon of gas purchased, so the amount of tax c...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	176	27.8	35.8	35.8
	No	316	50.0	64.2	100.0
	Total	492	77.8	100.0	
Missing	Don't Know	78	12.3		
	System	62	9.8		
	Total	140	22.2		
Total		632	100.0		

As a general principle, do you think the amount people pay in taxes and fees for transportation proj...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drive more, pay more	242	38.3	60.7	60.7
	Same fees for all	157	24.8	39.3	100.0
	Total	399	63.1	100.0	
Missing	Some combination of the above	133	21.0		
	Neutral/no opinion	22	3.5		
	Don't Know	12	1.9		
	System	66	10.4		
Total		233	36.9		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-People in your neighborhood

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	142	22.5	26.6	26.6
	Some	293	46.4	55.0	81.6
	A Little	79	12.5	14.8	96.4
	Not at All	19	3.0	3.6	100.0
	Total	533	84.3	100.0	
Missing	Don't Know/Not Applicable	28	4.4		
	System	71	11.2		
	Total	99	15.7		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-People you work with

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	262	41.5	51.3	51.3
	Some	203	32.1	39.7	91.0
	A Little	33	5.2	6.5	97.5
	Not at All	13	2.1	2.5	100.0
	Total	511	80.9	100.0	
Missing	Don't Know/Not Applicable	50	7.9		
	System	71	11.2		
	Total	121	19.1		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-People at your church or place of worship

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	177	28.0	49.4	49.4
	Some	136	21.5	38.0	87.4
	A Little	26	4.1	7.3	94.7
	Not at All	19	3.0	5.3	100.0
	Total	358	56.6	100.0	
Missing	Don't Know/Not Applicable	202	32.0		
	System	72	11.4		
	Total	274	43.4		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-People who work in the stores where you shop

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	41	6.5	7.9	7.9
	Some	252	39.9	48.7	56.7
	A Little	177	28.0	34.2	90.9
	Not at All	47	7.4	9.1	100.0
	Total	517	81.8	100.0	
Missing	Don't Know/Not Applicable System	40	6.3		
		75	11.9		
	Total	115	18.2		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-The local news media

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	23	3.6	4.2	4.2
	Some	171	27.1	31.1	35.3
	A Little	209	33.1	38.1	73.4
	Not at All	146	23.1	26.6	100.0
	Total	549	86.9	100.0	
Missing	Don't Know/Not Applicable System	13	2.1		
		70	11.1		
	Total	83	13.1		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-The police in your local community

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	177	28.0	32.4	32.4
	Some	265	41.9	48.5	81.0
	A Little	80	12.7	14.7	95.6
	Not at All	24	3.8	4.4	100.0
	Total	546	86.4	100.0	
Missing	Don't Know/Not Applicable System	15	2.4		
		71	11.2		
	Total	86	13.6		

Total	632	100.0		
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We'd like to know how much you trust different groups of people. Please indicate whether you can...-Non-profit organizations

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	84	13.3	15.7	15.7
	Some	276	43.7	51.7	67.4
	A Little	135	21.4	25.3	92.7
	Not at All	39	6.2	7.3	100.0
	Total	534	84.5	100.0	
Missing	Don't Know/Not Applicable System	25	4.0		
		73	11.6		
	Total	98	15.5		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-The local business community

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	53	8.4	9.9	9.9
	Some	248	39.2	46.3	56.2
	A Little	179	28.3	33.4	89.6
	Not at All	56	8.9	10.4	100.0
	Total	536	84.8	100.0	
Missing	Don't Know/Not Applicable System	23	3.6		
		73	11.6		
	Total	96	15.2		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-Local Chambers of Commerce

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	44	7.0	8.5	8.5
	Some	196	31.0	38.0	46.5
	A Little	150	23.7	29.1	75.6
	Not at All	126	19.9	24.4	100.0
	Total	516	81.6	100.0	
Missing	Don't Know/Not Applicable System	42	6.6		
		74	11.7		

Total	Total	116	18.4	
Total		632	100.0	

We'd like to know how much you trust different groups of people. Please indicate whether you can...-Citizen-led organizations

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	63	10.0	12.1	12.1
	Some	259	41.0	49.8	61.9
	A Little	151	23.9	29.0	91.0
	Not at All	47	7.4	9.0	100.0
	Total	520	82.3	100.0	
Missing	Don't Know/Not Applicable System	42	6.6		
		70	11.1		
	Total	112	17.7		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-Leaders of local colleges and universities

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	87	13.8	16.8	16.8
	Some	217	34.3	41.8	58.6
	A Little	151	23.9	29.1	87.7
	Not at All	64	10.1	12.3	100.0
	Total	519	82.1	100.0	
Missing	Don't Know/Not Applicable System	40	6.3		
		73	11.6		
	Total	113	17.9		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-Local elected officials

