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Transportation Issues in Central Florida: 2011 Survey of Public Opinion

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Executive Summary

MetroPlan Orlando conducts public opinion research as part of its public involvement efforts tied to transportation planning in Central Florida. The research is intended to help gauge public opinion and knowledge of important issues for the MetroPlan Orlando Board. Information generated in these studies provides a present-day perspective, along with comparative results to previous research completed over the last decade.

The 2011 survey is the fourth in a series commissioned by MetroPlan Orlando that now stretches back over a decade. The survey, entitled “Transportation Issues in Central Florida: The 2011 Survey of Public Opinion,” involved two different tools – a telephone survey and an online survey. Sample weights were applied to correct for age and gender imbalances; the weighted sample size for the telephone interview was 830 interviews. The telephone survey was augmented by an Internet survey completed online by 112 respondents. The two data sets are analyzed separately in the report.

Key Survey Results

- ***Transportation issues are important to the vast majority.*** Very large majorities agree (54%) or agree strongly (34%) that “improving Central Florida’s transportation system is important to me.” Almost three-quarters do NOT agree that “what is now being done to improve our transportation system is adequate to address our problems.”
Transportation issues are seen by area residents as matters of public policy deserving of greater attention. It appears that Central Florida residents are still looking to policy makers for more aggressive efforts to find solutions to transportation problems and the means to fund them.
- ***Residents feel that too little is spent on transportation.*** Almost two in three agree (53%) or agree strongly (12%) that improvements in the transportation system mean that “we will have to increase funding through taxes and/or fees.” One question asked, “Given that state and local governments in Florida must divide their budgets among many competing needs, would you say that generally, government spends too much, too little, or about the right amount on transportation?” Two-thirds (68%) said that too little was currently being spent. Only 8% thought that too much was being spent; the remainder felt that current expenditures were “about right.”
- ***Residents strongly support public transportation as part of a balanced transportation system.*** In 2009, we introduced an agree-disagree question that read, “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.” In 2009, 47% agreed that this was true. In 2011, agreement jumped up to 64%, probably the most dramatic shift in public opinion documented in the new survey. As in previous surveys, expanding the I-4 traffic capacity by adding lanes continues to receive majority support. Large majorities continue to endorse a more balanced transportation system, to seek greater convenience from the bus system, and to endorse passenger rail.

- ***Most people cannot identify how transportation is funded.*** Although most funding for transportation projects continues to come from gasoline taxes, only about one in five respondents identifies “gas taxes” as the primary current method of paying for transportation projects. As in 2009, the plurality opinion was that user fees (i.e., tolls) accounted for most transportation funding. And almost one in four was unable to answer the question.
- ***There are inconsistencies between transportation funding options in theory versus in practice.*** Regardless of how people think transportation projects are funded now, “pay for what you use” is the preferred method for future transportation funding. One question asked, “In general, which of the following funding options is most appealing -- increased property taxes, increased sales taxes, or a ‘pay for what you use’ approach, for example, through more tolls and gas and vehicle taxes?” Some 62% favored “pay for what you use,” vs. 23% from sales tax increases, 6% out of property taxes, and 9% favoring “some combination.” There is growing sentiment, now embraced by a majority, that more toll roads may well be the most acceptable (and realistic) transportation funding option.

Though most preferred “pay for what you use,” when given specific examples of this method, support was not as enthusiastic. One question asked:

- *Generally speaking, should the fees that people pay to register their vehicles take into account the gasoline mileage those vehicles achieve? That is, should the fees be lower for vehicles that get more miles per gallon, and higher for vehicles that get fewer miles per gallon? Or should everyone pay the same registration fee regardless of their gas mileage?*

The “use more, pay more” principle was rejected by 63%, endorsed by 33%, with the remainder neutral or uninformed on the issue. Thus there is some inconsistency between these and earlier results that suggested more enthusiasm for “pay for what you use” than these later questions indicate.

Transportation Issues in Central Florida: 2011 Survey of Public Opinion

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Introduction

MetroPlan Orlando conducts public opinion research as part of its public involvement efforts tied to transportation planning in Central Florida. The research is intended to help gauge public opinion and knowledge of important issues for the MetroPlan Orlando Board. Information generated in these studies provides a present-day perspective, along with comparative results to previous research completed over the last decade.

The 2011 survey is the fourth in a series commissioned by MetroPlan Orlando that now stretches back over a decade. The previous three 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, and (3) a 2009 ISBS public opinion survey. As a result, the organization now has a decade of trend data covering numerous transportation issues of importance to Central Florida.

Surveys done by us and numerous other local organizations continue to document the importance of transportation issues to the general public and fairly widespread dissatisfaction with the current transportation situation. For example, in a 2003 ISBS survey, 60% of Orange and Seminole County residents identified "traffic congestion" as a very or somewhat serious problem in the metro region. In the same poll, 64% identified "roads and traffic" as one of "the bad things about living in Central Florida" and 69% cited not wanting "to fight the traffic" as one of the reasons that they sometimes avoided going downtown. In a 2001 poll of the three-county area, 75% agreed that "traffic congestion negatively impacts the quality of life in Central Florida."

Survey after survey documents broad concerns tied to transportation, traffic and traffic congestion. In a 2005 MetroPlan Orlando survey, majorities exceeding 90% agreed that "solving Central Florida's transportation issues is important to me personally." In the 2001 survey, the comparable percentage was 93%. Like majorities (93%) said transportation issues were very or somewhat important to them and their families and equally important to the Central Florida region as a whole. But only a third agreed that "what is now being done to address

transportation issues in the region is adequate to solve our problems.” Nearly seven residents in ten said they were not satisfied with the status quo.

Research completed on behalf of other community organizations (and with other foci) shows the same general patterns. A community needs assessment done by ISBS for the Heart of Florida United Way in 2007-2008 asked an open-ended question, “What would you say is the most important problem you and your family face here in Central Florida today?” At the time of this survey, Orlando’s escalating crime rate was very much in the news, so it is not surprising that crime, violence, delinquency and related issues of social disorder were at the top of the list. That was followed closely by concerns over the high cost of living. But the third most prominent area of concern was traffic, congestion, and related transportation issues. An ISBS survey completed in August 2008 for the organization found 89% of regional residents rated traffic congestion as a somewhat or very serious problem and 71% said that roads and traffic were “one of the bad things about living in Central Florida” (the latter up from 64% in 2003). The 2011 survey whose results are reported here continues to document these same broad patterns.

As the regional transportation planning agency for Orange, Osceola, and Seminole Counties, MetroPlan Orlando continues to monitor public opinion related to transportation in Central Florida. The following report provides results and an analysis of the most recently commissioned survey, which was fielded in May-June 2011. Following the precedent established in the 2009 survey, the main survey (a computer assisted telephone poll) was supplemented with an online component using Survey Gizmo software. As in 2009, the telephone and online surveys are analyzed separately below.

Survey Methodology

Telephone Survey

Like its predecessors (2005 and 2009), Transportation Issues in Central Florida: 2011 Survey of Public Opinion was designed and implemented as a computer-assisted telephone interview of phone-accessible households in the tri-county region (Orange, Osceola and Seminole Counties).

The 2005 telephone survey, comprised of 860 interviews, sampled each county in proportion to its relative size. The 2009 telephone survey, comprised of 835 interviews, followed a similar sampling strategy. In addition to the telephone survey, an online survey (112 responses) was available via a survey link posted to ISBS and MetroPlan Orlando websites. The 2011 survey was comprised of 870 telephone interviews and 139 online surveys (including both complete

and partial surveys). Results from the phone survey and the online survey are treated as separate studies in this report.

Table 1 shows the distribution of telephone survey respondents across the three counties and the corresponding 2005-2009 population estimates from the Census Bureau's American Community Surveys. As is apparent, the sample proportions differ only slightly from the correct population proportions in Central Florida. As is invariably the case in our three-county phone surveys, Osceola residents are slightly under-represented and Seminole residents slightly over-represented compared to their corresponding population percentages.

Table 1: Survey Responses Across Counties Compared with Population Figures

| Responses Across Counties Compared with Population | Percent of Total Population | Percent of Sample |
|---|------------------------------------|--------------------------|
| Orange | 61.5 | 60.8 |
| Osceola | 14.8 | 12.2 |
| Seminole | 23.7 | 27.0 |
| Total = | 100% | 100% |

A sample of names and telephone numbers for the three-county area was purchased from Survey Sampling, Inc., a reputable nationally-known sampling firm. The sample list contained 13,000 names and phone numbers, which interviewers attempted to contact 25,918 times. Note that we obtained both cell and landline numbers. Conversations with our sample supplier indicated that Florida now has 27% cell phone only households (that is, households that can only be contacted by cell phone). Consequently we obtained 3,510 cell phone numbers and 9,490 landline numbers. Tables 2 and 3 show the disposition of interviewer call attempts by type of number.

Table 2: Call Disposition, Landline Sample

| MetroPlan Orlando 2011 - LANDLINE SAMPLE | Frequencies | Percentages |
|---|--------------------|--------------------|
| Complete | 777 | 3.87% |
| Partial | 51 | 0.25% |
| No answer | 12400 | 61.69% |
| Call back | 4729 | 23.53% |
| Busy | 201 | 1.00% |
| Disconnected | 1480 | 7.36% |
| Business number | 74 | 0.37% |
| Fax machine | 28 | 0.14% |
| Out of target area | 17 | 0.08% |
| Call back Spanish | 111 | 0.55% |
| Call back other language | 9 | 0.04% |
| Not in sampling frame | 33 | 0.16% |
| Other | 9 | 0.04% |
| Refusal | 183 | 0.91% |
| Total dial attempts | 20102 | 100.00% |

Table 3: Call Disposition, Cell Sample

| MetroPlan Orlando 2011 - CELL SAMPLE | Frequencies | Percentages |
|---|--------------------|--------------------|
| Complete | 93 | 1.60% |
| Partial | 6 | 0.10% |
| No answer | 3334 | 57.32% |
| Call back | 1110 | 19.09% |
| Busy | 54 | 0.93% |
| Disconnected | 975 | 16.76% |
| Business number | 45 | 0.77% |
| Fax machine | 1 | 0.02% |
| Out of target area | 45 | 0.77% |
| Call back Spanish | 39 | 0.67% |
| Call back other language | 1 | 0.02% |
| Not in sampling frame | 41 | 0.70% |
| Other | 7 | 0.12% |
| Refusal | 65 | 1.12% |
| Total dial attempts | 5816 | 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 are based on the weighted data.** The combined weighted sample size for the telephone survey is 830 respondents, not 870, because forty respondents were missing data on age and therefore could not be included in the weighted sample. For a sample of 830 and for proportions near 0.5, the 95% confidence intervals ("margin of survey error") are 3.33%.

As indicated, many of the items in the survey were taken from Berman's earlier (2001) study and the 2005 and 2009 Transportation Issues Surveys. However, several of the questions were modified for various reasons and a number were omitted entirely to best reflect the current needs of MetroPlan Orlando. As a result, trend data is available for several items in the 2009 survey, but not for the entire survey.

The survey questionnaire evolved through multiple revisions, each pre-tested for length, comprehensibility, and other features. The final version was then transformed into a CATI script and installed on ISBS computers. Interviews were conducted between May 18 and June 3, 2011, at the ISBS Survey Research Lab.

All interviewers were prescreened for their telephone interviewing skills, then subjected to a 90-minute training session including two practice interviews. Surveys were conducted between 3:00 and 9:00 PM Monday through Friday, 9:00 AM to 9:00 PM Saturday and noon to 9:00 PM Sunday. A Spanish-language version of the survey was available and 5 surveys (less than 1% of the total) were completed in Spanish.

Online Survey

The online survey was identical in content to the telephone version. The software Survey Gizmo 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 20 to June 17, 2011.

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. One hundred and thirty-nine respondents began the survey indicating they were over 18 and therefore met the first eligibility criterion for the survey. One hundred and thirty-one of these lived in Orange, Osceola or Seminole County and therefore met the second eligibility criterion. Although the number of respondents answering each question varied, 112 respondents completed the entire survey by answering every question.

Respondent Profile

Table 4 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, which they do. 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 phone respondents, online survey takers were more likely to be male, middle aged, well-educated and white, and they were also somewhat longer-term residents.

