Household Survey Results
September 2002

OMNIBUS

Bureau of Transportation Statistics

General Methodology of the Omnibus Survey:

July 2001 to Present

INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) is conducting a series of monthly surveys to monitor expectations of and satisfaction with the transportation system and to gather event, issue, and mode-specific information. The surveys will serve as an information source for the U.S. Department of Transportation (DOT) modal administrators, who can use them to support congressional requests and for internal DOT performance indicators. Overall, the surveys will support the collection of information on a wide range of transportation-related topics.

This document contains the following information:

- Background of the survey initiative;

- A detailed description of how sample respondents were selected for the survey;

- Information on interviewer training, pre-testing, interviewing methods, household screening methods and methods for call attempts and callbacks;

- Guidance on the use of weights for analyses;

- Instructions for calculating standard error estimates;

- Data collection methods.

1. SAMPLE DESIGN

Target Population
The target population is the United States non-institutionalized adult population (18 years of age or older).

Sampling Frame and Selection
To ensure that the monthly Omnibus Surveys conducted after March 2001 is comparable to past Omnibus Surveys (March 2001 and earlier), the previous sample methodology was replicated. A sample methodology was used to achieve a random sample of non-institutionalized adults 18 years and older in the fifty states of the United States and the District of Columbia. A national probability sample of households using list-assisted random digit dialing (RDD) methodology was employed for the survey. The sample was purchased from GENESYS, a firm that provides sample for numerous government agencies and the private sector. In summary, GENESYS

initiated a sample development process by first imposing an implicit stratification on the telephone prefixes using the Census Bureau divisions and metropolitan status (See the Census Bureau regions and divisions below).

Table 1: Census Bureau Regions and Divisions

REGION	DIVISION	STATES
Northeast	New England	CT, ME, MA, NH, RI, VT
	Middle Atlantic	NJ, NY, PA
Midwest	E. North Central	IN, IL, MI, OH, WS
	W. North Central	IA, KS, MN, MO, NE, ND, SD
South	South Atlantic	DE, DC, FL, GA, MD, NC, SC, VA, WV
	E. South Central	AL, KY, MS, TN
	W. South Central	AR, LA, OK, TX
West	Mountain	AZ, CO, ID, NM, MT, UT, NV, WY
	Pacific	AK, CA, HI, OR, WA

Within each Census Bureau division, counties and their associated prefix areas located in Metropolitan Statistical Areas (MSA) were sorted by the size of the MSA. Counties and their associated prefix areas within a Census Bureau division that are located outside of MSAs were first sorted by state. Within each state, the counties and their associated prefix areas were sorted by geographic location. This implicit stratification ensures that the sample of telephone numbers is geographically representative.

The resulting sample of telephone numbers was address-matched for subsequent mailing of a pre-contact letter to each address.

RDD Sample

To generate the sample the GENESYS System employs list-assisted random digit dialing methodology. List-assisted refers to the use of commercial lists of directory-listed telephone numbers to increase the likelihood of dialing household residences. This method gives unlisted telephone numbers the same chance to be selected as directory-listed numbers.

The system utilizes a database consisting of all residential telephone exchanges, working bank information, and various geographic service parameters such as state, county, Primary ZIP code, etc. In addition, the database provides working bank information at the two-digit level – each of the 100 banks (i.e., first two digits of the four-digit suffix) in each exchange is defined as "working" if it contains one or more listed telephone households. On a National basis, this definition covers an estimated 96.4% of all residential telephone numbers and 99.96% of listed residential numbers. This database is updated on a quarterly basis.

The sample frame consists of the set of all telephone exchanges that meet the geographic criteria. This geographic definition is made using one or more of the geographic codes included in the

database. Following specification of the geographic area, the system selects all exchanges and associated working banks that meet those criteria.

Based on the sample frame defined above, the system computes an interval such that the number of intervals is equivalent to the desired number of sample pieces. The interval is computed by dividing the total possible telephone numbers in the sample frame (i.e., # of working banks X 100) by the number of RDD sample pieces required. Within each interval a single random number is generated between 1 and the interval size; the corresponding phone number within the interval is identified and written to an output file.

The result is that every potential telephone number within the defined sample frame has a known and equal probability of selection.

ID-PLUS

This process is designed to purge about 75% of the non-productive numbers (non-working, businesses and fax/modems). Since this process is completed after the sample is generated, the statistical integrity of the sample is maintained.

The Pre-Dialer Phase – The file of generated numbers is passed against the ID database, comprised of the GENESYS-Plus business database and the listed household database. Business numbers are eliminated while listed household numbers are set aside, to be recombined after the active Dialer Phase.

The Dialer Phase – The remaining numbers are then processed using automated dialing equipment – actually a specially configured PROYTYS Telephony system. In this phase, the dialing is 100% attended and the phone is allowed to ring up to two times. Specially trained agents are available to speak to anyone who might answer the phone and the number is dispositioned accordingly. Given this human intervention in evaluating all call results, virtually all remaining businesses, non-working and non-tritone intercepts, compensate for differences in non-working intercept behavior. The testing takes place during the restricted hours of 9 a.m. – 5 p.m. local time, to further minimize intrusion since fewer people are home during these hours.