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	12	1.9	2.2	2.2
	Some	184	29.1	33.6	35.8
	A Little	219	34.7	40.0	75.7
	Not at All	133	21.0	24.3	100.0
	Total	548	86.7	100.0	
Missing	Don't Know/Not Applicable	13	2.1		

	System	71	11.2		
	Total	84	13.3		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-State elected officials

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	3	.5	.6	.6
	Some	121	19.1	22.2	22.8
	A Little	206	32.6	37.8	60.6
	Not at All	215	34.0	39.4	100.0
	Total	545	86.2	100.0	
Missing	Don't Know/Not Applicable	13	2.1		
	System	74	11.7		
	Total	87	13.8		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-Federal elected officials

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	13	2.1	2.4	2.4
	Some	137	21.7	25.2	27.6
	A Little	197	31.2	36.2	63.8
	Not at All	197	31.2	36.2	100.0
	Total	544	86.1	100.0	
Missing	Don't Know/Not Applicable	16	2.5		
	System	72	11.4		
	Total	88	13.9		
Total		632	100.0		

We'd like to know how much you trust different groups of people. Please indicate whether you can...-Government in general

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	A lot	11	1.7	2.0	2.0
	Some	202	32.0	37.0	39.0
	A Little	195	30.9	35.7	74.7
	Not at All	138	21.8	25.3	100.0
	Total	546	86.4	100.0	
Missing	Don't Know/Not	15	2.4		

	Applicable System	71	11.2		
	Total	86	13.6		
Total		632	100.0		

Which is the MOST IMPORTANT source you turn to for information about community issues, including tra...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Television	86	13.6	15.5	15.5
	Newspaper	117	18.5	21.1	36.6
	Radio	34	5.4	6.1	42.8
	Word of mouth	22	3.5	4.0	46.8
	Internet	234	37.0	42.2	89.0
	Direct mail, newsletters	8	1.3	1.4	90.4
	Social Media	30	4.7	5.4	95.8
	Community newspapers	13	2.1	2.3	98.2
	All other	10	1.6	1.8	100.0
	Total	554	87.7	100.0	
	Missing	Don't Know	6	.9	
Prefer not to answer		7	1.1		
System		65	10.3		
Total		78	12.3		
Total		632	100.0		

Which is the SECOND MOST IMPORTANT source you turn to for information community issues, including tr...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Television	144	22.8	26.4	26.4
	Newspaper	98	15.5	18.0	44.4
	Radio	56	8.9	10.3	54.7
	Word of mouth	51	8.1	9.4	64.0
	Internet	107	16.9	19.6	83.7
	Direct mail, newsletters	14	2.2	2.6	86.2
	Social Media	42	6.6	7.7	93.9
	Community newspapers	21	3.3	3.9	97.8
	All other	12	1.9	2.2	100.0
	Total	545	86.2	100.0	
	Missing	Don't Know	15	2.4	
Prefer not to answer		6	.9		

	System	66	10.4		
	Total	87	13.8		
Total		632	100.0		

Which of the following best describes your current employment status?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Work full time	404	63.9	72.3	72.3
	Work part time	50	7.9	8.9	81.2
	Retired	65	10.3	11.6	92.8
	Disabled	5	.8	.9	93.7
	Student	19	3.0	3.4	97.1
	Keeping house	3	.5	.5	97.7
	Unemployed	8	1.3	1.4	99.1
	Other	5	.8	.9	100.0
	Total	559	88.4	100.0	
Missing	Prefer not to answer	8	1.3		
	System	65	10.3		
	Total	73	11.6		
Total		632	100.0		

Do you commute or do you work from home?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Commute	414	65.5	93.7	93.7
	Work from home	28	4.4	6.3	100.0
	Total	442	69.9	100.0	
Missing	Prefer not to answer	7	1.1		
	System	183	29.0		
	Total	190	30.1		
Total		632	100.0		

What is your primary method of commuting?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Personal car	391	61.9	87.5	87.5
	Car pool	10	1.6	2.2	89.7
	Bus	12	1.9	2.7	92.4
	Bicycle	12	1.9	2.7	95.1
	Walk	7	1.1	1.6	96.6
	Other	2	.3	.4	97.1
	Works from home	13	2.1	2.9	100.0

	Total	447	70.7	100.0
Missing	Prefer not to answer	4	.6	
	System	181	28.6	
	Total	185	29.3	
Total		632	100.0	