Table 4: Basic Demographics

| | | Telephone Sample | | | Online |
|------------------------|--------------|------------------|---------|----------|------------|
| Characteristic | Total Sample | Orange | Osceola | Seminole | Web Sample |
| Gender | | | | | |
| Male | 52.4 | 54.4 | 44.9 | 51.1 | 57.1 |
| Female | 47.6 | 45.6 | 55.1 | 48.5 | 42.9 |
| N = | | 505 | 101 | 224 | 112 |
| Time in Florida | | | | | |
| 2 yrs or less | 3.5 | 3.5 | 2.5 | 4.0 | 2.7 |
| 3-5 years | 7.0 | 7.7 | 7.6 | 4.9 | 5.5 |
| 6-10 years | 16.1 | 14.4 | 31.0 | 13.6 | 11.2 |
| More than 10 | 73.3 | 74.3 | 56.3 | 72.5 | 80.6 |
| N = | 823 | 499 | 101 | 223 | 112 |
| Education | | | | | |
| HS or less | 20.1 | 17.7 | 24.7 | 17.2 | 6.2 |
| Some | 30.8 | 31.0 | 36.5 | 27.7 | 10.8 |
| College | | | | | |
| Coll Grad | 32.0 | 32.5 | 26.3 | 33.2 | 47.8 |
| Post-grad | 17.1 | 15.1 | 9.5 | 20.8 | 29.2 |
| N = | 824 | 501 | 101 | 222 | 113 |
| Age | | | | | |
| 18-35 | 33.1 | 33.4 | 41.7 | 28.8 | 18.7 |
| 36-64 | 53.4 | 54.3 | 43.1 | 56.2 | 70.2 |
| 65+ | 13.4 | 12.3 | 15.2 | 15.1 | 11.1 |
| N = | 830 | 505 | 101 | 224 | 108 |
| Race/Ethnicity | | | | | |
| White | 64.1 | 58.1 | 60.3 | 79.9 | 87.5 |
| Black | 10.8 | 13.0 | 6.8 | 7.3 | ---- |
| Hispanic | 15.2 | 17.1 | 22.4 | 7.5 | 7.1 |
| All other | 9.9 | 11.7 | 10.5 | 5.3 | 5.4 |
| | 788 | 484 | 95 | 209 | 112 |

Survey Results: Importance of Transportation Issues

One question asked in all our transportation surveys is how important transportation issues are to respondents and their families. Table 5 shows the results for both respondents and their families, separately for 2009 and 2011 surveys. Although there are slight declines in the percentages rating transportation issues as “very important” both to themselves (71% down to 66%) and their families (60% to 57%), these differences are at best marginally significant statistically and still leave quite large majorities saying that transportation issues are *very* important. The majority rating these issues as very or at least somewhat important always exceed 85%. Almost all of the online respondents indicated transportation issues were important to their family (98.4%) or to the region as a whole (99.2%). Differences also emerged when we looked at gender, race and age. Women were more likely than men to say that transportation issues were very important to the region and non-whites were more likely to say transportation was somewhat to very important to both their family and the region as a whole. Respondents who were sixty-five or older were less likely to report transportation was somewhat to very important to themselves and their family compared to respondents younger than 65 years. This is possibly because older drivers tend to drive in non-peak hours when they drive at all, and possibly because with advancing years, issues related to health and personal mobility become more important than larger transportation issues.

Table 5: How important are transportation issues to.....

| | Your Family 2009 | Your Family 2011 | Central Florida 2009 | Central Florida 2011 |
|----------------------|---------------------|---------------------|-------------------------|-------------------------|
| Very Important | 60.4 | 56.8 | 71.1 | 65.8 |
| Somewhat Important | 29.6 | 29.4 | 25.5 | 27.6 |
| Not too Important | 7.4 | 9.5 | 2.6 | 4.3 |
| Not Important at all | 2.6 | 4.2 | 0.8 | 2.4 |

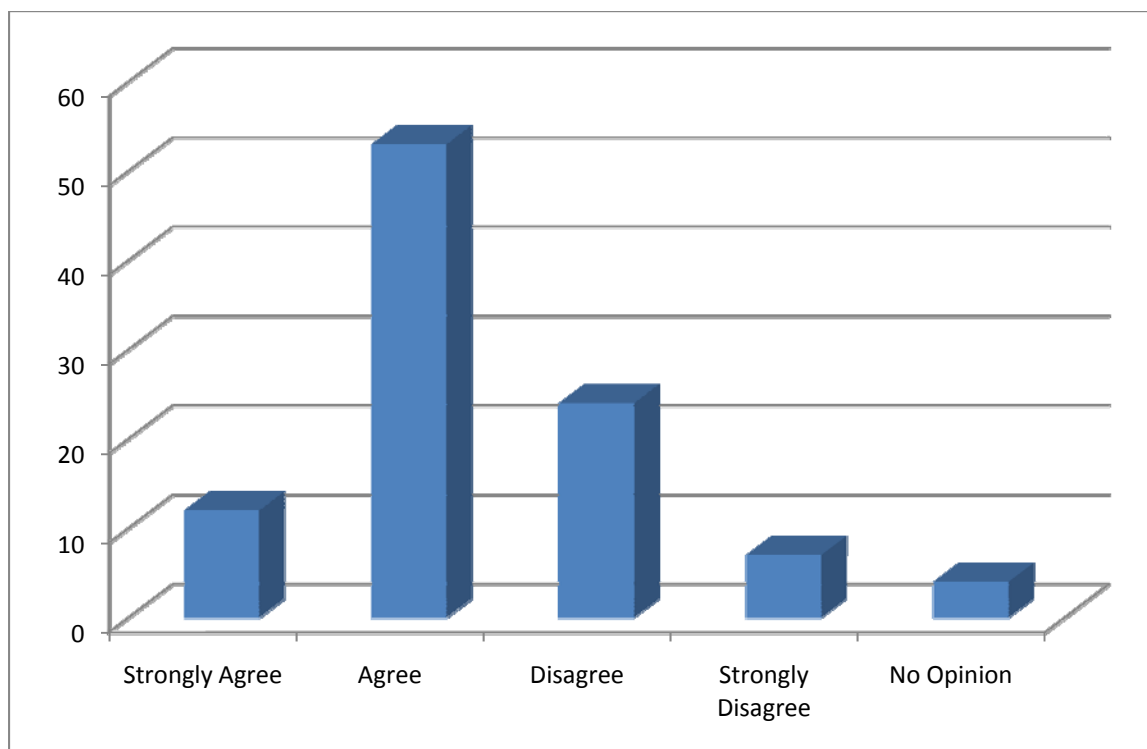
Three other general questions about transportation issues and priorities were included in the survey; those results are shown in Table 6 and Figure 1. As would be expected given the stated importance of the problem, very large majorities agree (54%) or agree strongly (34%) that “improving Central Florida’s transportation system is important to me,” almost two in three also agree (53%) or agree strongly (12%) that improvements in the transportation system mean that “we will have to increase funding through taxes and/or fees,” and almost three-quarters do **NOT** agree that “what is now being done to improve our transportation system is adequate

to address our problems.” Online results show a similar pattern with the major exception that only 8% agreed or strongly agreed that we are doing enough to address our transportation problems. **As in previous years, the 2011 survey again confirms widespread dissatisfaction in the region with “what is now being done” to address our transportation issues and a clear understanding that a truly adequate response to these issues will require more money.**

Almost 90% of those surveyed agree or agree strongly that “improving Central Florida’s transportation system is important to me.”

There is widespread dissatisfaction in the region with “what is now being done” to address our transportation issues.

Figure 1. Improvements in the transportation system mean that “we will have to increase funding through taxes and/or fees.”



That important point stated, an analysis of the trends over multiple survey years shows some reduction in the perceived importance of the transportation system and a definite decline in the percentage who understand that improvements to the system will require additional revenues. We interpret the latter decline to reflect the more general anti-spending sentiment that has surfaced in Florida and elsewhere in the US in the past two or three years and the effects of the continuing economic downturn, which has made jobs a more important issue

than how to get to and from jobs. At the same time, the level of dissatisfaction with what is currently being done to improve the system has remained nearly constant at approximately seven respondents in ten.

Table 6: Trends in opinions about the “big issue”

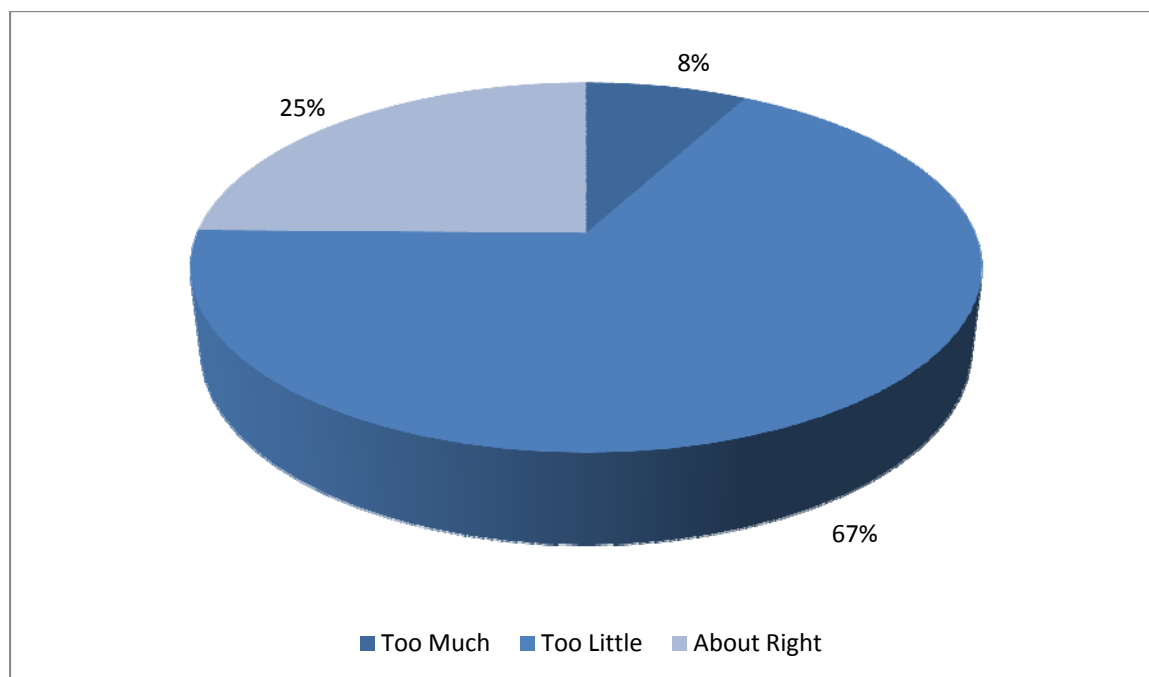
| | Percent Who Agree or Agree Strongly | | |
|--|-------------------------------------|------|-------------|
| | 2009 | 2011 | 2011 Online |
| Improving Central Florida’s transportation system is important to me. | 97% | 88% | 98% |
| Improving Central Florida’s transportation system means we will have to increase funding, through taxes and/or fees. | 86% | 65% | 73% |
| What is now being done to improve our transportation system is adequate to address our problems. | 23% | 22% | 8% |

Transportation issues, in short, are not seen by area residents just as private troubles but as matters of public policy deserving of greater attention. This sentiment is clearly present in the response to the question regarding the importance of improving the region’s transportation system. With a few exceptions, these sentiments were equally widespread in all three counties and across various demographic groupings.

A finding that transportation is an important issue is commonplace when it comes to research and has been reproduced in virtually every survey undertaken in the past decade locally and in other metropolitan areas as well. Of interest to MetroPlan Orlando is the continuing and constant degree of dissatisfaction expressed in the survey about the existing efforts to address transportation issues. Only one resident in four agreed or strongly agreed that what is now being done to improve our transportation system is adequate. It appears that Central Florida residents are still looking to policy makers for more aggressive efforts to find solutions to transportation problems and the means to fund them.

A new question in the 2011 survey asked, “Given that state and local governments in Florida must divide their budgets among many competing needs, would you say that generally, government spends too much, too little, or about the right amount on transportation?” Consistent with the importance of the issue overall and with the expressed degree of dissatisfaction with current efforts, it should not be surprising that two in three respondents (68%) said that too little was currently being spent. Only 8% thought that too much was being spent; the remainder felt that current expenditures were “about right.”(Figure 2).

Figure 2. “Given that state and local governments in Florida must divide their budgets among many competing needs, would you say that generally, government spends too much, too little, or about the right amount on transportation?”



Results from the online survey show somewhat different patterns. Larger proportions of online respondents felt too little was being spent (85%) and only 3% said that too much was being spent (revealing once again the rather obvious pro-transportation bias of people who sought out the online survey on the MetroPlan Orlando web page and responded).

What makes transportation issues important to the public in the first place? Four questions from the survey attempted to tap that issue. The general form of these questions was as follows:

“Most everyone agrees that transportation issues are important, but different people agree for different reasons. For example, 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?”

Similar questions were asked about safety (“...we have to solve transportation issues mainly to protect citizens from unnecessary harm...”), convenience (“...we have to solve transportation issues so people don’t spend longer than necessary getting from place to place...”), and growth management (“...solving transportation issues mainly means finding ways to limit growth and protect our environment...”) Percentages agreeing or agreeing strongly with the four options were as follows:

| | Percent Agree or Agree Strongly | |
|---|---------------------------------|----------|
| | Phone | Internet |
| ...keep economy healthy and growing... | 76% | 83% |
| ...protect citizens from unnecessary harm... | 55% | 72% |
| ... don’t spend longer than necessary getting from place to place.. | 73% | 73% |
| ...limit growth and protect our natural environment... | 66% | 69% |

Clearly, there is no overwhelming consensus on any one of the four options given, each of which enjoys majority agreement, although it is notable that economic growth and convenience registered the highest levels of agreement (about three-quarters in both cases), and public safety ranked fourth. Still, it is of interest that approximately two-thirds of area residents agreed that growth management and environmental protection were important values served by the transportation system.

Approximately two-thirds of area residents agreed that growth management and environmental protection were important values served by the transportation system.

Differences did emerge, however, when we examined these options by county, race, and age. Non-white respondents were more likely than whites to strongly agree and agree that transportation is a safety issue and a convenience issue. They were also more likely than whites to strongly agree that transportation is an environmental issue. Middle aged respondents, those between 36 and 64 years, were more likely than respondents in the two other age groups to strongly disagree and disagree that transportation is a safety issue. Older adults, those 65 years and older were less

likely than younger respondents to strongly agree that transportation is an environmental issue. County differences were observed only for the environment option as Orange County residents were more likely than residents of Seminole or Osceola to strongly agree or agree that transportation was an environmental issue. There were no gender differences on any of the options.