The Post-Dialer Phase – The sample is then reconstructed, excluding the non-productive numbers identified in the previous two phases.

Address Matching

The Donnelley (InfoUSA) listed residential database was used for residential reverse matches (name and address). This file contains approximately 174 million names and addresses, of which 90 million have a phone number. This file is white-page based and has NCOA updates applied to it monthly. Full updates to the file are received 3 times a year as well as monthly ZIP Code replacements. Name and address or address (including ZIP+4's) only, is appended, where available.

Precision of Estimates

The precision of estimated frequencies can be assessed by evaluating the width of the 95 percent confidence interval around the estimates. For this application, the confidence interval can be *approximated* for design purposes as:

$$p_s \pm Z \sqrt{Var(p_s)}$$

Where p_s is the estimated (sample) proportion;

             Z is the 5 percent critical value of the normal distribution; and

             $Var(p_s)$ is the variance of p_s.

The calculation of the end points of the confidence interval can be re-written as:

$$p_s \pm Z \sqrt{\frac{p_s(1-p_s)}{n}}$$

Or

$$p_s - Z \sqrt{\frac{p_s(1-p_s)}{n}} \leq P \leq p_s + Z \sqrt{\frac{p_s(1-p_s)}{n}}$$

Where   P is the true population value of the proportion; and

             n is the sample size.

Therefore, with a sample size of 1,023 and p_s = 50 percent, the confidence interval range would be 47 = P = 53, *approximately.* [1]

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[1] This method of confidence interval calculation is conservative.

2. SAMPLING WEIGHTS AND ADJUSTMENTS

This section discusses the development of survey weights. Two types of weights were used in the present survey: inverse-probability weights (to correct for unequal selection probabilities) and post-stratification (to correct for known discrepancies between the sample and the population). The final analysis weight reflects both types of adjustments, i.e. adjustment for non-response, multiple telephone lines, and persons-per-household, and post-stratification adjustments. The final analysis weight is the weight that should be used for analyzing the survey data.

The final analysis weight was developed using the following steps:

- Calculation of the base sampling weights;

- Adjustment for unit non-response;

- Adjustment for households with multiple voice telephone numbers;

- Adjustment for selecting an adult within a sampled household; and

- Post-stratification adjustments to the target population.

The product of all the above variables represents the final analysis weight. If needed, extreme values of the final analysis weight can be reduced (or trimmed) using standard weight trimming procedures.

Base Sampling Weights

The first step in weighting the sample is to calculate the sampling weight for each telephone number in the sample. The sampling rate is the inverse of the telephone number's probability of selection, or:

$$W_S = \frac{N}{n}$$

Where N is the total number of telephone numbers in the population and n is the total number of telephone numbers in the sample.

Adjustment for Unit Non-Response

Sampled telephone numbers are classified as responding or non-responding households according to Census division and metropolitan status (inside or outside a Metropolitan Statistical Area). The non-response adjustment factor for all telephone numbers in each Census division (c) by metropolitan status (s), is calculated as follows:

$$ADJ_{NR} = \frac{1}{CASRO\ response\ rate_{(c,s)}}$$

Where the denominator is the CASRO response rate for Census division *c* and metropolitan status *s*. The non-response adjustment factor for a specific cell (defined by metropolitan status and Census division) is a function of the response rate, which is given by the ratio of the estimated number of telephone households to the number of completed surveys.

The non-response adjusted weight (W_{NR}) is the product of the sampling weight (W_S) and the non-response adjustment factor (ADJ_{NR}) within each Census division / metropolitan status combination.

Adjustment for Households with Multiple Telephone Numbers

Some households have multiple telephone lines for voice communication. Thus, these households have multiple chances of being selected into the sample and adjustments must be made to their survey weights. The adjustment for multiple telephone lines is:

$$ADJ_{MT} = \frac{1}{Min(Nb\ telephone\ lines, 3)}$$

As shown in the formula, the adjustment is limited to a maximum factor of three. In other words, the adjustment factor ADJ_{MT} will be one over two (0.50) if the household has two telephone lines, and one over three (0.33) if it has three *or more*.

For respondents that did not provide this information, it is assumed that the household contained only *one* telephone line. The non-response adjusted weight (W_{NR}) is multiplied by the adjustment factor for multiple telephone lines (multiple probabilities of selection) (ADJ_{MT}) to create a weight that is adjusted for non-response and for multiple probabilities of selection (W_{NRMT}).

Adjustment for Number of Eligible Household Members

The probability of selecting an individual respondent depends upon the number of eligible respondents in the household. Therefore, it is important to account for the total number of eligible household members when constructing the sampling weights. The adjustment for selecting a random adult household member is:

$$ADJ_{RA} = Number\ of\ Eligible\ Household\ Members$$

For respondents that did not provide this information, a value for ADJ_{RA} is imputed according to the distribution of the number of eligible persons in a household (from responding households) within the age, gender, and race/ethnicity cross-classification cell matching that of the respondent for which the value is being imputed.