How many minutes does it take you to get to work, on average?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	13	2.1	3.1	3.1
	0	1	.2	.2	3.3
	0	1	.2	.2	3.6
	0	2	.3	.5	4.0
	4	2	.3	.5	4.5
	5	13	2.1	3.1	7.6
	6	3	.5	.7	8.3
	7	3	.5	.7	9.0
	8	10	1.6	2.4	11.4
	9	1	.2	.2	11.6
	10	31	4.9	7.3	19.0
	11	1	.2	.2	19.2
	12	10	1.6	2.4	21.6
	13	3	.5	.7	22.3
	15	55	8.7	13.0	35.3
	16	1	.2	.2	35.5
	17	1	.2	.2	35.8
	20	57	9.0	13.5	49.3
	22	2	.3	.5	49.8
	25	40	6.3	9.5	59.2
	27	1	.2	.2	59.5
	28	3	.5	.7	60.2
	30	44	7.0	10.4	70.6
	32	1	.2	.2	70.9
	35	23	3.6	5.5	76.3
	40	26	4.1	6.2	82.5
	45	30	4.7	7.1	89.6
	50	10	1.6	2.4	91.9
	55	4	.6	.9	92.9
	60	13	2.1	3.1	96.0
	62	1	.2	.2	96.2

	65	3	.5	.7	96.9
	66	1	.2	.2	97.2
	70	1	.2	.2	97.4
	75	2	.3	.5	97.9
	80	1	.2	.2	98.1
	90	5	.8	1.2	99.3
	120	2	.3	.5	99.8
	135	1	.2	.2	100.0
	Total	422	66.8	100.0	
Missing	System	210	33.2		
Total		632	100.0		

Do you work and live in the same county?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	287	45.4	64.3	64.3
	No	159	25.2	35.7	100.0
	Total	446	70.6	100.0	
Missing	Prefer not to answer	5	.8		
	System	181	28.6		
	Total	186	29.4		
Total		632	100.0		

How many years have you lived in Central Florida? (6 months or less, please enter 0; otherwise, round...)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	10	1.6	1.9	1.9
	1	8	1.3	1.5	3.4
	2	14	2.2	2.6	6.0
	3	1	.2	.2	6.2
	3	14	2.2	2.6	8.8
	4	1	.2	.2	9.0
	4	9	1.4	1.7	10.7
	5	15	2.4	2.8	13.5
	6	15	2.4	2.8	16.4
	7	17	2.7	3.2	19.5
	8	20	3.2	3.8	23.3
	9	17	2.7	3.2	26.5
10	16	2.5	3.0	29.5	
11	12	1.9	2.3	31.8	
12	17	2.7	3.2	35.0	

13	15	2.4	2.8	37.8
14	13	2.1	2.4	40.2
15	14	2.2	2.6	42.9
16	8	1.3	1.5	44.4
17	13	2.1	2.4	46.8
18	12	1.9	2.3	49.1
19	10	1.6	1.9	50.9
20	23	3.6	4.3	55.3
21	3	.5	.6	55.8
22	18	2.8	3.4	59.2
23	14	2.2	2.6	61.8
24	14	2.2	2.6	64.5
25	19	3.0	3.6	68.0
26	14	2.2	2.6	70.7
27	10	1.6	1.9	72.6
28	11	1.7	2.1	74.6
29	7	1.1	1.3	75.9
30	15	2.4	2.8	78.8
31	8	1.3	1.5	80.3
32	5	.8	.9	81.2
33	6	.9	1.1	82.3
34	5	.8	.9	83.3
35	8	1.3	1.5	84.8
36	1	.2	.2	85.0
38	4	.6	.8	85.7
39	3	.5	.6	86.3
40	12	1.9	2.3	88.5
41	2	.3	.4	88.9
42	3	.5	.6	89.5
43	5	.8	.9	90.4
44	6	.9	1.1	91.5
45	9	1.4	1.7	93.2
46	1	.2	.2	93.4
47	3	.5	.6	94.0
48	3	.5	.6	94.5
49	1	.2	.2	94.7
50	7	1.1	1.3	96.1
52	2	.3	.4	96.4
53	5	.8	.9	97.4
54	1	.2	.2	97.6
55	2	.3	.4	97.9
58	1	.2	.2	98.1
60	4	.6	.8	98.9

	62	2	.3	.4	99.2
	65	2	.3	.4	99.6
	66	1	.2	.2	99.8
	72	1	.2	.2	100.0
	Total	532	84.2	100.0	
Missing	System	100	15.8		
Total		632	100.0		

years in Florida recoded into 4 categories

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0-2 yrs	32	5.1	6.0	6.0
	3-5 yrs	39	6.2	7.3	13.4
	6-10 yrs	85	13.4	16.0	29.4
	More than 10 yrs	375	59.3	70.6	100.0
	Total	531	84.0	100.0	
Missing	System	101	16.0		
Total		632	100.0		