Policy Options and Priorities

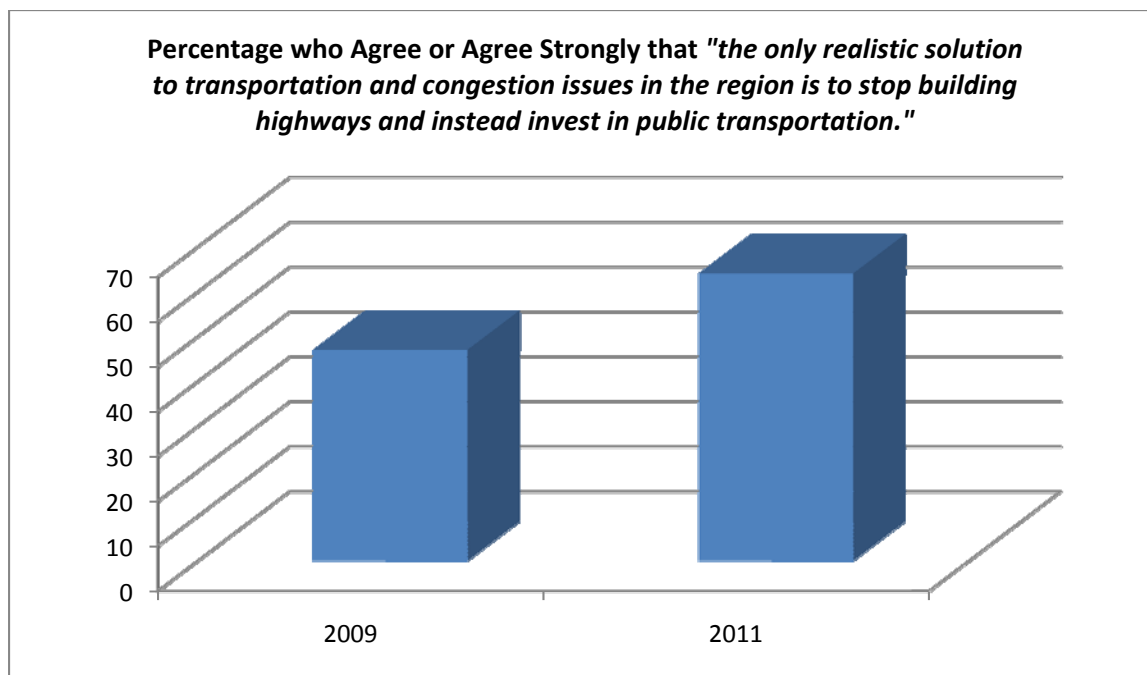
In most discussions of policy concerning transportation systems, the options are either more highways or something else, but these, obviously, are not mutually exclusive options. Many cities have well-developed and maintained roadways **and** workable, efficient systems of public transportation. The more pressing issue is not “either-or” but the relative emphasis placed on roadways versus alternative forms of transportation.

In Orlando, the “highway option” discussion generally focuses either on Interstate 4 or on expanding the toll roads; recently, the option to add managed toll lanes to new capacity added to I-4 has also received some discussion. As in previous surveys, expanding the I-4 traffic capacity by adding lanes continues to receive majority support. In response to the question, “How important it is to you to add more lanes to I-4: would you say that is very important, somewhat important, not too important, or not important at all,” a healthy majority said either very important (29%) or at least somewhat important (31%), for a six-in-ten majority overall. Just over half of online respondents said that adding more lanes was very important (29%) or somewhat important (25%). (In previous surveys, about 75% thought that adding lanes to I-4 was “a good idea.”) But tolled express lanes that would “complement the existing, free lanes” was not as warmly received: only 44% thought this was very or somewhat important; 53% said it was not too or not at all important; the remainder had no opinion. Half of online respondents said that adding toll lanes was either somewhat or very important. (In the 2009 survey, three in four respondents supported adding new lanes to I-4, but if new lanes were

added, the sentiment was clearly that they should not be paid for by “charging a toll to use them.”) In every survey we have conducted, a majority disapproves of **any** proposal to collect tolls from I-4 traffic, although the size of that majority does appear to be lessening. Residents of Osceola county were least supportive of adding lanes to I-4 and respondents 65 years and older were more likely than any other age group to say that adding toll lanes to I-4 was not at all important to them.

In the 2009 survey, we asked people about “the best strategy to deal with future transportation challenges,” and in the overall survey results, about 60% said “invest in public transportation,” 20% said “build more highways,” with the remainder seeing some combination of these strategies as the sensible way to proceed. This was followed by an agree-disagree question: “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.” In 2009, 47% agreed that this was true. ***An identical question in the 2011 survey reveals that a strong majority – 64% -- now agrees (37%) or agrees strongly (27%) with this view – probably the most dramatic shift in public opinion documented by the 2011 survey.***

Figure 3. Changes in public opinion from 2009 to 2011 regarding investment in public transportation.



Online results show even stronger support: 75% agreed or strongly agreed with the statement. Thus, there is now substantial majority sentiment that we cannot just pave our way out of our current transportation woes. This support, however, varies by gender, county, race and age.

Women, non-whites, and respondents under 65 years of age were most supportive of this statement while residents of Osceola County were least supportive.

As in most metropolitan areas, bus and rail systems are the principal alternative to highways and both the 2009 and 2011 survey contained numerous questions on these options (Table 7). Large majorities continue to endorse a more balanced transportation system, to seek greater convenience from the bus system, and to endorse passenger rail. But support for passenger rail has clearly fallen off somewhat since 2009, presumably in response to the various technical and political issues that surrounded the development of the SunRail system and to the governor's veto of the proposed high-speed rail service from Orlando to Tampa.¹ These developments have raised concerns about the economic viability of rail and generated about a 14-point fall-off in public support for rail options. But majorities continue to insist that the bus system would be more attractive to them if more routes were added and the wait times between buses were reduced. In all cases, more online respondents agreed or strongly agreed with each option. Non-whites were more likely than whites to agree or strongly agree with all of the options provided. Women were more supportive than men of a more balanced transportation system and consideration of an extensive passenger rail system. Residents of Osceola County were least supportive of a balanced transportation system and residents of Seminole County were least likely to use the bus if wait times were decreased. Seminole residents were also more likely to disagree that Florida is behind other states in its development of passenger rail. Younger respondents in general were more likely to support the need for a more balanced transportation system. Respondents aged 35 years and younger were more supportive of using the bus with increased routes and decreased wait times. They also were most supportive of the idea of a passenger rail system. Respondents aged 65 years and older were least supportive of passenger rail as an alternative to road expansion.

There is, alas, a certain lack of realism in these age-graded results. Estimates are that by 2020, 40% of the U.S. population will be older adults; many will be unable to drive. In Florida, the elderly percentage will probably be even higher.² Today, a quarter of those aged 75 and older do not drive. This group will find that they either have to rely on family and friends to get where they need to go, or they will be dependent on public transportation; for older adults, public transportation is potentially a lifeline, linking them with family, friends, markets, doctors, and society at large. Self-interest would lead one to expect seniors to be **more** supportive of transportation alternatives such as passenger rail, not less.

¹ There is considerable confusion among citizens between the SunRail commuter rail system that will run through metro Orlando and the proposed high-speed rail service to Tampa. A recent survey in Seminole and Orange Counties by the Orlando Regional Realtor Association showed only one respondent in three was able to distinguish SunRail from high speed rail or any transportation project.

² See James D. Wright and Jana L. Jasinski, *Who Will We Be in the Year 2050? Demographic Changes in Central Florida and Their Implications for Regional Transportation Planning*. Orlando, FL: MetroPlan Orlando: A Regional Transportation Partnership, April 2006, pp. 18.

Table 7: Public opinion about bus and rail systems in Central Florida

| | % Agree or Agree Strongly | | |
|---|---------------------------|------|------------------|
| | 2009 | 2011 | 2011 Internet |
| Central Florida needs a more balanced transportation system – including increased transit options like trains and more buses. | 88 | 78 | 92 |
| I would be more likely to use the bus system if the service went more places. ³ | 53 | 58 | 66 |
| I would be more likely to use the bus system if wait times were decreased. | 55 | 56 | 71 |
| An extensive passenger rail system should be seriously considered as an alternative to expanding and building new roads. ⁴ | 84 | 70 | 84 |
| Florida is behind other states in efforts to develop passenger rail systems. | 87 | 80 | 91 |
| A passenger rail system would be a valuable addition to our transportation system. | 93 | 77 | 91 |

³ The 2009 version read “...if more routes were available...”

⁴ In 2009, the question asked about “a passenger rail system.” In 2011, this became “an **extensive** passenger rail system,” perhaps accounting for the loss of support.

Funding Options

We have already noted the public's general understanding that transportation improvements will require new funding sources. The need for new funding options grows increasingly acute as improvements in fuel efficiency and decreases in the average mileage driven have caused gas tax revenues to decline. What do people understand about how transportation initiatives are currently funded? And what new sources of revenue would they approve?

Both the 2009 and 2011 surveys asked if Central Florida residents have relatively accurate ideas about how transportation projects are presently funded. The answer: They do not (Table 8). Although most funding for transportation projects continues to come from gasoline taxes, only about one in five 2011 respondents identifies "gas taxes" as the primary current method of paying for transportation projects. Online respondents do slightly better as one third identified "gas taxes" as the primary funding method. As in 2009, the plurality opinion was that user fees (i.e., tolls) accounted for most transportation funding. And almost one in four was unable to answer the question. The 2009 and 2011 results are broadly comparable, which is to say that while there is no evidence that the public has become more informed about transportation funding over the past two years, neither is there any evidence to suggest they have become less informed either.

Table 8: "Which of the following do you believe is the primary current 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?"

| | 2009 Percent | 2011 Percent | 2011 Internet Percent |
|------------------|--------------|--------------|-----------------------|
| Gas Taxes | 16.7 | 19.1 | 33.6 |
| Property Taxes | 7.0 | 5.3 | 1.7 |
| Sales Taxes | 9.9 | 6.0 | 2.6 |
| Usage Fees | 27.8 | 30.6 | 4.3 |
| Some Combination | 19.2 | 15.4 | 51.7 |
| I don't know | 19.4 | 23.6 | 6.0 |

Regardless of how people think transportation projects are funded now, "pay for what you use" is the preferred method for future transportation funding. The question reads, "Improving transportation in Central Florida requires more money than currently available. In general, which of the following funding options is most appealing -- increased property taxes, increased

sales taxes, or a 'pay for what you use' approach, for example, through more tolls and gas and vehicle taxes?" Some 62% favored "pay for what you use," vs. 23% from sales tax increases, 6% out of property taxes, and 9% favoring "some combination." Online results show a different pattern. One third of online respondents supported a 'pay for what you use' approach, while half supported 'some combination' and 16% supported sales tax increases.

In 2005, 2009, and again in 2011, respondents were also presented with a list of funding options and asked if they approved or disapproved of each. Over the years, certain options have come and gone from this list (for example, almost everyone favored a local rental car surcharge although this was vetoed as a funding option by then-Governor Bush some years ago, and likewise, increased fines for parking in handicapped parking spots also enjoys tremendous support although the amount of money that could be raised by such methods is miniscule⁵). Table 9 shows the options that have been asked about repeatedly. As was true in previous years, adding more toll roads is the most popular option (we presume because one can always avoid the toll roads as a means of evading this cost) and increasing property taxes is the least. Support for higher gas taxes increased from 2005 to 2009 but has now fallen back to the lowest level yet recorded.⁶ Here is where the online survey shows glaring differences with two thirds of online respondents approving or strongly approving an increase in the gas tax. Using increased sales taxes to pay for transportation improvements has been constant at about 45% approval since the question was first asked. Finally, another pay-for-what-you-use option, increased tag, title and registration fees, which grew in popularity from 2005 to 2009, has now fallen back to pre-2005 levels. Probably the most dramatic finding in Table 9 is the growing sentiment, now embraced by a majority, that more toll roads may well be the most acceptable (and realistic) option.

⁵ The 2011 survey (Table 9) asked, "Do you support the addition of a \$2 per day surcharge on rental cars to support transportation funding?" 80% of phone respondents and 90% of online respondents did.

⁶ In April 2005, as the 2005 survey was being fielded, the statewide average price for a gallon of gas was \$2.24. In March 2009, as the 2009 survey was being fielded, that price had fallen to \$1.96. When the 2011 survey went into the field, the price of a gallon of regular was almost twice the 2009 price: \$3.87 per gallon. Thus one infers that higher gasoline taxes are more palatable when gas prices are relatively low than when they are relatively high.