The weight adjusted for non-response and for multiple probabilities of selection (W_{NRMT}) is then multiplied by ADJ_{RA}, resulting in W_{NRMTRA}, a weight adjusted for non-response, multiple probabilities of selection, and for selecting a random, household member.

Post-Stratification Adjustments

Adjusting weighted survey counts so that they agree with population counts provided by the Census Bureau can compensate for different response rates by demographic subgroups, increase the precision of survey estimates, and reduce the bias present in the estimates resulting from the inclusion of only telephone households. The final adjustment to the survey weight is a post-stratification adjustment that allows the weights to sum to the target population (i.e. U.S. non-institutionalized persons 18 years of age or older) by age, gender and race/ethnicity.

The outcome of post-stratification is a factor or multiplier (M) that scales W_{NRMTRA} within each age/gender/race cell, so that the weighted marginal sums for age, gender and race/ethnicity agree with the corresponding Census Bureau distribution for these characteristics. The method used in the post-stratification adjustment is a simple ratio adjustment applied to the sampling weight using the appropriate national population total for a given cell defined by the intersection of age, gender, and race/ethnicity. [2] The general method for ratio adjusting is:

- A table of the sum of the weights for each cell denoted by each age, gender, and race/ethnicity combination is created. Each cell is denoted by $S(i,j,k)$, where i is the indicator for age, j is the indicator for gender, and k is the indicator for race/ethnicity;

- A similar table of national population controls is created, where each cell is denoted by $P(i,j,k)$;

- The ratio $R(i,j,k) = P(i,j,k) / S(i,j,k)$ is calculated; the cell ratio $R(i,j,k)$ is denoted as the multiplier M;

- Each weight, at the record level, is multiplied by the appropriate cell ratio of $R(i,j,k)$ to form the post-stratification adjustment.

Again, cells used in the post-stratification are defined by the combination of age, gender, and race/ethnicity. With two categories for gender, six for age and four for race/ethnicity,[3] a total of 48 (2x6x4) cells can be used. In any month, some race/ethnicity or, preferably, age categories may be merged if the number of completed interviews within the corresponding cells falls below thirty.

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[2] The Census Bureau provides a detailed breakdown of population count by age, gender and race/ethnicity.

[3] The four race/ethnicity categories used for post-stratification purposes are: Hispanic (any race), Non-Hispanic Black, Non-Hispanic White, and Non-Hispanic Other.

Those respondents who did not supply the demographic information necessary to categorize their age, gender and/or race/ethnicity are excluded from the post-stratification process and assigned a value of 1 for M.

The multiplier M is then applied to W_{NRMTRA} to create $W_{NRMTRAPS}$. However, $W_{NRMTRAPS}$ is overstated because a portion of the sample is not included in the calculation of the post-stratification adjustment. Therefore, a deflation factor is applied to the value of $W_{NRMTRAPS}$. The deflation factor DEF is calculated as follows:

$$DEF = \frac{\sum_{i=1}^{6}\sum_{j=1}^{2}\sum_{k=1}^{4}P(i,j,k)}{TW_{NRMTRA\_NA} + \sum_{i=1}^{6}\sum_{j=1}^{2}\sum_{k=1}^{4}P(i,j,k)}$$

Where:

$P(i, j, k)$ is the national population count for cell (i, j, k); and

TW_{NRMTRA_NA} is the sum of the W_{NRMTRA} weights for respondents with missing demographic information.

This deflation factor denotes the proportion of the target population represented by respondents with non-missing demographic information. The final analysis weight, W_{FINAL}, is the scaled value of $W_{NRMTRAPS}$, calculated as:

$$W_{FINAL} = DEF \times W_{NRMTRAPS}$$

W_{FINAL} can be viewed as the number of population members that each respondent represents.

Trimming of Final Analysis Weights

Extreme values of W_{FINAL} are trimmed to avoid over-inflation of the sampling variance. In short, the trimming process limits the relative contribution of the variance associated with the kth unit to the overall variance of the weighted estimate by comparing the square of each weight to a threshold value determined as a multiple of the sum of the squared weights. Letting $w_1, w_2, \ldots w_j$, denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

$$Threshold = \left(10\sum_{j=1}^{n} w_j^2 \Big/ n\right)^{\frac{1}{2}}$$

Each household having a final analysis weight that exceeds the determined threshold value is assigned a trimmed weight equal to the threshold. Next, the age/gender/race cell used in the post-stratification is identified for each household with a trimmed weight. To maintain the overall weighted sum within the cell, the trimmed portions of the original weights are reassigned to the cases whose weights are unchanged in the trimming process.

For cases having trimmed weights but missing age, gender, and/or race/ethnicity information, the trimmed portions of the original weights are assigned to all remaining cases whose weights are unchanged in the trimming process.

The entire trimming procedure is repeated on the new set of weights: a new threshold value is recalculated and the new extreme values are re-adjusted. The process is repeated until no new extreme values are found.