How much formal schooling have you had?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	High school or equivalent (including GED)	20	3.2	3.6	3.6
	Some college (including AA degree, two-year community college)	111	17.6	19.8	23.3
	College graduate	198	31.3	35.2	58.5
	Graduate or professional degree	233	36.9	41.5	100.0
	Total	562	88.9	100.0	
Missing	Prefer not to answer	3	.5		
	System	67	10.6		
	Total	70	11.1		
Total		632	100.0		

Which of the following do you consider as your racial or ethnic group?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	White	436	69.0	82.3	82.3
	Black/African-American	29	4.6	5.5	87.7
	Hispanic	32	5.1	6.0	93.8

	Asian/Pacific Islander	16	2.5	3.0	96.8
	Native American	4	.6	.8	97.5
	Multi-racial or multi-ethnic	12	1.9	2.3	99.8
	Other	1	.2	.2	100.0
	Total	530	83.9	100.0	
Missing	Prefer not to answer	28	4.4		
	System	74	11.7		
	Total	102	16.1		
Total		632	100.0		

Are you a registered voter?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	544	86.1	97.5	97.5
	No	14	2.2	2.5	100.0
	Total	558	88.3	100.0	
Missing	Prefer not to answer	7	1.1		
	System	67	10.6		
	Total	74	11.7		
Total		632	100.0		

What is your gender?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	330	52.2	58.8	58.8
	Female	231	36.6	41.2	100.0
	Total	561	88.8	100.0	
Missing	System	71	11.2		
Total		632	100.0		

respondent age in years

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	20.00	2	.3	.4	.4
	21.00	1	.2	.2	.6
	22.00	2	.3	.4	.9
	23.00	5	.8	.9	1.9
	24.00	9	1.4	1.7	3.5
	25.00	9	1.4	1.7	5.2
	26.00	10	1.6	1.9	7.1
	27.00	7	1.1	1.3	8.4

28.00	7	1.1	1.3	9.7
29.00	12	1.9	2.2	11.9
30.00	9	1.4	1.7	13.6
31.00	14	2.2	2.6	16.2
32.00	14	2.2	2.6	18.8
33.00	17	2.7	3.2	21.9
34.00	13	2.1	2.4	24.3
35.00	12	1.9	2.2	26.6
36.00	8	1.3	1.5	28.1
37.00	10	1.6	1.9	29.9
38.00	9	1.4	1.7	31.6
39.00	13	2.1	2.4	34.0
40.00	12	1.9	2.2	36.2
41.00	8	1.3	1.5	37.7
42.00	11	1.7	2.0	39.8
43.00	10	1.6	1.9	41.6
44.00	8	1.3	1.5	43.1
45.00	8	1.3	1.5	44.6
46.00	13	2.1	2.4	47.0
47.00	10	1.6	1.9	48.9
48.00	10	1.6	1.9	50.7
49.00	8	1.3	1.5	52.2
50.00	15	2.4	2.8	55.0
51.00	10	1.6	1.9	56.9
52.00	18	2.8	3.3	60.2
53.00	13	2.1	2.4	62.6
54.00	17	2.7	3.2	65.8
55.00	14	2.2	2.6	68.4
56.00	9	1.4	1.7	70.1
57.00	13	2.1	2.4	72.5
58.00	11	1.7	2.0	74.5
59.00	7	1.1	1.3	75.8
60.00	12	1.9	2.2	78.1
61.00	14	2.2	2.6	80.7
62.00	11	1.7	2.0	82.7
63.00	9	1.4	1.7	84.4
64.00	10	1.6	1.9	86.2
65.00	10	1.6	1.9	88.1
66.00	12	1.9	2.2	90.3
67.00	4	.6	.7	91.1
68.00	8	1.3	1.5	92.6
69.00	3	.5	.6	93.1
70.00	8	1.3	1.5	94.6

	71.00	2	.3	.4	95.0
	72.00	4	.6	.7	95.7
	73.00	3	.5	.6	96.3
	74.00	3	.5	.6	96.8
	75.00	1	.2	.2	97.0
	76.00	2	.3	.4	97.4
	77.00	3	.5	.6	98.0
	78.00	2	.3	.4	98.3
	79.00	4	.6	.7	99.1
	82.00	1	.2	.2	99.3
	83.00	3	.5	.6	99.8
	88.00	1	.2	.2	100.0
	Total	538	85.1	100.0	
Missing	System	94	14.9		
Total		632	100.0		

age recoded into three groups

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18-35 yrs	141	22.3	26.2	26.2
	36-64 yrs	315	49.8	58.6	84.8
	65 yrs and older	82	13.0	15.2	100.0
	Total	538	85.1	100.0	
Missing	System	94	14.9		
Total		632	100.0		

age recoded into elderly and nonelderly

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18-64 yrs	456	72.2	84.8	84.8
	65 yrs and older	82	13.0	15.2	100.0
	Total	538	85.1	100.0	
Missing	System	94	14.9		
Total		632	100.0		