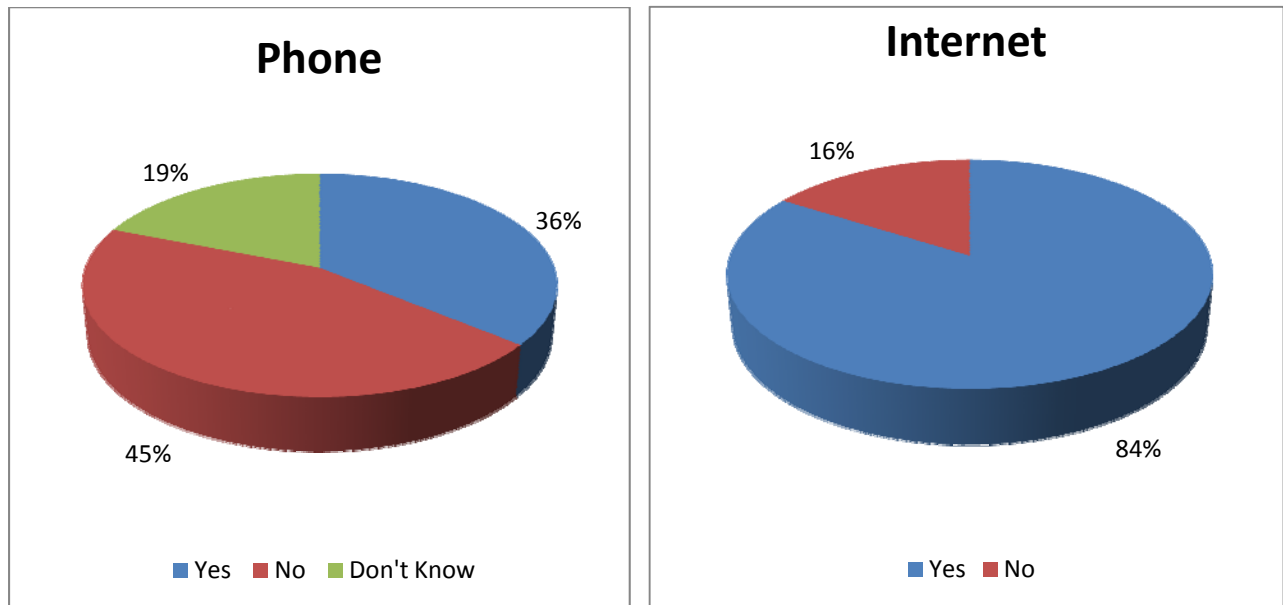
Table 9: “Several funding options are available to address the growing gap between transportation needs and available revenue. I’ll read you a list of things that have been suggested and for each one, you tell me whether you would strongly approve, approve, disapprove or strongly disapprove of using that approach to finance transportation solutions.”

| | % Approve or Strongly Approve | | | |
|---|-------------------------------|------|------|---------------|
| | 2005 | 2009 | 2011 | 2011 Internet |
| Increase the gasoline tax? | 28 | 35 | 26 | 63 |
| Increase the sales tax? | 40 | 45 | 46 | 49 |
| Increase property taxes? | --- | 18 | 20 | 25 |
| Increase the number of toll roads? | 35 | 51 | 52 | 61 |
| Increase, tag, title and registration fees? | 40 | 49 | 34 | 48 |

We examined each of these options by gender, county, age, and race and found only a few differences. Men and whites were more likely than women and non-whites to support increasing the gas tax. Orange County residents were more likely than Seminole or Osceola County residents to support increase tag, title and registration fees. Finally respondents aged 35 years and younger were most supportive of increasing property taxes as were residents of Seminole County. White respondents were least supportive of increasing property taxes.

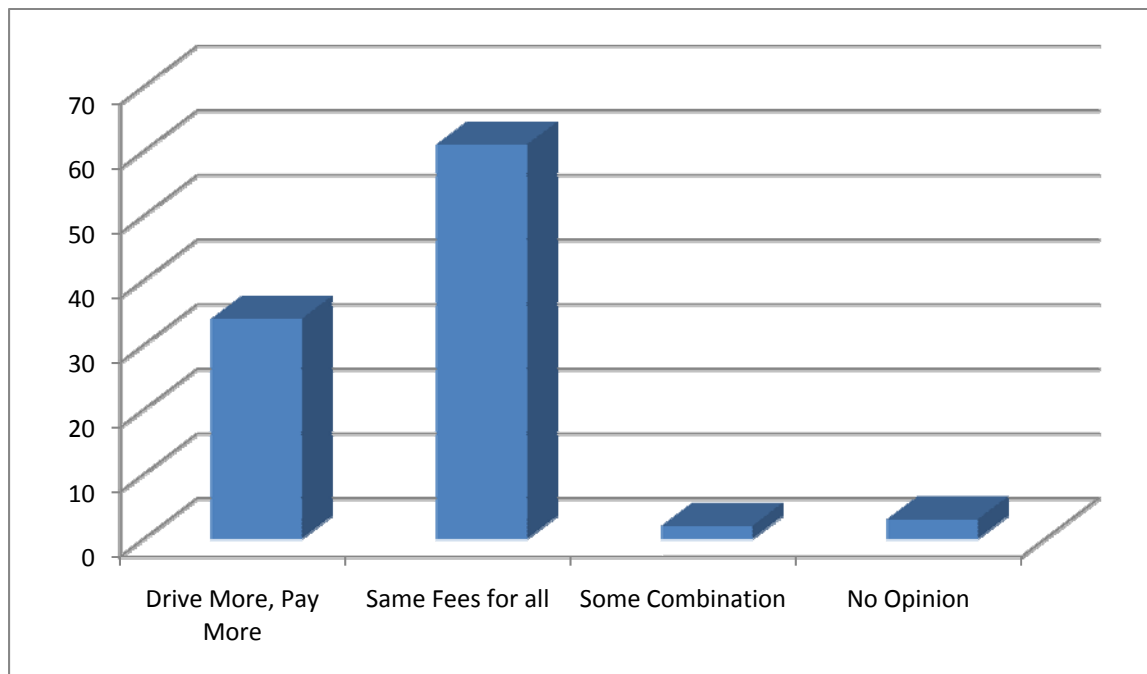
Another question concerning transportation financing asked whether respondents thought that “the gasoline tax you currently pay covers the cost to build and maintain the transportation system you use in Central Florida,” or in other words, whether the long-standing traditional method of funding transportation projects remains adequate. The results were interesting: 36% said yes, 45% said no, and 19% simply didn’t know. The majority of online respondents (84%) did not believe the gas tax was adequate. From a transportation policy perspective, the good news here is the relatively small number, a bit more than one in three, who believe that the current gasoline tax provides adequate transportation dollars. The remainder, a solid majority, either knows that it is not or needs to be educated on the issue. And here again, online respondents appear to be more educated about gas taxes as a funding source.

Figure 4. Comparison of phone and internet responses to the question, “Do you believe the gasoline tax you currently pay covers the cost to build and maintain the transportation system you use in Central Florida?”



The federal system of income taxation is based on the principle that the more money you make, the higher your tax rate should be. Many current discussions of transportation funding are based on a similar principle, namely, that the more transportation resources you use, the larger your fair share of the cost burden. The principle, we learned, is not popular with Central Floridians. One version asked:

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?



A related question asked:

Generally speaking, should the fees that people pay to register their vehicles take into account the gasoline mileage those vehicles achieve? That is, should the fees be lower for vehicles that get more miles per gallon, and higher for vehicles that get fewer miles per gallon? Or should everyone pay the same registration fee regardless of their gas mileage?

Again, the “use more, pay more” principle was rejected by 63%, endorsed by 33%, with the remainder neutral or uninformed on the issue. Online respondents gave similar support to the

principle (31%). Careful readers will thus note some inconsistency between these and earlier results that suggested more enthusiasm for “pay for what you use” than these later questions indicate.

Finally, two questions from the survey asked about sources of information to which respondents turn to learn “about community issues, including transportation.” Television is the most frequently cited source (39% listing it as most important and 30% as second most important), followed by the internet (32% and 27%), newspapers (17% and 18%) and radio (7% and 11%). No other source of information was mentioned by as many as one in ten. For online respondents the internet was the most frequently cited source of information (31%) followed by television (29%) and newspaper (19%).

Appendix A: Survey Instrument

Transportation Issues in Central Florida:

A Survey of Public Opinion, 2011

Hi, my name is _____. I'm a student 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 short-term and long-term transportation priorities for the region. Challenges that impact planning efforts include: a growing population, limited space to expand roadways, air quality and declining 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
- q3b Day-to-day predictability of your commute
- q3c Transportation choices available for your commute
- 9 for all missing

q4

Given that state and local governments in Florida must divide their budgets among many competing needs, 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

Most everyone agrees that transportation issues are important, but different people agree for different reasons. For example, 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. 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

q9

Next, I have two questions about I-4. First, how important it is to you to add more lanes to I-4: would you say that is very important, somewhat important, not too important, not important at all.

- 1 Very important
- 2 Somewhat important
- 3 Not too important
- 4 Not important at all
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

q10

And how about adding express lanes to Interstate 4 that would be tolled – to complement the existing, free lanes – would you say that is very important, somewhat important, not too important, or not important at all.

- 1 Very important
- 2 Somewhat important
- 3 Not too important
- 4 Not important at all
- 5 Neutral/no opinion
- 6 DK
- 7 Refused

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

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 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

q16

Florida is behind other states in efforts to develop passenger rail systems.

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

q17

A passenger rail system would be a valuable addition to our transportation system.

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

q18

Improving Central Florida's transportation system is important to me.

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

q19

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

q20

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

q21

Which of the following do you believe is the primary current 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 Usage fees
- 5 Some combination of these (DO NOT READ)
- 6 Don't know, can't say
- 7 Refused

q22

Improving transportation in Central Florida requires more money than currently available. In general, which of the following funding options is most appealing -- increased property taxes, increased sales taxes, or a 'pay for what you use' approach, for example, through more tolls and gas and vehicle taxes?

- 1 Fund from property taxes
- 2 Fund from sales taxes
- 3 Fund by "pay for what you use"
- 4 Some combination of the above (DO NOT READ)
- 5 Don't know, can't say
- 6 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 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

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

q28

Do you believe the gasoline tax you currently pay covers the cost to build and maintain the transportation system you use in Central Florida?

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

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

q30

Generally speaking, should the fees that people pay to register their vehicles take into account the gasoline mileage those vehicles achieve? That is, should the fees be lower for vehicles that get more miles per gallon, and higher for vehicles that get fewer miles per gallon? Or should everyone pay the same registration fee regardless of their gas mileage?

- 1 Lower fees for better mileage
- 2 Same fees for all regardless of mileage
- 3 Some combination of the above (DO NOT READ)
- 4 Neutral/no opinion
- 5 DK
- 6 Refused

Do you support the addition of a \$2 per day surcharge on rental cars to support transportation funding?

Yes/No

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 Billboards
- 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 Billboards
- 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

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 Phone 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 39.5% whereas the correct proportion (according to the 2005-09 American Community Survey, US Census) is 49.6%. The ratio of correct to observed proportions (in this case, $49.6/39.5 = 1.256$) gives the corresponding weight necessary to correct for the under-sampling of men: each male, that is, is treated as 1.256 respondents in the weighted data. And by the same logic, each sampled female is treated as .833 respondents. We also weighted for age to correct for age imbalances. In this case younger respondents 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 18-35 for example.

The specific calculations for the weight are listed below:

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

*****males*****

if (rgender eq 1 and ager eq 1) weight = (2.651).

if (rgender eq 1 and ager eq 2) weight=(1.251).

if (rgender eq 1 and ager eq 3) weight=(0.571).

*****females*****

if (rgender eq 2 and ager eq 1) weight = (1.758).

if (rgender eq 2 and ager eq 2) weight=(0.830).

if (rgender eq 2 and ager eq 3) weight=(0.370).

Appendix C: Weighted Telephone Survey Marginals

Frequencies: Weighted Marginals Telephone Survey

q1 q1 - 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

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Very important | 466 | 56.1 | 56.8 | 56.8 |
| | 2 Somewhat important | 241 | 29.1 | 29.4 | 86.3 |
| | 3 Not too important | 78 | 9.4 | 9.5 | 95.8 |
| | 4 Not important at all | 35 | 4.2 | 4.2 | 100.0 |
| | Total | 819 | 98.7 | 100.0 | |
| Missing | 5 DK/NA | 8 | .9 | | |
| | 6 Refused | 3 | .3 | | |
| | Total | 10 | 1.3 | | |
| Total | | 830 | 100.0 | | |

q2 q2 - q2 And how about for the Central Florida region as a whole? Would you say transportation issues are to the Central Florida region?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Very important | 532 | 64.1 | 65.8 | 65.8 |
| | 2 Somewhat important | 223 | 26.9 | 27.6 | 93.4 |
| | 3 Not too important | 35 | 4.2 | 4.3 | 97.6 |
| | 4 Not important at all | 19 | 2.3 | 2.4 | 100.0 |
| | Total | 809 | 97.5 | 100.0 | |
| Missing | 5 DK/NA | 21 | 2.5 | | |
| Total | | 830 | 100.0 | | |

q3a q3a - q3a 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? [INTERVIEWER: ENTER 9 FOR

DK/REFUSED/MISSING]

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------|-----------|---------|---------------|--------------------|
| Valid | 1 | 83 | 10.0 | 11.0 | 11.0 |
| | 2 | 113 | 13.6 | 14.9 | 25.9 |
| | 3 | 291 | 35.0 | 38.4 | 64.3 |
| | 4 | 152 | 18.3 | 20.0 | 84.3 |
| | 5 | 118 | 14.3 | 15.7 | 100.0 |
| | Total | 756 | 91.1 | 100.0 | |
| Missing | 9 | 74 | 8.9 | | |
| Total | | 830 | 100.0 | | |

q3b q3b - q3b 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? [INTERVIEWER: ENTER 9 FOR

DK/REFUSED/MISSING]