3. VARIANCE ESTIMATION

The data collected in the Omnibus Household Survey was obtained through a complex sample design involving stratification, and the final weights were subject to several adjustments. Any variance estimation methodology must involve some simplifying assumptions about the design and weighting. Some simplified conceptual design structures are provided in this section.

Variance Estimation Methodology

The software package SUDAAN® (Software for the Statistical Analysis of Correlated Data) Version 7.5.6 was used for computing standard errors.

Software

SUDAAN® is a statistical software package developed by Research Triangle Institute to analyze data from complex sample surveys. SUDAAN® uses advanced statistical techniques to produce robust variance estimates under various survey design options. The software, in particular, can handle stratification and the numerous adjustments associated with weights subject to multiple adjustments.

Methods

Overall, three variables, CENDIV (Census Division), METRO (metropolitan status), and FNLWGT (final analysis weights), are needed for variance estimation in SUDAAN®. The method used in the present survey utilizes the variables CENDIV and METRO to create 18 (9x2) strata, a single stage selection with replacement procedure, and the final analysis weights. This method provides somewhat conservative standard error estimates.

Assuming a simplified sample design structure, the following SUDAAN® statements can be used (note that the data file first must be sorted by the variables CENDIV and METRO before using it in SUDAAN®):

```
PROC ... DESIGN = STRWR;
NEST CENDIV METRO;
WEIGHT FNLWGT;
```

More precisely, the following code is used to produce un-weighted and weighted frequency counts, percentages and standard errors (the variable of interest here is "var1", a categorical variable with seven levels):

```
PROC CROSSTAB DATA = datafile DESIGN=STRWR;
WEIGHT FNLWGT;
NEST CENDIV METRO;
SUBGROUP var1;
LEVELS 7;
TABLE var1;
PRINT nsum wsum totper setot / STYLE=nchs;
```

When sampling weights are post-stratified, the variance of an estimate is reduced since the totals are known without sampling variation.[4] Using SUDAAN® without any modifications produces standard errors of estimates that do not reflect this reduction in variance. The estimates of the standard errors can be improved by using SUDAAN® post-stratification option (POSTVAR and POSTWGT). This option reflects the reduction in variance due to adjustment to control totals in one dimension. However, this approach still does not reflect the full effect of post-stratification, as the other post-stratification dimensions are ignored.[5]

Degrees of Freedom and Precision

A typically used rule-of-thumb for degrees of freedom associated with a standard error is the quantity: number of un-weighted records in the dataset *minus* number of strata. The rule-of-thumb degrees of freedom for the method above will fluctuate from month to month depending upon the number of records in each monthly dataset. Most monthly dataset will yield degrees of freedom of around 1000.

For practical purposes, any degrees of freedom exceeding 120 is treated as infinite, i.e., if one uses a normal Z-statistic instead of a t-statistic for testing. Note, that a one-tailed critical t at 120 degrees of freedom is 1.98 while at an infinite degrees of freedom (a 0.025 z-value) is 1.96. If a variable of interest covers most of the sample strata, this limiting value probably will be adequate for analysis.

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[4] For a discussion of the impact of poststratification on the variance of survey estimates see, in particular, "Sampling and Weighting in the National Assessment", Keith F. Rust and Eugene G. Johnson, *Journal of Educational Statistics*, 17(2): 111-129, Summer 1992.
[5] For a presentation of SUDAAN®'s handling of poststratification adjustments see "1999 Variance Estimation," *National Survey of America's Families Methodology Report*, 1999 Methodology Series, Report No. 4, prepared by J.M. Brick, P. Broene, D. Ferraro, T. Hankins, C. Rauch and T. Strickler, November 2000.

4. DATA COLLECTION METHODOLOGY

Expert Panel Review

An Expert Panel is sent copies of the Omnibus Survey each month for review and comment.   A link to the BTS website is sent to panelists to provide information about the purpose and history of the Omnibus Household Survey. Panelists are instructed to prioritize their comments about the draft survey.   A conference call is conducted among the panelists to identify problems and issues and reach consensus (where possible) on the most significant problems and associated recommendations. The discussion and associated recommendations are summarized and distributed to the panelists to review for accuracy. Edits and modifications are then incorporated into the document and distributed to BTS.

Cognitive Interviews

A total of twenty (20) cognitive interviews are conducted each month. The interviewing is conducted between 10 a.m. and 6 p.m. to broaden the distribution of participants that could participate. Recruiters intercept individuals in the mall and screen based on race, gender, age and income to ensure the ending sample of respondents are reflective of the United States population regarding the aforementioned characteristics. They also screen for no personal experience and/or close relationship with someone working in any of the sensitive occupations (transit agency, market research, advertising or public relations) and their non-participation in any survey initiative in the past six (6) months. Respondents are paid $10 for their participation in the cognitive interview.

Respondents who agree to participate are escorted to an interviewing facility in the mall and are administered the cognitive interview by MDAC personnel. Interviewers are required to compile results from their interviews and develop a summary of noteworthy issues and any suggested solutions by the end of the next day.

Interview Procedures

The following outlines the key phases of the interviewing procedures utilized in the survey.

