

United States
Census
2000

D. Transportation

Place of Work and Journey to Work

Vehicles Available

HOW WE ASK IT
[Sample item]

PLACE OF WORK

22 **At what location did this person work LAST WEEK?** *If this person worked at more than one location, print where he or she worked most last week.*

a. Address (Number and street name)

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| | | | | | | | | | | | | | | | | | | | | |

(If the exact address is not known, give a description of the location such as the building name or the nearest street or intersection.)

b. Name of city, town, or post office

| | | | | | | | | | | | | | | | | | | | | |

c. Is the work location inside the limits of that city or town?

- Yes
- No, outside the city/town limits

d. Name of county

| | | | | | | | | | | | | | | | | | | | | |

e. Name of U.S. state or foreign country

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f. ZIP Code

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HOW WE ASK IT (continued)
[Sample item]

JOURNEY TO WORK

- 23 a. How did this person usually get to work LAST WEEK?** *If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.*

- Car, truck, or van
 Bus or trolley bus
 Streetcar or trolley car
 Subway or elevated
 Railroad
 Ferryboat
 Taxicab
 Motorcycle
 Bicycle
 Walked
 Worked at home → Skip to 27
 Other method

- **If "Car, truck, or van" is marked in 23a, go to 23b. Otherwise, skip to 24a.**

- 23 b. How many people, including this person, usually rode to work in the car, truck, or van LAST WEEK?**

- Drove alone
 2 people
 3 people
 4 people
 5 or 6 people
 7 or more people

- 24 a. What time did this person usually leave home to go to work LAST WEEK?**

| | a.m. p.m.

- b. How many minutes did it usually take this person to get from home to work LAST WEEK?**

Minutes

| |

PLACE OF WORK AND JOURNEY TO WORK *(continued)* *asked since 1960***WHAT IT MEANS FOR EVERYONE****Federal Uses** *(also see the selected statutory uses on the opposite page):*

- Needed to plan highway improvements, develop public transportation services, design programs to ease traffic problems, conserve energy, and reduce pollution
- Needed to develop standards to reduce work-related vehicle trips and increase passenger occupancy during peak periods of travel
- Used to forecast vehicle miles of travel in areas that are designated “non-attainment” with respect to ambient air quality standards under the Clean Air Act Amendments of 1990
- Used (place of work) by the Office of Management and Budget, under the authority of the Paperwork Reduction Act, as part of the criteria to define metropolitan areas

Community Impact:

- Forms the database used by state departments of transportation and the more than 350 metropolitan planning organizations responsible for comprehensive transportation planning activities required by the Intermodal Surface Transportation Efficiency Act of 1991
- Used by metropolitan planning organizations to manage traffic congestion and develop strategies to mitigate congestion such as carpooling programs and flexible work schedules
- Needed by public transit agencies to plan transit investments, identify areas needing better transit service, determine the most efficient routes, and plan services for disabled persons
- Needed to plan emergency services in areas of high concentrations of employment
- Used under the Job Training Partnership Act to identify patterns of discrimination in hiring among minorities and other population groups within labor markets
- Helps financial firms, under the Community Reinvestment and Bank Holding Company Acts, to define market areas for describing lending practices and the effects of bank mergers

WHY WE ASK IT THIS WAY

Combinations of these items describe commuting patterns and the characteristics of commuter travel. *Place of work* provides the information needed to describe the geographic patterns of commuter travel and the volume of travel in each “flow” between origins and destinations (e.g., suburban counties to central cities, from county to county, or between traffic analysis zones). *Usual means of transportation to work* identifies the differing types of transportation used by the commuters in each origin-to-destination flow. *Number of persons in the vehicle* is used to determine the extent of carpooling and to estimate the number of cars, trucks, and vans in each flow (e.g., the number of vehicles used for two-person carpools is the number of persons in two-person carpools divided by two). *Time of departure for work* is used to estimate the volume of commuter travel in each flow by type of transportation at different time periods during a typical day, particularly during peak or rush hours of travel during which traffic congestion is most severe and air quality is most affected. *Usual travel time to work* is used to measure the efficiency of different modes of transportation being used in each commuter flow during peak and off-peak travel periods.

PLACE OF WORK AND JOURNEY TO WORK *(continued)* *asked since 1960***AGENCIES****SELECTED STATUTORY USES**