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------|-----------|---------|---------------|--------------------|
| Valid | 1 | 60 | 7.2 | 7.9 | 7.9 |
| | 2 | 96 | 11.6 | 12.7 | 20.6 |
| | 3 | 248 | 29.9 | 32.9 | 53.5 |
| | 4 | 200 | 24.1 | 26.5 | 80.1 |
| | 5 | 150 | 18.1 | 19.9 | 100.0 |
| | Total | 753 | 90.8 | 100.0 | |
| Missing | 9 | 76 | 9.2 | | |
| Total | | 830 | 100.0 | | |

q3c q3c - q3c 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 | 273 | 32.9 | 35.9 | 35.9 |
| | 2 | 139 | 16.8 | 18.3 | 54.2 |
| | 3 | 152 | 18.3 | 19.9 | 74.1 |
| | 4 | 90 | 10.8 | 11.8 | 85.9 |
| | 5 | 107 | 12.9 | 14.1 | 100.0 |
| | Total | 761 | 91.7 | 100.0 | |
| Missing | 9 | 69 | 8.3 | | |
| Total | | 830 | 100.0 | | |

q4 q4 - q4 Given that state and local governments in Florida must divide their budgets among many competing needs, would you say that generally, government spends too much, too little, or about the right amount on transportation?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------|-----------|---------|---------------|--------------------|
| Valid | 1 Too much | 58 | 7.0 | 8.1 | 8.1 |
| | 2 Too little | 484 | 58.3 | 67.5 | 75.6 |
| | 3 About right | 175 | 21.1 | 24.4 | 100.0 |
| | Total | 717 | 86.4 | 100.0 | |
| Missing | 4 DK | 107 | 12.9 | | |
| | 5 Refused | 5 | .7 | | |
| | Total | 113 | 13.6 | | |
| Total | | 830 | 100.0 | | |

q5 q5 - q5 Most everyone agrees that transportation issues are important, but different people agree for different reasons. For example, some people say that transportation is mainly an economic issue – that we have to solve transportation issues mainly to ke

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 178 | 21.4 | 21.7 | 21.7 |
| | 2 Agree | 443 | 53.3 | 54.0 | 75.7 |
| | 3 Disagree | 141 | 17.0 | 17.2 | 92.9 |
| | 4 Disagree strongly | 23 | 2.7 | 2.8 | 95.7 |
| | 5 Neutral/no opinion | 35 | 4.2 | 4.3 | 100.0 |
| | Total | 820 | 98.8 | 100.0 | |
| Missing | 6 DK | 10 | 1.2 | | |
| Total | | 830 | 100.0 | | |

q6 q6 - 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. Do you agree strongly, agree, disagree, or disagree strongly with this view?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 105 | 12.7 | 13.1 | 13.1 |
| | 2 Agree | 334 | 40.2 | 41.5 | 54.6 |
| | 3 Disagree | 285 | 34.3 | 35.4 | 90.0 |
| | 4 Disagree strongly | 41 | 4.9 | 5.1 | 95.1 |
| | 5 Neutral/no opinion | 39 | 4.7 | 4.9 | 100.0 |
| | Total | 804 | 96.9 | 100.0 | |
| Missing | 6 DK | 24 | 2.9 | | |
| | 7 Refused | 1 | .2 | | |
| | Total | 26 | 3.1 | | |
| Total | | 830 | 100.0 | | |

q7 q7 - 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

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 149 | 18.0 | 18.3 | 18.3 |
| | 2 Agree | 446 | 53.7 | 54.8 | 73.1 |
| | 3 Disagree | 157 | 18.9 | 19.3 | 92.4 |
| | 4 Disagree strongly | 24 | 2.9 | 3.0 | 95.4 |
| | 5 Neutral/no opinion | 37 | 4.5 | 4.6 | 100.0 |
| | Total | 814 | 98.1 | 100.0 | |
| Missing | 6 DK | 12 | 1.5 | | |
| | 7 Refused | 4 | .5 | | |
| | Total | 16 | 1.9 | | |
| Total | | 830 | 100.0 | | |

q8 q8 - 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, di

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 176 | 21.2 | 21.7 | 21.7 |
| | 2 Agree | 360 | 43.4 | 44.4 | 66.1 |
| | 3 Disagree | 203 | 24.5 | 25.1 | 91.1 |
| | 4 Disagree strongly | 21 | 2.5 | 2.6 | 93.7 |
| | 5 Neutral/no opinion | 51 | 6.1 | 6.3 | 100.0 |
| | Total | 810 | 97.6 | 100.0 | |
| Missing | 6 DK | 18 | 2.2 | | |
| | 7 Refused | 2 | .2 | | |
| | Total | 20 | 2.4 | | |
| Total | | 830 | 100.0 | | |

**q9 q9 - q9 Next, I have two questions about I-4. First, how important it is to you to add more lanes to I-4:
would you say that is very important, somewhat important, not too important, not important at all?**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Very important | 233 | 28.1 | 28.6 | 28.6 |
| | 2 Somewhat important | 251 | 30.3 | 30.8 | 59.4 |
| | 3 Not too important | 170 | 20.5 | 20.9 | 80.3 |
| | 4 Not important at all | 142 | 17.1 | 17.4 | 97.7 |
| | 5 Neutral/no opinion | 19 | 2.2 | 2.3 | 100.0 |
| | Total | 815 | 98.2 | 100.0 | |
| Missing | 6 DK | 15 | 1.8 | | |
| Total | | 830 | 100.0 | | |

**q10 q10 - q10 And how about adding express lanes to Interstate 4 that would be tolled – to complement
the existing, free lanes – would you say that is very important, somewhat important, not too important, or
not important at all?**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Very important | 141 | 17.0 | 17.4 | 17.4 |
| | 2 Somewhat important | 212 | 25.5 | 26.1 | 43.5 |
| | 3 Not too important | 155 | 18.7 | 19.1 | 62.6 |
| | 4 Not important at all | 279 | 33.6 | 34.3 | 96.9 |
| | 5 Neutral/no opinion | 25 | 3.0 | 3.1 | 100.0 |
| | Total | 812 | 97.9 | 100.0 | |
| Missing | 6 DK | 18 | 2.1 | | |
| Total | | 830 | 100.0 | | |

q11 q11 - 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 strongly agree, agree, disagree

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 223 | 26.9 | 27.3 | 27.3 |
| | 2 Agree | 302 | 36.4 | 36.9 | 64.2 |
| | 3 Disagree | 179 | 21.6 | 21.9 | 86.1 |
| | 4 Disagree strongly | 73 | 8.8 | 9.0 | 95.0 |
| | 5 Neutral/no opinion | 41 | 4.9 | 5.0 | 100.0 |
| | Total | 819 | 98.6 | 100.0 | |
| Missing | 6 DK | 10 | 1.3 | | |
| | 7 Refused | 1 | .1 | | |
| | Total | 11 | 1.4 | | |
| Total | | 830 | 100.0 | | |

q12 q12 - 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

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 286 | 34.5 | 34.9 | 34.9 |
| | 2 Agree | 355 | 42.7 | 43.3 | 78.2 |
| | 3 Disagree | 134 | 16.2 | 16.4 | 94.6 |
| | 4 Disagree strongly | 25 | 3.0 | 3.1 | 97.7 |
| | 5 Neutral/no opinion | 19 | 2.3 | 2.3 | 100.0 |
| | Total | 819 | 98.7 | 100.0 | |
| Missing | 6 DK | 10 | 1.2 | | |
| | 7 Refused | 0 | .0 | | |
| | Total | 10 | 1.3 | | |
| Total | | 830 | 100.0 | | |

q13 q13 - q13 I would be more likely to use the bus system if the service went more places.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Agree strongly | 174 | 21.0 | 21.2 | 21.2 |
| | 2 Agree | 303 | 36.5 | 36.9 | 58.1 |
| | 3 Disagree | 234 | 28.2 | 28.4 | 86.5 |
| | 4 Disagree strongly | 73 | 8.8 | 8.9 | 95.4 |
| | 5 Neutral/no opinion | 37 | 4.5 | 4.6 | 100.0 |
| | Total | 822 | 99.0 | 100.0 | |
| Missing | 6 DK | 8 | 1.0 | | |
| Total | | 830 | 100.0 | | |

q14 q14 - q14 I would be more likely to use the bus system if wait times were decreased.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Agree strongly | 185 | 22.3 | 22.7 | 22.7 |
| | 2 Agree | 271 | 32.6 | 33.3 | 56.0 |
| | 3 Disagree | 232 | 28.0 | 28.6 | 84.6 |
| | 4 Disagree strongly | 73 | 8.9 | 9.0 | 93.6 |
| | 5 Neutral/no opinion | 52 | 6.3 | 6.4 | 100.0 |
| | Total | 813 | 98.0 | 100.0 | |
| Missing | 6 DK | 17 | 2.0 | | |
| Total | | 830 | 100.0 | | |

q15 q15 - q15 An extensive passenger rail system should be seriously considered as an alternative to expanding and building new roads.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 238 | 28.6 | 29.4 | 29.4 |
| | 2 Agree | 329 | 39.7 | 40.7 | 70.1 |
| | 3 Disagree | 143 | 17.2 | 17.6 | 87.7 |
| | 4 Disagree strongly | 65 | 7.9 | 8.1 | 95.8 |
| | 5 Neutral/no opinion | 34 | 4.1 | 4.2 | 100.0 |
| | Total | 809 | 97.4 | 100.0 | |
| Missing | 6 DK | 21 | 2.6 | | |
| Total | | 830 | 100.0 | | |

q16 q16 - q16 Florida is behind other states in efforts to develop passenger rail systems.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 239 | 28.8 | 32.2 | 32.2 |
| | 2 Agree | 355 | 42.7 | 47.8 | 79.9 |
| | 3 Disagree | 79 | 9.5 | 10.6 | 90.5 |
| | 4 Disagree strongly | 18 | 2.1 | 2.4 | 92.9 |
| | 5 Neutral/no opinion | 53 | 6.4 | 7.1 | 100.0 |
| | Total | 742 | 89.5 | 100.0 | |
| Missing | 6 DK | 87 | 10.5 | | |
| Total | | 830 | 100.0 | | |

q17 q17 - q17 A passenger rail system would be a valuable addition to our transportation system.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 265 | 31.9 | 32.6 | 32.6 |
| | 2 Agree | 358 | 43.1 | 44.1 | 76.7 |
| | 3 Disagree | 117 | 14.1 | 14.4 | 91.1 |
| | 4 Disagree strongly | 44 | 5.3 | 5.4 | 96.5 |
| | 5 Neutral/no opinion | 29 | 3.4 | 3.5 | 100.0 |
| | Total | 811 | 97.8 | 100.0 | |
| Missing | 6 DK | 18 | 2.2 | | |
| Total | | 830 | 100.0 | | |

q18 q18 - q18 Improving Central Florida's transportation system is important to me.

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Agree strongly | 279 | 33.6 | 33.8 | 33.8 |
| | 2 Agree | 447 | 53.9 | 54.1 | 87.9 |
| | 3 Disagree | 69 | 8.3 | 8.4 | 96.3 |
| | 4 Disagree strongly | 10 | 1.2 | 1.2 | 97.4 |
| | 5 Neutral/no opinion | 21 | 2.5 | 2.6 | 100.0 |
| | Total | 826 | 99.5 | 100.0 | |
| Missing | 6 DK | 4 | .5 | | |
| Total | | 830 | 100.0 | | |

**q19 q19 - q19 Improving Central Florida's transportation system means we will have to increase
funding through taxes and/or fees.**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Agree strongly | 94 | 11.3 | 11.6 | 11.6 |
| | 2 Agree | 433 | 52.2 | 53.3 | 64.9 |
| | 3 Disagree | 194 | 23.3 | 23.8 | 88.7 |
| | 4 Disagree strongly | 56 | 6.8 | 7.0 | 95.7 |
| | 5 Neutral/no opinion | 35 | 4.2 | 4.3 | 100.0 |
| | Total | 812 | 97.8 | 100.0 | |
| Missing | 6 DK | 18 | 2.2 | | |
| Total | | 830 | 100.0 | | |

**q20 q20 - q20 What is now being done to improve our transportation system is adequate to address our
problems.**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Agree strongly | 6 | .8 | .8 | .8 |
| | 2 Agree | 166 | 20.0 | 21.4 | 22.3 |
| | 3 Disagree | 408 | 49.1 | 52.6 | 74.9 |
| | 4 Disagree strongly | 150 | 18.1 | 19.4 | 94.2 |
| | 5 Neutral/no opinion | 45 | 5.4 | 5.8 | 100.0 |
| | Total | 775 | 93.4 | 100.0 | |
| Missing | 6 DK | 53 | 6.3 | | |
| | 7 Refused | 2 | .3 | | |
| | Total | 55 | 6.6 | | |
| Total | | 830 | 100.0 | | |

q21 q21 - q21 Which of the following do you believe is the primary current 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

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Gas Taxes | 159 | 19.1 | 25.1 | 25.1 |
| | 2 Property Taxes | 44 | 5.3 | 6.9 | 32.0 |
| | 3 Sales Taxes | 50 | 6.0 | 7.8 | 39.8 |
| | 4 Usage fees | 254 | 30.6 | 40.1 | 79.8 |
| | 5 Some combination of these | 128 | 15.4 | 20.2 | 100.0 |
| | (DO NOT READ) | | | | |
| | Total | 634 | 76.4 | 100.0 | |
| Missing | 6 Don't know, can't say | 193 | 23.3 | | |
| | 7 Refused | 3 | .3 | | |
| | Total | 196 | 23.6 | | |
| Total | | 830 | 100.0 | | |

q22 q22 - q22 Improving transportation in Central Florida requires more money than currently available. In general, which of the following funding options is most appealing -- increased property taxes, increased sales taxes, or a 'pay for what you use' approach

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 1 Fund from property taxes | 44 | 5.3 | 6.2 | 6.2 |
| | 2 Fund from sales taxes | 162 | 19.5 | 22.9 | 29.1 |
| | 3 Fund by "pay for what you use" | 437 | 52.7 | 61.8 | 90.9 |
| | 4 Some combination of the above (DO NOT READ) | 64 | 7.7 | 9.1 | 100.0 |
| | Total | 707 | 85.2 | 100.0 | |
| Missing | 5 Don't know, can't say | 105 | 12.7 | | |
| | 6 Refused | 18 | 2.2 | | |
| | Total | 123 | 14.8 | | |
| Total | | 830 | 100.0 | | |

q23 q23 - 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 and for each one, you tell me whether you would strongly approve, approve, di