Pre-Testing

A Pre-Test is conducted prior to the initiation of actual calling. The Pre-Test is used to replicate the data collection process and identify any problem areas related to the process, the survey instrument in total, specific questions, answer choices, questionnaire instructions or question format. It is also used to test the interview length.

Telephone supervisors conduct these pre-test interviews of the draft survey instrument. All problematic questions, issues and recommendations resulting from the pre-test are included in the list of problematic issues report which is forwarded to BTS.

Interviewer Training

All new interviewers initially completed a generic two-day (approximately 12 hours) classroom training on general interviewing skills. Additionally, each month all interviewers will complete approximately four to six hours of classroom training on specific aspects of the Omnibus

Household Survey. In response to normal interviewer turnover and/or increased staffing needs, all interviewers new to the project will receive the full complement of training prior to beginning their interviewing for this study.

An outline of the generic two-day training is below. This generic training included these topics as well as Asking questions as worded (Verbatim Reading and Recording), use of bold type on the screen, use of light type on the screen, use of ALL CAPS on the screen (Maneuvering through CfMC: Start Interviewing, Meaning/Significance of font style (e.g., bold) and text effects (e.g., all caps)). Also, interviewers were provided with a list of Frequently Asked Questions so they were ready to counter a respondent's potential refuse to participate in the study.

I. ORIENTATION
Introduction to M. Davis and Company, Inc.
Welcome
MDAC Way
Organizational Chart
Your Job Description/Responsibilities
Policies and Procedures

II. TRAINING

***Includes Excerpts from the Market Research Association (MRA) Training Manual

  A. Introduction to the Marketing and Opinion Research Industry
         What is marketing and opinion research?
         Types of interviews
         Techniques used in data collection
         Survey settings
         Overview of the marketing and opinion research process
         Key Terms

  B. The Interviewer's Role
         Appropriate Attitude
         Characteristics of a successful interviewer
         Recruiting Respondents
         The "Art" of Interviewing
         Key Terms

  C. Respondents
         Relating to Respondents
         "Training" Respondents
         Building and Maintaining Rapport
         "Active Listening"
         Callback Scenarios and Procedures
         Terminations

D. Questions and Answers Plus Other Topics
  The One Unbreakable Rule
  Types of Questions
  The Interviewing Process
  Paperwork
  Quality Assurance
  Dos and Don'ts
  Conducting the Interview
  Editing the Interview
  Monitoring (includes Quotas)
  Validation

E. Bias, Probing and Clarifying
  Introduction
  Good Feedback
  Bad Feedback
  Avoid Bias
  Verbatim Reading and Recording
  Open-end Questions and Probing
  Additional Section, "Bias, Probing and Clarifying"

F. Objections and Refusal Conversion
  Nine Most Common Objections and Reasons for Refusal
  Acknowledgement of the Objection
  Soft Refusal Conversion

G. Getting Familiar With The Computer
  Mouse
  Keyboard
  Logging On

H. Maneuvering through CfMC
  Keyboard Commands
  Introduction to CfMC Phone System
  Starting the Interviewing
  Interviewing with SURVENT
  Responding to Different Question Types
  SURVENT Commands
  More About CfMC
  Role Playing

I. Open Discussion
  Additional questions

Each survey month, a questionnaire update training is conducted to discuss the questionnaire changes. An updated interviewer training manual specific to the new month is developed and distributed to the interviewers. An outline of the approximately four-to-six hour training includes:

- A review of last month's results;

- Feedback from interviewers, supervisors;

- Problems and issues emerging from last month's data collection;

- An Overview of changed sections from last month (Sections B, S and M);

- Question-by-Question Training for New Sections.

In addition to the initial (generic) training and monthly refresher (survey-specific) training, interviewer re-training is conducted on an "as-needed" basis – that is, as interviewers are replaced or the survey instrument changes. Also, interviewers are evaluated and retrained as needed for improvement or changes in work habits as identified by our monitoring and editing control procedures.

On a monthly basis MDAC reviews the new questionnaire for changes, incorporates any changes approved by BTS emanating from the Expert Panel Review, the Cognitive Interviews and the Pretest. MDAC re-issues a new manual to each interviewer with the changes.

Pre-Contact Letter

Eight (8) calendar days prior to the start of data collection a BTS-approved pre-contact letter is sent to sample numbers with an address. The intent is for each household with an address to receive the pre-contact letter several days before they receive a call to conduct the interview.

An "800" number is listed in each letter with the specific times to call (M-F, 9:00 am – 11:00 pm EST; Sat and Sun, 1:00 pm to 9:00 pm EST). The letters are categorized by call center and each call center's "800" number. Should the respondent call outside the times listed above they will receive a phone message asking them to leave their name and number and someone will contact them as soon as possible to conduct the interview.

The toll free number is also mentioned at the seventh attempt in messages left for potential respondents that have an answering machine in cases where we are unable to make contact with a member of the household. Additionally, after the seventh callback we leave our 1-800 number to arrange for interviewing appointments.