- COMMERCE Paperwork Reduction Act of 1980--P [44 U.S.C. 3504],
Revised Standards for Defining Metropolitan Areas--P [55 Federal Register 12154],
Statistical Information for the Transaction of Public Business--P
[15 U.S.C. 1516]
- EEOC Title VII of the Civil Rights Act--R [42 U.S.C. 2000e-2 & 2000e-16]
- EPA Clean Air Act Amendments of 1990--P [42 U.S.C. 7401(b)]
- FEDERAL RESERVE Community Reinvestment Act of 1977--P [12 U.S.C. 2901],
Bank Holding Company Act--P [12 U.S.C. 1841]
- HHS Rehabilitation, Comprehensive Services, and
Developmental Disabilities Amendments of 1978--P [29 U.S.C. 702]
- JUSTICE Americans with Disabilities Act--P [42 U.S.C. 12101 et seq.]
- LABOR Job Training Partnership Act--P [29 U.S.C. 1501 et seq., Sections 1511, 1518,
1532, 1551, 1602, 1603, 1661, 1707, & 1736],
Labor Surplus Areas Program--P [Executive Orders 10582 & 12073]
- DOT Intermodal Surface Transportation Efficiency Act of 1991--P [P.L. 102-240],
Federal-Aid Highways - Surface Transportation Program--P [23 U.S.C. 133],
Federal-Aid Highways - Metropolitan Planning--R [23 U.S.C. 134(a), (c), (g)(3)],
Federal-Aid Highways - Highway Safety Programs--P [23 U.S.C. 402],
Federal-Aid Highways - Statewide Planning--R [23 U.S.C. 135(b), & (f)(3)],
Federal-Aid Highways - Public Transportation--P [23 U.S.C. 142],
Federal-Aid Highways - Economic Growth Center Development Highways--R
[23 U.S.C. 143(f)(1) & (2)],
Federal-Aid Highways - Carpool and Vanpool Projects--P [23 U.S.C. 146],
Federal-Aid Highways - Congestion Mitigation and Air Quality Improvement--P [23 U.S.C. 149],
Federal-Aid Highways - Management Systems--P [23 U.S.C. 303],
Federal Transit Administration - Grant Program--M [49 U.S.C. 1604(a)(1) & (2)],
Federal Transit Administration - Metropolitan Planning--M
[49 U.S.C. App. 1607(a), (c), (g)(3), & (q) & 49 U.S.C. 5303],
Federal Transit Administration - Section 9 Program--M [49 U.S.C. 1607(a), (c), (d), (k), & (s)],
Federal Transit Administration - Planning and Research Program for Metropolitan
and Statewide Planning--M [49 U.S.C. 1622(a)(2)(A)],
Clean Air Act--R [42 U.S.C. 7408(f), 7410(a)(1),
7501(2), 7502(a)(2), 7504(a) & (b), 7511a, 7512a(2)(A)]

HOW WE ASK IT
[Sample item]

43 How many automobiles, vans, and trucks of one-ton capacity or less are kept at home for use by members of your household?

- None
- 1
- 2
- 3
- 4
- 5
- 6 or more

WHAT IT MEANS FOR EVERYONE

Federal Uses (also see the selected statutory uses on the opposite page):

- Provides, in combination with place of work and journey to work, data that are essential for transportation programs under the Intermodal Surface Transportation Efficiency Act of 1991
- Used by the Dept. of Transportation and the Environmental Protection Agency to develop policies and to plan a number of transportation programs
- Needed by the Dept. of Energy to estimate and forecast energy consumption of motor vehicles and to plan and establish programs as part of the Alternative Fueled Vehicles Program

Community Impact:

- Used by state and metropolitan transportation planning agencies to estimate total vehicle travel and forecast future travel and its effect on their transportation systems
- Used to form the database of state departments of transportation and over 350 metropolitan planning organizations responsible for comprehensive transportation planning activities
- Used by local governments to construct traffic analysis zones
- Helps state and local agencies to determine the need for special transportation services for the elderly and disabled
- Assists social service agencies to plan for emergency transportation services in areas of high concentrations of households with no vehicle available, such as isolated rural communities
- Used by state and local agencies to prepare vehicular travel and pollutant emissions profiles and forecasts to comply with requirements under the Clean Air Act Amendments of 1990 in regions cited for being in "non-attainment" of Federal air quality standards

WHY WE ASK IT THIS WAY

Vehicles available describes, for each household, the number of passenger cars, vans, and trucks of one-ton capacity or less kept at home and available for the use of household members. Increased traffic congestion over the past decade makes this item even more important for 2000 for planning highways, parking sites, and travel routes.

VEHICLES AVAILABLE (continued) asked since 1960**AGENCIES****SELECTED STATUTORY USES**

- ENERGY Energy Policy Act of 1992 / Alternative Fueled Vehicles Program--P
[42 U.S.C. 7135(j), 13381, 13384]

- HHS Older Americans Act--P
[42 U.S.C. 3002, 3026(a)(1), 3027(a)(8)];
Rehabilitation, Comprehensive Services, and
Developmental Disabilities Amendments of 1978--P
[29 U.S.C. 702];
Community Services Block Grant Act--P
[49 U.S.C. 9902(2)]

- JUSTICE Voting Rights Act--P [42 U.S.C. 1973 et seq.]

- DOT Intermodal Surface Transportation Efficiency Act of 1991--P [P.L. 102-240],
Federal-Aid Highways - Surface Transportation Program--P [23 U.S.C. 133],
Federal-Aid Highways - Metropolitan Planning--P [23 U.S.C. 134(a), (b), (c), (g)(3)],
Federal-Aid Highways - Highway Safety Programs--P [23 U.S.C. 402],
Federal-Aid Highways - Statewide Planning--R [23 U.S.C. 135(b), & (f)(3)],
Federal-Aid Highways - Public Transportation--P [23 U.S.C. 142],
Federal-Aid Highways - Economic Growth Center Development Highways--R
[23 U.S.C. 143(f)(1) & (2)],
Federal-Aid Highways - Carpool and Vanpool Projects--P [23 U.S.C. 146],
Federal-Aid Highways - Congestion Mitigation and Air Quality Improvement--P
[23 U.S.C. 149],
Federal-Aid Highways - Management Systems--P [23 U.S.C. 303],
Federal Transit Administration - Grant Program--M
[49 U.S.C. 1604(a)(1) & (2)],
Federal Transit Administration - Metropolitan Planning--M
[49 U.S.C. App. 1607(a), (c), (g)(3), & (q)],
Federal Transit Administration - Section 9 Program--M
[49 U.S.C. 1607(a), (c), (d), (k), & (s)],
Federal Transit Administration - Planning and Research Program for
Metropolitan and Statewide Planning--M
[49 U.S.C. 1622(a)(2)(A)],
Clean Air Act--R
[42 U.S.C. 7408(f), 7410(a)(1), 7501(2), 7502(a)(2),
7504(a) & (b), 7511a(d)(1)(B) & (e), 7512a(2)(A)],
Americans with Disabilities Act--P
[42 U.S.C. 12143]