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Strongly approve | 27 | 3.3 | 3.4 | 3.4 |
| | 2 Approve | 180 | 21.7 | 22.1 | 25.5 |
| | 3 Disapprove | 431 | 51.9 | 52.9 | 78.4 |
| | 4 Strongly disapprove | 163 | 19.6 | 20.0 | 98.3 |
| | 5 Neutral/no opinion | 14 | 1.7 | 1.7 | 100.0 |
| | Total | 815 | 98.2 | 100.0 | |
| Missing | 6 DK | 12 | 1.5 | | |
| | 7 Refused | 2 | .3 | | |
| | Total | 15 | 1.8 | | |
| Total | | 830 | 100.0 | | |

q24 q24 - q24 Increase the sales tax?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Strongly approve | 40 | 4.9 | 4.9 | 4.9 |
| | 2 Approve | 339 | 40.9 | 41.4 | 46.4 |
| | 3 Disapprove | 340 | 41.0 | 41.5 | 87.9 |
| | 4 Strongly disapprove | 75 | 9.0 | 9.1 | 97.0 |
| | 5 Neutral/no opinion | 24 | 2.9 | 3.0 | 100.0 |
| | Total | 818 | 98.6 | 100.0 | |
| Missing | 6 DK | 8 | 1.0 | | |
| | 7 Refused | 3 | .4 | | |
| | Total | 11 | 1.4 | | |
| Total | | 830 | 100.0 | | |

q25 q25 - q25 Increase property taxes?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Strongly approve | 11 | 1.4 | 1.4 | 1.4 |
| | 2 Approve | 153 | 18.4 | 18.7 | 20.1 |
| | 3 Disapprove | 454 | 54.7 | 55.4 | 75.5 |
| | 4 Strongly disapprove | 174 | 20.9 | 21.2 | 96.7 |
| | 5 Neutral/no opinion | 27 | 3.2 | 3.3 | 100.0 |
| | Total | 818 | 98.6 | 100.0 | |
| Missing | 6 DK | 9 | 1.1 | | |
| | 7 Refused | 2 | .3 | | |
| | Total | 12 | 1.4 | | |
| Total | | 830 | 100.0 | | |

q26 q26 - q26 Increase the number of toll roads?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Strongly approve | 40 | 4.8 | 4.9 | 4.9 |
| | 2 Approve | 380 | 45.8 | 46.6 | 51.5 |
| | 3 Disapprove | 290 | 35.0 | 35.6 | 87.1 |
| | 4 Strongly disapprove | 79 | 9.5 | 9.7 | 96.8 |
| | 5 Neutral/no opinion | 26 | 3.2 | 3.2 | 100.0 |
| | Total | 815 | 98.2 | 100.0 | |
| Missing | 6 DK | 12 | 1.5 | | |
| | 7 Refused | 3 | .3 | | |
| | Total | 15 | 1.8 | | |
| Total | | 830 | 100.0 | | |

q27 q27 - q27 Increase tag, title and registration fees?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Strongly approve | 13 | 1.6 | 1.6 | 1.6 |
| | 2 Approve | 266 | 32.1 | 32.6 | 34.2 |
| | 3 Disapprove | 372 | 44.8 | 45.5 | 79.6 |
| | 4 Strongly disapprove | 136 | 16.4 | 16.7 | 96.3 |
| | 5 Neutral/no opinion | 30 | 3.6 | 3.7 | 100.0 |
| | Total | 818 | 98.6 | 100.0 | |
| Missing | 6 DK | 10 | 1.2 | | |
| | 7 Refused | 2 | .2 | | |
| | Total | 12 | 1.4 | | |
| Total | | 830 | 100.0 | | |

**q28 q28 - q28 Do you believe the gasoline tax you currently pay covers the cost to build
and maintain the transportation system you use in Central Florida?**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-----------|-----------|---------|---------------|-----------------------|
| Valid | 1 Yes | 297 | 35.8 | 35.8 | 35.8 |
| | 2 No | 373 | 44.9 | 44.9 | 80.7 |
| | 3 DK | 158 | 19.1 | 19.1 | 99.8 |
| | 4 Refused | 2 | .2 | .2 | 100.0 |
| | Total | 830 | 100.0 | 100.0 | |

q29 q29 - 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 tax

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 1 Drive more, pay more | 270 | 32.6 | 34.0 | 34.0 |
| | 2 Same fees for all | 481 | 58.0 | 60.5 | 94.5 |
| | 3 Some combination of the above (DO NOT READ) | 15 | 1.8 | 1.9 | 96.3 |
| | 4 Neutral/no opinion | 29 | 3.5 | 3.7 | 100.0 |
| | Total | 796 | 95.9 | 100.0 | |
| Missing | 5 DK | 31 | 3.8 | | |
| | 6 Refused | 3 | .3 | | |
| | Total | 34 | 4.1 | | |
| Total | | 830 | 100.0 | | |

q30 q30 - q30 Generally speaking, should the fees that people pay to register their vehicles take into account the gasoline mileage those vehicles achieve? That is, should the fees be lower for vehicles that get more miles per gallon, and higher for vehicles t

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 1 Lower fees for better mileage | 265 | 32.0 | 32.5 | 32.5 |
| | 2 Same fees for all regardless of mileage | 516 | 62.2 | 63.2 | 95.7 |
| | 3 Some combination of the above (DO NOT READ) | 16 | 2.0 | 2.0 | 97.7 |
| | 4 Neutral/no opinion | 19 | 2.2 | 2.3 | 100.0 |
| | Total | 816 | 98.4 | 100.0 | |
| Missing | 5 DK | 12 | 1.5 | | |
| | 6 Refused | 1 | .1 | | |
| | Total | 13 | 1.6 | | |
| Total | | 830 | 100.0 | | |

q30b q30b - q30b Do you support the addition of a \$2 per day surcharge on rental cars to support transportation funding?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------|-----------|---------|---------------|--------------------|
| Valid | 1 Yes | 643 | 77.5 | 80.2 | 80.2 |
| | 2 No | 159 | 19.2 | 19.8 | 100.0 |
| | Total | 802 | 96.7 | 100.0 | |
| Missing | 3 Refused | 28 | 3.3 | | |
| Total | | 830 | 100.0 | | |

q31 q31 - 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?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Television | 322 | 38.8 | 39.2 | 39.2 |
| | 2 Newspaper | 138 | 16.6 | 16.8 | 56.0 |
| | 3 Radio | 59 | 7.1 | 7.2 | 63.2 |
| | 4 Word of mouth | 19 | 2.2 | 2.3 | 65.4 |
| | 5 Internet | 260 | 31.4 | 31.7 | 97.1 |
| | 6 Direct mail, newsletters | 3 | .4 | .4 | 97.5 |
| | 7 Billboards | 3 | .3 | .3 | 97.8 |
| | 8 Community newspapers | 10 | 1.3 | 1.3 | 99.1 |
| | 9 All other | 8 | .9 | .9 | 100.0 |
| | Total | 822 | 99.0 | 100.0 | |
| Missing | 10 DK | 7 | .8 | | |
| | 11 Refused | 1 | .2 | | |
| | Total | 8 | 1.0 | | |
| Total | | 830 | 100.0 | | |

q31b q31b - q31b Which is the SECOND MOST IMPORTANT source you turn to for information community issues, including transportation?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Television | 241 | 29.0 | 30.3 | 30.3 |
| | 2 Newspaper | 146 | 17.6 | 18.3 | 48.6 |
| | 3 Radio | 87 | 10.5 | 11.0 | 59.6 |
| | 4 Word of mouth | 56 | 6.7 | 7.0 | 66.6 |
| | 5 Internet | 216 | 26.0 | 27.1 | 93.7 |
| | 6 Direct mail, newsletters | 14 | 1.6 | 1.7 | 95.4 |
| | 7 Billboards | 7 | .8 | .9 | 96.3 |
| | 8 Community newspapers | 20 | 2.5 | 2.6 | 98.9 |
| | 9 All other | 9 | 1.1 | 1.1 | 100.0 |
| | Total | 796 | 95.9 | 100.0 | |
| Missing | 10 DK | 29 | 3.6 | | |
| | 11 Refused | 4 | .5 | | |
| | Total | 34 | 4.1 | | |
| Total | | 830 | 100.0 | | |

employ employ - employ Which of the following best describes your current employment status?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Work full time | 394 | 47.5 | 47.9 | 47.9 |
| | 2 Work part time | 75 | 9.0 | 9.1 | 57.0 |
| | 3 Retired | 153 | 18.4 | 18.5 | 75.5 |
| | 4 Disabled | 19 | 2.3 | 2.3 | 77.8 |
| | 5 Student | 60 | 7.3 | 7.3 | 85.2 |
| | 6 Keeping house | 42 | 5.1 | 5.1 | 90.3 |
| | 7 Unemployed | 65 | 7.8 | 7.9 | 98.2 |
| | 8 Other | 15 | 1.8 | 1.8 | 100.0 |
| | Total | 823 | 99.2 | 100.0 | |
| Missing | 9 DK | 2 | .2 | | |
| | 10 Refused | 5 | .6 | | |
| | Total | 7 | .8 | | |
| Total | | 830 | 100.0 | | |

resident resident - resident How long have you lived in Central Florida?

[INTERVIEWER: 6 months or less = 0; otherwise, round to the nearest year.]

ENTER 999 FOR MISSING .

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|----|-----------|---------|---------------|-----------------------|
| Valid | 0 | 5 | .6 | .6 | .6 |
| | 1 | 13 | 1.6 | 1.6 | 2.1 |
| | 2 | 11 | 1.4 | 1.4 | 3.5 |
| | 3 | 14 | 1.7 | 1.7 | 5.1 |
| | 4 | 17 | 2.1 | 2.1 | 7.2 |
| | 5 | 26 | 3.2 | 3.2 | 10.4 |
| | 6 | 28 | 3.4 | 3.4 | 13.8 |
| | 7 | 23 | 2.8 | 2.8 | 16.6 |
| | 8 | 21 | 2.6 | 2.6 | 19.2 |
| | 9 | 20 | 2.4 | 2.4 | 21.6 |
| | 10 | 41 | 4.9 | 4.9 | 26.5 |
| | 11 | 27 | 3.2 | 3.2 | 29.7 |
| | 12 | 27 | 3.3 | 3.3 | 32.9 |
| | 13 | 12 | 1.4 | 1.4 | 34.4 |
| | 14 | 11 | 1.3 | 1.3 | 35.6 |
| | 15 | 30 | 3.6 | 3.6 | 39.3 |
| | 16 | 16 | 1.9 | 1.9 | 41.2 |
| | 17 | 18 | 2.1 | 2.1 | 43.3 |
| | 18 | 37 | 4.5 | 4.5 | 47.8 |
| | 19 | 22 | 2.7 | 2.7 | 50.5 |
| | 20 | 48 | 5.8 | 5.8 | 56.3 |
| | 21 | 15 | 1.8 | 1.8 | 58.1 |
| | 22 | 21 | 2.5 | 2.5 | 60.6 |
| | 23 | 11 | 1.4 | 1.4 | 61.9 |
| | 24 | 12 | 1.5 | 1.5 | 63.4 |
| | 25 | 33 | 4.0 | 4.0 | 67.4 |
| | 26 | 8 | .9 | .9 | 68.3 |
| | 27 | 17 | 2.1 | 2.1 | 70.4 |
| | 28 | 11 | 1.3 | 1.3 | 71.7 |
| | 29 | 10 | 1.2 | 1.2 | 72.9 |
| | 30 | 40 | 4.8 | 4.8 | 77.7 |

| | | | | |
|----|----|-----|-----|------|
| 31 | 6 | .8 | .8 | 78.5 |
| 32 | 14 | 1.6 | 1.6 | 80.1 |
| 33 | 3 | .4 | .4 | 80.5 |
| 34 | 4 | .5 | .5 | 80.9 |
| 35 | 16 | 2.0 | 2.0 | 82.9 |
| 36 | 5 | .6 | .6 | 83.6 |
| 37 | 3 | .3 | .3 | 83.9 |
| 38 | 6 | .7 | .7 | 84.6 |
| 39 | 3 | .3 | .3 | 84.9 |
| 40 | 21 | 2.6 | 2.6 | 87.5 |
| 41 | 5 | .6 | .6 | 88.1 |
| 42 | 3 | .3 | .3 | 88.4 |
| 43 | 3 | .4 | .4 | 88.8 |
| 44 | 3 | .3 | .3 | 89.1 |
| 45 | 10 | 1.2 | 1.2 | 90.3 |
| 46 | 2 | .2 | .2 | 90.5 |
| 47 | 2 | .2 | .2 | 90.7 |
| 48 | 1 | .2 | .2 | 90.9 |
| 49 | 3 | .4 | .4 | 91.3 |
| 50 | 14 | 1.7 | 1.7 | 93.0 |
| 51 | 2 | .2 | .2 | 93.3 |
| 52 | 5 | .7 | .7 | 93.9 |
| 53 | 4 | .5 | .5 | 94.4 |
| 54 | 3 | .4 | .4 | 94.8 |
| 55 | 7 | .8 | .8 | 95.6 |
| 56 | 4 | .5 | .5 | 96.1 |
| 57 | 6 | .7 | .7 | 96.8 |
| 58 | 1 | .1 | .1 | 96.9 |
| 59 | 3 | .3 | .3 | 97.3 |
| 60 | 2 | .2 | .2 | 97.5 |
| 61 | 1 | .1 | .1 | 97.6 |
| 63 | 3 | .4 | .4 | 97.9 |
| 64 | 1 | .2 | .2 | 98.1 |
| 65 | 3 | .4 | .4 | 98.5 |
| 66 | 1 | .1 | .1 | 98.5 |

| | | | | |
|-------|-----|-------|-------|-------|
| 75 | 1 | .2 | .2 | 98.7 |
| 76 | 0 | .0 | .0 | 98.7 |
| 79 | 2 | .2 | .2 | 98.9 |
| 80 | 0 | .0 | .0 | 99.0 |
| 82 | 0 | .0 | .0 | 99.0 |
| 84 | 0 | .0 | .0 | 99.0 |
| 90 | 0 | .0 | .0 | 99.1 |
| 93 | 0 | .0 | .0 | 99.1 |
| 999 | 7 | .9 | .9 | 100.0 |
| Total | 830 | 100.0 | 100.0 | |

educ educ - educ How much formal schooling have you had?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--|-----------|---------|---------------|--------------------|
| Valid | 1 Less than high school | 14 | 1.7 | 1.7 | 1.7 |
| | 2 High school or equivalent (including GED) | 152 | 18.3 | 18.4 | 20.1 |
| | 3 Some college (including AA degree, two-year community college) | 254 | 30.6 | 30.8 | 50.9 |
| | 4 College graduate | 263 | 31.7 | 32.0 | 82.9 |
| | 5 Graduate or professional degree | 141 | 17.0 | 17.1 | 100.0 |
| | Total | 824 | 99.3 | 100.0 | |
| Missing | 6 DK/NA | 1 | .2 | | |
| | 7 Refused | 5 | .6 | | |
| | Total | 6 | .7 | | |
| Total | | 830 | 100.0 | | |