The toll free number is not left before the seventh attempt in messages due to concern that people might avoid the call or feel "harassed" if they were away for a few days and find four to six messages on their answering machine upon returning home. Given that a household with an answering machine is called two to three times per day during the Omnibus Household Survey there must be a balance between perceived harassment and encouraging participation, particularly given the limited duration of fielding.

Given the short time frame for data collection, the potential perception of harassment and prior research results, the toll free 800 number is left for the first time at the seventh call.

Call Attempts and Callbacks

The interviews are conducted using CfMC computer assisted telephone interviewing software. At a minimum, one thousand (1,000) interviews are completed each month. The interviewing is distributed between two call facilities, the Wats Room and MDAC.

The Wats Room has two shifts from Monday through Friday (9a.m – 4: 30pm and 5p.m. – Midnight), a shift from 9a.m. until Midnight on Saturday and a shift from 10am until Midnight on Sunday. MDAC has three shifts on Monday through Friday (9 am - 2 pm, 2 pm – 6 pm and 6 pm – 12 midnight) and two shifts on Saturdays (11am – 4 pm and 4 pm – 9 pm) and Sundays (1 pm – 5 pm and 5 pm – 9 pm). Monday through Friday, 9 am to 2 pm, only callbacks (scheduled and non-scheduled) are initiated at both the Wats Room and at MDAC due to historically documented significantly lower completion rates during this time period. In addition, calls after 9pm local time are for scheduled callbacks only. No non-scheduled callbacks are conducted after 9pm local time.

A sufficient number of telephone numbers are released to each call center to ensure that a minimum 30% response rate is achieved if all numbers released are in scope. "In scope" means numbers where contact has been achieved and eligibility determined. Sample is added based upon past calling history, the quantity of numbers determined to be ineligible, and projection of completes based upon past and current experience, number of callbacks achieved and refusal conversion rates.

When a phone number is called initially, the interviewer determines that it is a household. Then, the interviewer requests to speak with an adult 18 years of age or older (if the person on the phone is not an adult). Once an adult is on the line, then the interviewer randomly selects the actual survey respondent by asking for the adult in the household who had a birthday most recently. When the adult with the most recent birthday comes onto the phone line the interviewer conducts the survey. Should the interviewer not be able to complete the survey the following dispositions are recorded:

Do-Not-Call dispositions are for households that request their number not be called in the future. This disposition ensures compliance with the respondent's request.

Refusals are defined as when a person refuses to participate in the survey at all. Someone who breaks off the interview or refuses because s/he doesn't have time or says s/he is busy is considered a callback. Refusals are routed to supervisors and selected interviewers capable of converting refusals into completions or other disposition. Interviewers experiencing a refusal enter the appropriate refusal code. Supervisors review refusals the next day and assign the refusal numbers to the appropriate personnel to initiate callbacks with a refusal script. Refusal households are called twice a day, once during the time period contact was initially made and one other time period. The refusal callback is rotated between the morning and late afternoon time periods from Monday through Friday.

Callbacks are scheduled and prioritized by the CfMC software. The callbacks are prioritized based upon the following criteria: first priority – scheduled callback to qualified household member; second priority--scheduled callback to "qualify" household (includes contact with Spanish language barrier households); third priority – callback to make initial contact with household (includes answering machine, busy, ring no answer); and fourth priority – callbacks that are the seventh or higher attempts to schedule interview.

An interview is considered "complete" only if all questions are answered. A refusal to answer an individual question meets the definition of, and counts as, an "answered" question.

Should the interviewer not be able to complete the interview the following procedures will be followed:

Scheduled callbacks can be dialed at anytime during calling hours and as frequently as requested by the callback household up to seven times. Callback attempts in excess of seven are at the discretion of the interviewer based upon his/her perception of the likelihood of completing the interview. The basis of the interviewer's perception, in part, is determined by how vigorously the interviewer is being encouraged to call back to complete the interview by the potential respondent or another member of the household. The interviewer then confers with a supervisor and a final determination is made as to if the interviewer continues calling.

Callbacks to Spanish language households are conducted by Spanish-speaking interviewers. Interviewer's that identify a household as Spanish speaking alerts supervisor a Spanish-speaking interviewer is needed to handle phone call. If Spanish interviewer is not available, the interviewer will inform respondent someone will call back, then record as CBS (Callback Spanish). If person is not available within the next hour a callback will be scheduled, if possible.

Those records identified as Spanish will be routed to a Spanish-speaking interviewer. Spanish Interviewer makes call and follows standard protocol for all English calls.

Callbacks for initial contact with potential respondents are distributed across the various calling time periods and weekday/weekend to ensure that a callback is initiated during each time period each day. Two (Saturday and Sunday) to three (Monday through Friday) callbacks per number are initiated per day assuming the number retains a callback status during the calling. There are up to twenty (20) callback attempts. This protocol is designed for ring no answer and answering machines. When an interviewer reaches a household with an answering machine during the seventh, fourteenth or twentieth time calling the interviewer leaves a message with the respective appropriate 800 number.

Callbacks to numbers with a **busy signal** are scheduled every 30 minutes until the household is reached, disposition is modified, maximum callbacks are achieved or the study is completed.