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

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 White | 506 | 60.9 | 64.1 | 64.1 |
| | 2 Black/African-American | 85 | 10.2 | 10.8 | 74.9 |
| | 3 Hispanic | 120 | 14.4 | 15.2 | 90.1 |
| | 4 Asian/Pacific Islander | 26 | 3.2 | 3.3 | 93.4 |
| | 5 Native American | 4 | .5 | .5 | 93.9 |
| | 6 Multi-racial or multi-ethnic | 34 | 4.2 | 4.4 | 98.3 |
| | 7 Other | 14 | 1.6 | 1.7 | 100.0 |
| | Total | 788 | 95.0 | 100.0 | |
| Missing | 8 DK | 6 | .7 | | |
| | 9 Refused | 36 | 4.3 | | |
| | Total | 42 | 5.0 | | |
| Total | | 830 | 100.0 | | |

vote vote - vote Are you a registered voter?

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------|-----------|---------|---------------|--------------------|
| Valid | 1 Yes | 730 | 88.0 | 88.2 | 88.2 |
| | 2 No | 93 | 11.3 | 11.3 | 99.5 |
| | 3 DK | 4 | .5 | .5 | 100.0 |
| | Total | 828 | 99.8 | 100.0 | |
| Missing | 4 Refused | 2 | .2 | | |
| Total | | 830 | 100.0 | | |

rgender rgender - rgender [DO NOT READ] Record R's gender

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|----------|-----------|---------|---------------|--------------------|
| Valid | 1 Male | 434 | 52.4 | 52.4 | 52.4 |
| | 2 Female | 395 | 47.6 | 47.6 | 100.0 |
| | Total | 830 | 100.0 | 100.0 | |

ager age recoded into three groups

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------|-----------------------|-----------|---------|---------------|-----------------------|
| Valid | 1.00 35 or younger | 275 | 33.1 | 33.1 | 33.1 |
| | 2.00 36-64 yrs | 443 | 53.4 | 53.4 | 86.6 |
| | 3.00 65 yrs and older | 111 | 13.4 | 13.4 | 100.0 |
| Total | | 830 | 100.0 | 100.0 | |

Appendix D: Internet Survey Marginals

Frequencies: Internet Survey

county Also respondents of this survey should be residents of Orange Seminole and Osceola

Counties Which of these counties do you live in

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Orange | 88 | 57.1 | 63.3 | 63.3 |
| | 2 Osceola | 14 | 9.1 | 10.1 | 73.4 |
| | 3 Seminole | 29 | 18.8 | 20.9 | 94.2 |
| | 9 None of the above | 8 | 5.2 | 5.8 | 100.0 |
| | Total | 139 | 90.3 | 100.0 | |
| Missing | System | 15 | 9.7 | | |
| Total | | 154 | 100.0 | | |

**q1 To begin how important are transportation issues to you and your family Would you say these issues
are very important somewhat important not too important or not important at all**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Not important at all | 1 | .6 | .8 | .8 |
| | 2 Not too important | 1 | .6 | .8 | 1.6 |
| | 3 Somewhat important | 18 | 11.7 | 14.5 | 16.1 |
| | 4 Very important | 104 | 67.5 | 83.9 | 100.0 |
| | Total | 124 | 80.5 | 100.0 | |
| Missing | System | 30 | 19.5 | | |
| Total | | 154 | 100.0 | | |

q2 And how about for the Central Florida region as a whole Would you say transportation issues are very important somewhat important not too important or not important at all to the Central Florida region

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 2 Not too important | 1 | .6 | .8 | .8 |
| | 3 Somewhat important | 13 | 8.4 | 10.4 | 11.2 |
| | 4 Very important | 111 | 72.1 | 88.8 | 100.0 |
| | Total | 125 | 81.2 | 100.0 | |
| Missing | System | 29 | 18.8 | | |
| Total | | 154 | 100.0 | | |

q3a How long it takes you to commute

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------|-----------|---------|---------------|--------------------|
| Valid | 1 1 Terrible | 13 | 8.4 | 10.5 | 10.5 |
| | 2 2 | 27 | 17.5 | 21.8 | 32.3 |
| | 3 3 | 45 | 29.2 | 36.3 | 68.5 |
| | 4 4 | 15 | 9.7 | 12.1 | 80.6 |
| | 5 5 Excellent | 24 | 15.6 | 19.4 | 100.0 |
| | Total | 124 | 80.5 | 100.0 | |
| Missing | System | 30 | 19.5 | | |
| Total | | 154 | 100.0 | | |

q3b Day to day predictability of your commute

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------|-----------|---------|---------------|--------------------|
| Valid | 1 1 Terrible | 17 | 11.0 | 13.7 | 13.7 |
| | 2 2 | 25 | 16.2 | 20.2 | 33.9 |
| | 3 3 | 38 | 24.7 | 30.6 | 64.5 |
| | 4 4 | 21 | 13.6 | 16.9 | 81.5 |
| | 5 5 Excellent | 23 | 14.9 | 18.5 | 100.0 |
| | Total | 124 | 80.5 | 100.0 | |
| Missing | System | 30 | 19.5 | | |
| Total | | 154 | 100.0 | | |

q3c Transportation choices available for your commute

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------|-----------|---------|---------------|-----------------------|
| Valid | 1 1 Terrible | 65 | 42.2 | 52.8 | 52.8 |
| | 2 2 | 29 | 18.8 | 23.6 | 76.4 |
| | 3 3 | 13 | 8.4 | 10.6 | 87.0 |
| | 4 4 | 7 | 4.5 | 5.7 | 92.7 |
| | 5 5 Excellent | 9 | 5.8 | 7.3 | 100.0 |
| | Total | 123 | 79.9 | 100.0 | |
| Missing | System | 31 | 20.1 | | |
| Total | | 154 | 100.0 | | |

q4 Given that state and local governments in Florida must divide their budgets among many competing needs would you say that generally government spends too much too little or about the right amount on transportation

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------|-----------|---------|---------------|-----------------------|
| Valid | 1 About right | 14 | 9.1 | 12.0 | 12.0 |
| | 2 Too little | 99 | 64.3 | 84.6 | 96.6 |
| | 3 Too much | 4 | 2.6 | 3.4 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q5 Most everyone agrees that transportation issues are important but different people agree for different reasons For example some people say that transportation is mainly an economic issue that we have to solve transportation issues mainly to keep t

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 3 | 1.9 | 2.6 | 2.6 |
| | 1 Disagree strongly | 4 | 2.6 | 3.4 | 6.0 |
| | 2 Disagree | 13 | 8.4 | 11.1 | 17.1 |
| | 3 Agree | 53 | 34.4 | 45.3 | 62.4 |
| | 4 Agree strongly | 44 | 28.6 | 37.6 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

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 Do you agree strongly agree disagree or disagree strongly with this view

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 6 | 3.9 | 5.2 | 5.2 |
| | 1 Disagree strongly | 6 | 3.9 | 5.2 | 10.3 |
| | 2 Disagree | 20 | 13.0 | 17.2 | 27.6 |
| | 3 Agree | 64 | 41.6 | 55.2 | 82.8 |
| | 4 Agree strongly | 20 | 13.0 | 17.2 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

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 strong

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 3 | 1.9 | 2.6 | 2.6 |
| | 1 Disagree strongly | 4 | 2.6 | 3.4 | 6.0 |
| | 2 Disagree | 24 | 15.6 | 20.7 | 26.7 |
| | 3 Agree | 62 | 40.3 | 53.4 | 80.2 |
| | 4 Agree strongly | 23 | 14.9 | 19.8 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

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 disag

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 3 | 1.9 | 2.6 | 2.6 |
| | 1 Disagree strongly | 7 | 4.5 | 6.0 | 8.5 |
| | 2 Disagree | 26 | 16.9 | 22.2 | 30.8 |
| | 3 Agree | 45 | 29.2 | 38.5 | 69.2 |
| | 4 Agree strongly | 36 | 23.4 | 30.8 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q9 Next are some questions about I 4 First how important is it to you to add more lanes to I 4 would you say that is very important somewhat important not too important not important at all

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 2 | 1.3 | 1.7 | 1.7 |
| | 1 Not important at all | 31 | 20.1 | 26.5 | 28.2 |
| | 2 Not too important | 21 | 13.6 | 17.9 | 46.2 |
| | 3 Somewhat important | 29 | 18.8 | 24.8 | 70.9 |
| | 4 Very important | 34 | 22.1 | 29.1 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q10 How about adding express lanes to Interstate 4 that would be tolled to complement the existing free lanes would you say that is very important somewhat important not too important or not important at all

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 3 | 1.9 | 2.6 | 2.6 |
| | 1 Not important at all | 31 | 20.1 | 26.7 | 29.3 |
| | 2 Not too important | 24 | 15.6 | 20.7 | 50.0 |
| | 3 Somewhat important | 42 | 27.3 | 36.2 | 86.2 |
| | 4 Very important | 16 | 10.4 | 13.8 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

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 o

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 4 | 2.6 | 3.4 | 3.4 |
| | 1 Disagree strongly | 9 | 5.8 | 7.7 | 11.1 |
| | 2 Disagree | 16 | 10.4 | 13.7 | 24.8 |
| | 3 Agree | 23 | 14.9 | 19.7 | 44.4 |
| | 4 Agree strongly | 65 | 42.2 | 55.6 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q12 Central Florida needs a more balanced transportation system including increased transit options like trains and buses

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 1 | .6 | .9 | .9 |
| | 1 Disagree Strongly | 3 | 1.9 | 2.6 | 3.4 |
| | 2 Disagree | 5 | 3.2 | 4.3 | 7.8 |
| | 3 Agree | 21 | 13.6 | 18.1 | 25.9 |
| | 4 Agree Strongly | 86 | 55.8 | 74.1 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

q13 I would be more likely to use the bus system if the service went more places

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 10 | 6.5 | 8.5 | 8.5 |
| | 1 Disagree Strongly | 10 | 6.5 | 8.5 | 17.1 |
| | 2 Disagree | 20 | 13.0 | 17.1 | 34.2 |
| | 3 Agree | 39 | 25.3 | 33.3 | 67.5 |
| | 4 Agree Strongly | 38 | 24.7 | 32.5 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q14 I would be more likely to use the bus system if wait times were decreased

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 9 | 5.8 | 7.7 | 7.7 |
| | 1 Disagree Strongly | 8 | 5.2 | 6.8 | 14.5 |
| | 2 Disagree | 17 | 11.0 | 14.5 | 29.1 |
| | 3 Agree | 40 | 26.0 | 34.2 | 63.2 |
| | 4 Agree Strongly | 43 | 27.9 | 36.8 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

**q15 An extensive passenger rail system should be seriously considered as an alternative to expanding
and building new roads**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 2 | 1.3 | 1.7 | 1.7 |
| | 1 Disagree Strongly | 5 | 3.2 | 4.3 | 6.0 |
| | 2 Disagree | 12 | 7.8 | 10.3 | 16.4 |
| | 3 Agree | 22 | 14.3 | 19.0 | 35.3 |
| | 4 Agree Strongly | 75 | 48.7 | 64.7 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

q16 Florida is behind other states in efforts to develop passenger rail systems

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 4 | 2.6 | 3.4 | 3.4 |
| | 1 Disagree Strongly | 2 | 1.3 | 1.7 | 5.1 |
| | 2 Disagree | 5 | 3.2 | 4.3 | 9.4 |
| | 3 Agree | 23 | 14.9 | 19.7 | 29.1 |
| | 4 Agree Strongly | 83 | 53.9 | 70.9 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q17 A passenger rail system would be a valuable addition to our transportation system

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 4 | 2.6 | 3.4 | 3.4 |
| | 1 Disagree Strongly | 4 | 2.6 | 3.4 | 6.8 |
| | 2 Disagree | 3 | 1.9 | 2.6 | 9.4 |
| | 3 Agree | 22 | 14.3 | 18.8 | 28.2 |
| | 4 Agree Strongly | 84 | 54.5 | 71.8 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q18 Improving Central Florida's transportation system is important to me

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 1 | .6 | .9 | .9 |
| | 1 Disagree Strongly | 1 | .6 | .9 | 1.7 |
| | 3 Agree | 24 | 15.6 | 20.5 | 22.2 |
| | 4 Agree Strongly | 91 | 59.1 | 77.8 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q19 Improving Central Florida's transportation system means we will have to increase funding through taxes and or fees

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 6 | 3.9 | 5.1 | 5.1 |
| | 1 Disagree Strongly | 6 | 3.9 | 5.1 | 10.3 |
| | 2 Disagree | 20 | 13.0 | 17.1 | 27.4 |
| | 3 Agree | 48 | 31.2 | 41.0 | 68.4 |
| | 4 Agree Strongly | 37 | 24.0 | 31.6 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q20 What is now being done to improve our transportation system is adequate to address our problems

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 3 | 1.9 | 2.6 | 2.6 |
| | 1 Disagree Strongly | 64 | 41.6 | 54.7 | 57.3 |
| | 2 Disagree | 41 | 26.6 | 35.0 | 92.3 |
| | 3 Agree | 5 | 3.2 | 4.3 | 96.6 |
| | 4 Agree Strongly | 4 | 2.6 | 3.4 | 100.0 |
| | Total | 117 | 76.0 | 100.0 | |
| Missing | System | 37 | 24.0 | | |
| Total | | 154 | 100.0 | | |

q21 Which of the following do you believe is the primary current 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

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 Gas Taxes | 39 | 25.3 | 33.6 | 33.6 |
| | 2 Property Taxes | 2 | 1.3 | 1.7 | 35.3 |
| | 3 Sales Taxes | 3 | 1.9 | 2.6 | 37.9 |
| | 4 Usage fees | 5 | 3.2 | 4.3 | 42.2 |
| | 5 Some combination of these | 60 | 39.0 | 51.7 | 94.0 |
| | 6 Dont know, cant say | 7 | 4.5 | 6.0 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

q22 Improving transportation in Central Florida requires more money than currently available In general which of the following funding options is most appealing increased property taxes increased sales taxes or a“pay for what you use” approach

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------------------------------|-----------|---------|---------------|--------------------|
| Valid | 2 Fund from sales taxes | 18 | 11.7 | 15.5 | 15.5 |
| | 3 Fund by "pay for what you use" | 36 | 23.4 | 31.0 | 46.6 |
| | 4 Some combination of the above | 57 | 37.0 | 49.1 | 95.7 |
| | 5 Dont know, cant say | 5 | 3.2 | 4.3 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

q23 Increase the gasoline tax

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 3 | 1.9 | 2.6 | 2.6 |
| | 1 Strongly Disapprove | 25 | 16.2 | 21.6 | 24.1 |
| | 2 Disapprove | 15 | 9.7 | 12.9 | 37.1 |
| | 3 Approve | 43 | 27.9 | 37.1 | 74.1 |
| | 4 Strongly Approve | 30 | 19.5 | 25.9 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

q24 Increase the sales tax

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 4 | 2.6 | 3.5 | 3.5 |
| | 1 Strongly Disapprove | 21 | 13.6 | 18.6 | 22.1 |
| | 2 Disapprove | 33 | 21.4 | 29.2 | 51.3 |
| | 3 Approve | 44 | 28.6 | 38.9 | 90.3 |
| | 4 Strongly Approve | 11 | 7.1 | 9.7 | 100.0 |
| | Total | 113 | 73.4 | 100.0 | |
| Missing | System | 41 | 26.6 | | |
| Total | | 154 | 100.0 | | |

q25 Increase property taxes

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 7 | 4.5 | 6.2 | 6.2 |
| | 1 Strongly Disapprove | 34 | 22.1 | 30.1 | 36.3 |
| | 2 Disapprove | 44 | 28.6 | 38.9 | 75.2 |
| | 3 Approve | 25 | 16.2 | 22.1 | 97.3 |
| | 4 Strongly Approve | 3 | 1.9 | 2.7 | 100.0 |
| | Total | 113 | 73.4 | 100.0 | |
| Missing | System | 41 | 26.6 | | |
| Total | | 154 | 100.0 | | |

q26 Increase the number of toll roads

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 4 | 2.6 | 3.4 | 3.4 |
| | 1 Strongly Disapprove | 20 | 13.0 | 17.2 | 20.7 |
| | 2 Disapprove | 21 | 13.6 | 18.1 | 38.8 |
| | 3 Approve | 58 | 37.7 | 50.0 | 88.8 |
| | 4 Strongly Approve | 13 | 8.4 | 11.2 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

q27 Increase tag title and registration fees

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-----------------------|-----------|---------|---------------|-----------------------|
| Valid | 0 Neutral/no opinion | 5 | 3.2 | 4.3 | 4.3 |
| | 1 Strongly Disapprove | 18 | 11.7 | 15.5 | 19.8 |
| | 2 Disapprove | 37 | 24.0 | 31.9 | 51.7 |
| | 3 Approve | 46 | 29.9 | 39.7 | 91.4 |
| | 4 Strongly Approve | 10 | 6.5 | 8.6 | 100.0 |
| | Total | 116 | 75.3 | 100.0 | |
| Missing | System | 38 | 24.7 | | |
| Total | | 154 | 100.0 | | |

q28 Do you believe the gasoline tax you currently pay covers the cost to build and maintain the transportation system you use in Central Florida

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|-----------------------|
| Valid | 0 No | 96 | 62.3 | 83.5 | 83.5 |
| | 1 Yes | 19 | 12.3 | 16.5 | 100.0 |
| | Total | 115 | 74.7 | 100.0 | |
| Missing | System | 39 | 25.3 | | |
| Total | | 154 | 100.0 | | |

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 a

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---------------------------------|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 1 | .6 | .9 | .9 |
| | 1 Some combination of the above | 31 | 20.1 | 27.0 | 27.8 |
| | 2 Same fees for all | 32 | 20.8 | 27.8 | 55.7 |
| | 3 Drive more, pay more | 51 | 33.1 | 44.3 | 100.0 |
| | Total | 115 | 74.7 | 100.0 | |
| Missing | System | 39 | 25.3 | | |
| Total | | 154 | 100.0 | | |

q30 Generally speaking should the fees that people pay to register their vehicles take into account the gasoline mileage those vehicles achieve That is should the fees be lower for vehicles that get more miles per gallon and higher for vehicles that get

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|---|-----------|---------|---------------|--------------------|
| Valid | 0 Neutral/no opinion | 4 | 2.6 | 3.5 | 3.5 |
| | 1 Some combination of each | 17 | 11.0 | 14.8 | 18.3 |
| | 2 Same fees for all regardless of mileage | 58 | 37.7 | 50.4 | 68.7 |
| | 3 Lower fees for better mileage | 36 | 23.4 | 31.3 | 100.0 |
| | Total | 115 | 74.7 | 100.0 | |
| Missing | System | 39 | 25.3 | | |
| Total | | 154 | 100.0 | | |

**q30b Do you support the addition of a 2 per day surcharge on rental cars to support
transportation funding**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|-----------------------|
| Valid | 0 No | 12 | 7.8 | 10.4 | 10.4 |
| | 1 Yes | 103 | 66.9 | 89.6 | 100.0 |
| | Total | 115 | 74.7 | 100.0 | |
| Missing | System | 39 | 25.3 | | |
| Total | | 154 | 100.0 | | |

**q31 Which is the MOST IMPORTANT source you turn to for information about community issues including
transportation**

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|-------------------------------|-----------|---------|---------------|-----------------------|
| Valid | 1000 Television | 33 | 21.4 | 28.7 | 28.7 |
| | 1001 Newspaper | 22 | 14.3 | 19.1 | 47.8 |
| | 1002 Radio | 9 | 5.8 | 7.8 | 55.7 |
| | 1003 Word of mouth | 5 | 3.2 | 4.3 | 60.0 |
| | 1004 Internet | 36 | 23.4 | 31.3 | 91.3 |
| | 1005 Direct mail, newsletters | 4 | 2.6 | 3.5 | 94.8 |
| | 1007 Communiy newspapers | 2 | 1.3 | 1.7 | 96.5 |
| | 1008 Other | 4 | 2.6 | 3.5 | 100.0 |
| | Total | 115 | 74.7 | 100.0 | |
| Missing | System | 39 | 25.3 | | |
| Total | | 154 | 100.0 | | |

q31a Which is the MOST IMPORTANT source you turn to for information about community issues

including transportation Other

| | Frequency | Percent | Valid Percent | Cumulative Percent |
|-----------------------|-----------|---------|---------------|--------------------|
| Valid | 150 | 97.4 | 97.4 | 97.4 |
| Community Involvement | 1 | .6 | .6 | 98.1 |
| Metroplan Orlando | 1 | .6 | .6 | 98.7 |
| Social Network | 1 | .6 | .6 | 99.4 |
| Twitter | 1 | .6 | .6 | 100.0 |
| Total | 154 | 100.0 | 100.0 | |

q31b Which is the SECOND MOST IMPORTANT source you turn to for information about community issues

including transportation

| | Frequency | Percent | Valid Percent | Cumulative Percent |
|-------------------------------|-----------|---------|---------------|--------------------|
| Valid | | | | |
| 1000 Television | 22 | 14.3 | 19.1 | 19.1 |
| 1001 Newspaper | 32 | 20.8 | 27.8 | 47.0 |
| 1002 Radio | 18 | 11.7 | 15.7 | 62.6 |
| 1003 Word of mouth | 6 | 3.9 | 5.2 | 67.8 |
| 1004 Internet | 30 | 19.5 | 26.1 | 93.9 |
| 1005 Direct mail, newsletters | 3 | 1.9 | 2.6 | 96.5 |
| 1007 Community newspapers | 3 | 1.9 | 2.6 | 99.1 |
| 1008 Other | 1 | .6 | .9 | 100.0 |
| Total | 115 | 74.7 | 100.0 | |
| Missing | | | | |
| System | 39 | 25.3 | | |
| Total | 154 | 100.0 | | |

**q31c Which is the SECOND MOST IMPORTANT source you turn to for information about
community issues including transportation Other**

| | Frequency | Percent | Valid Percent | Cumulative Percent |
|------------------|-----------|---------|---------------|-----------------------|
| Valid | 153 | 99.4 | 99.4 | 99.4 |
| facebook/twitter | 1 | .6 | .6 | 100.0 |
| Total | 154 | 100.0 | 100.0 | |

employ Which of the following best describes your current employment status

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|------------------|-----------|---------|---------------|-----------------------|
| Valid | 1 Work full time | 90 | 58.4 | 78.9 | 78.9 |
| | 2 Work part time | 6 | 3.9 | 5.3 | 84.2 |
| | 3 Retired | 10 | 6.5 | 8.8 | 93.0 |
| | 5 Student | 2 | 1.3 | 1.8 | 94.7 |
| | 6 Keeping house | 2 | 1.3 | 1.8 | 96.5 |
| | 7 Unemployed | 2 | 1.3 | 1.8 | 98.2 |
| | 8 Other | 2 | 1.3 | 1.8 | 100.0 |
| | Total | 114 | 74.0 | 100.0 | |
| Missing | System | 40 | 26.0 | | |
| Total | | 154 | 100.0 | | |

educ How much formal schooling have you had

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--|-----------|---------|---------------|--------------------|
| Valid | 2 High school or equivalent (including GED) | 7 | 4.5 | 6.2 | 6.2 |
| | 3 Some college (including AA degree, two-year community colleg | 19 | 12.3 | 16.8 | 23.0 |
| | 4 College graduate | 54 | 35.1 | 47.8 | 70.8 |
| | 5 Graduate or professional degree | 33 | 21.4 | 29.2 | 100.0 |
| | Total | 113 | 73.4 | 100.0 | |
| Missing | System | 41 | 26.6 | | |
| Total | | 154 | 100.0 | | |

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

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------------------------------|-----------|---------|---------------|--------------------|
| Valid | 1 White | 98 | 63.6 | 87.5 | 87.5 |
| | 3 Hispanic | 8 | 5.2 | 7.1 | 94.6 |
| | 4 Asian/Pacific Islander | 2 | 1.3 | 1.8 | 96.4 |
| | 6 Multi-racial or multi-ethnic | 2 | 1.3 | 1.8 | 98.2 |
| | 7 Other | 2 | 1.3 | 1.8 | 100.0 |
| | Total | 112 | 72.7 | 100.0 | |
| Missing | System | 42 | 27.3 | | |
| Total | | 154 | 100.0 | | |

vote Are you a registered voter

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|--------|-----------|---------|---------------|-----------------------|
| Valid | 0 No | 3 | 1.9 | 2.7 | 2.7 |
| | 1 Yes | 110 | 71.4 | 97.3 | 100.0 |
| | Total | 113 | 73.4 | 100.0 | |
| Missing | System | 41 | 26.6 | | |
| Total | | 154 | 100.0 | | |

rgender Finally what is your gender

| | | Frequency | Percent | Valid Percent | Cumulative Percent |
|---------|----------|-----------|---------|---------------|-----------------------|
| Valid | 0 Female | 48 | 31.2 | 42.9 | 42.9 |
| | 1 Male | 64 | 41.6 | 57.1 | 100.0 |
| | Total | 112 | 72.7 | 100.0 | |
| Missing | System | 42 | 27.3 | | |
| Total | | 154 | 100.0 | | |