Disposition Codes
The following are the disposition codes used for each call outcome:

Out-of-Scope Numbers:
- BG – Business (The number dialed is a non-residential phone number. The call is terminated and the number resolved.)
- CF – Computer/Fax (The number dialed has led to a modem, fax, pager, or cell phone.)
- DS – Disconnected number (The number dialed is disconnected. The call is terminated and the number resolved.)
- NC – Number change (The call yielded a recording that the number was changed, with or without a change in the area code.)
- NQ – No one 18 years old or older in household
- UNB – Unavailable before and during study period

Scope Undetermined:
- NA – No answer (The phone is not answered within 5 rings.)
- BZ – Busy (busy signal)
- AM – Answering machine (The call has led to an answering machine or voicemail.)
- CCC – Cannot complete call (The message "Your call cannot be completed at this time" is received. This is a message provided by the local telephone company when there is a line problem in the local area. These calls are dialed on another day.)
- PM – Privacy manager (Privacy manager is a feature provided by local telephone companies that requires incoming callers to identify themselves, before the household will accept the call.)
- NQL – Eligibility undetermined because of language problems or deafness
- RFI – Refused to speak with interviewer (screening incomplete) If the respondent refuses to speak with interviewer prior to answering F0250 (screening incomplete) and, if asked, F0200 responded "no"
- HRI – Requests their name be removed from calling list or if the respondent refuses to speak with interviewer for second time prior to answering F0250 (screening incomplete) and, if asked, F0200 responded "no"
- OD – The maximum number of call attempts is reached before being able to determine eligibility

In-Scope Numbers:
- YES – Yes (Respondent has agreed to be screened and is eligible, 18 years old or older.)
- CB – Callback (The respondent has asked that we call them back at another time.)
- CBS – Callback Spanish
- DL – Deaf/Language (The respondent is eligible but is hard of hearing, or cannot speak English fluently to complete the interview.)
- RFQ – Respondent refusal (Respondent refuses after establishing there is a qualified household member by answering F0350 or a later appearing question, or after answering F0200 "yes".)
- UN – Unavailable (Was available when study began or unable to determine.)
- DR – Respondent deceased prior to completion of interview
- AC – The area code is changed but not the number
- HRQ – Requests their name be removed from calling list or respondent refusal for second time after establishing there is a qualified household member by answering F0350 or a later appearing question, or after answering F0200 "yes"

Household Screening

Qualified respondents are at least 18 years of age or older and must be the household member with the most recent birthday. If the household member is not available at the time of the call a callback is scheduled to screen and/or interview the respondent.

Interviewing Methods

Incentives were not offered to potential respondents in exchange for their participation in the survey. Surveys were conducted in both English and Spanish. If the potential respondent refuses

to be interviewed the reason for refusal is recorded. The average length of the interview was 10 to 12 minutes and an additional 3 to 5 minutes to screen and recruit potential respondents.

Generally, interviewers introduced themselves, who they worked for, the purpose of the survey, and assured the potential respondent this was not a sales call. Interviewer then determined whether there was an eligible person in the household. Once contact was made with the eligible household member the interviewer they reintroduced themselves when necessary, explained the purpose of the survey, that it is a voluntary study, indicates the survey takes only 15 minutes, indicated all information would remain confidential and they can refuse to answer any question.

If the potential respondent agrees to participate the interviewer provides the respondent an opportunity to ask any questions, addresses their questions and the interview is conducted. However, if it is not a convenient time then a callback is scheduled.

Data Quality Control Procedures

A key component to successful data quality control procedures is a well-trained and experienced interview staff. All potential interviewers underwent intensive training and orientation regardless of their level of experience prior to being hired for this project. New hires were first screened on their voice quality, dictation, and their ability to administer a simple test questionnaire.

Our interviewer training for administering telephone surveys included:

- Orientation on the purpose and importance of marketing research, company policies, and quality standards including viewing Market Research Association (MRA) training videotapes;
- Testing on material developed by the Market Research Association;
- Background and purposes of the survey;
- Procedure for selection of correct respondent for the interview;
- Intensive hands-on training on the "basics" of interviewing itself- the handling of skip patterns, probing and clarify techniques, sample administration, Computer Assisted Telephone Interviewing (CATI), overcoming refusals, etc.;
- Observing and listening to experienced interviewers conducting actual interviews during which each trainee's performance is closely monitored and evaluated under actual interviewing conditions;
- Constant reference on the importance of accuracy, quality and courtesy; and
- Successful completion of a total of approximately eight hours of training during the different sessions.

Interviewer Performance

Ongoing monitoring of every interviewer is undertaken throughout the BTS Omnibus Survey. Fifteen (15%) to twenty (20%) percent of all calls are monitored. An interviewer evaluation form is completed for each monitored contact with a household. Additionally, the evaluation forms includes two to three evaluations of a completed interview per hour. The evaluation forms are paper hard copy forms and are available for review by BTS at the offices of M. Davis and Company, Inc. in Philadelphia.

Other Procedures

The initial two days of interviews by each interviewer are checked to identify any problems administering the survey. The objective is to identify problems, if any, correct the errors and take action so that the problems do not reappear. Before beginning the second day of work all interviewers are alerted to their problems, if any, and the interviewers review how to ensure the problem does not recur. Interviews that were completed during the second day are checked to see that the first day's errors are not repeated. If errors were repeated and dependent upon the significance of the error, the interviewer is retrained and/or removed from the project for that month of calling.

Newer interviewers are monitored at a higher rate regardless of their level of experience until their first performance evaluation. Additionally, validation is performed on 10% - 20% of each interviewer's work through actual callbacks to respondents to verify responses to key questions. The validation is initiated on the first day of interviewing to ensure early detection of problems and to avoid a backlog of validation calls. Validations are performed for both new and experienced interviewers.

Summary of Data Cleaning

On a daily basis, the data file is checked as a standard to maintain quality. The CfMC utility called SCAN, allows for checking the data, to be sure that all questions are being asked in accordance with the skip patterns on the final questionnaire. The file is also checked for missing codes.

This survey contains "other specify" questions. These questions allow the interviewer to record text responses that do not appear on the pre-listed set of responses. "Other specify" responses are edited to determine if responses entered in "other specify" appear on the pre-listed set of responses. Upon review of the "other specify" responses, it may be necessary to "code-back" a response to the pre-list. This occurs when an interviewer recorded a response as "other", although one of the pre-listed responses matched the "other" response.

Treatment of Missing Values

As with any survey, the BTS Omnibus Survey, by design, contains questions that are not asked to certain respondents based on their response(s) to other questions. In addition, there will always be some respondents who do not know the answer to or chose not to answer some items in the survey. Each of these responses can have a different meaning to the data user. While each of these response categories is important in characterizing the results of the survey, they are often removed from certain analyses, particularly those involving percentages. Therefore, the categories were given standard codes for easy identification. The table below presents the response categories and how they are represented in each data file.

Table 2: Summary of Codes for Missing Values by Data File Format

Response Category	Dataset Formats		
	SAS ® Version 7.0	Microsoft Excel	Text Comma Delimited
Appropriate skip	.S	-7	-7
Refused	.R	-8	-8
Don't know	.D	-9	-9

Response Rates

The procedures for response rate calculation are based on the guidelines established by the Council of American Survey Research Organizations (CASRO) in defining a response rate. The final response rate for the survey is obtained using the following formula:

$$Response\,Rate = \frac{Completed\,HH\,Interviews}{\left\{ HHs\,In\,Scope + \left[Scope\,Undetermined * \frac{HHs\,In\,Scope}{HHs\,In\,\&\,Out\,of\,Scope} \right] \right\}}$$

Non-Response Methods

For the Omnibus Survey the following is undertaken to maximize the response rate:

1. Matching sample telephone numbers against commercial file against residential directory-listed numbers.

2. Advance letter stating clearly the aims, objectives and importance of the survey, with toll free number to callback. MDAC will collaborate with BTS to create a BTS approved advance letter.

3. Coordination of the mailing of advance letters with the interview calling.

4. Develop answers for the questions and objections that may arise during the interview.

5. Leaving message on answering machine with a toll free number.

6. Having multi-lingual interviewers to reduce language barriers.

7. Elimination of non-residential numbers from sample.

8. Callbacks of respondents who initially refused or broke-off interview.

9. Minimizing turnover of key and non-key personnel.

Reasons for Non-Response

As with any survey, the BTS Omnibus Survey, by design, contains questions that ask respondents to supply the demographic information necessary to categorize their age, gender, and/or education. There will always be some respondents who do not choose to answer some items in the survey. For respondents that did not want to provide this information, the most common reasons for non-responses are: *I don't like giving my age*, *I would rather not say*, *I don't like to be labeled*, and *that is personal information*.

Common reasons for non-responses when asked questions regarding contacts they may have had with any government agencies and/or why they contacted the agencies are: *I don't want to say because I don't trust the government*, *I don't want to answer because I have an issue pending*, and *I would rather not say*.

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Omnibus Survey: September 2002 Month Specific Information

This report presents the results of the September 2002 Household Survey. Each monthly survey will contain a set of core questions that are based on critical information needs within DOT. In addition, supplemental questions will be included each month that correspond to one of DOT's five strategic goals: safety, mobility, economic growth, human and natural environment, and security. Finally, specific questions posed by the various DOT modes will be included in each survey and will vary from month to month.

The September 2002 survey collected data from September 07, 2002 through September 16, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,034 cases, and the total number of variables in the public-use dataset is 148. The data were collected by M. Davis and Company, under contract with the BTS.

Sample Telephone Number Selection

There were 8,200 telephone numbers for the September 2002 survey. A total of 5,188 of these numbers were identified as working residential numbers and were divided into 104 replicates. Each of the 64 fielding replicates released initially contained approximately 50 households. No additional replicates were released during Fielding. Eight (8) unused replicates from September's sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Forty (40) of the 104 September replicates were not utilized in the actual interviewing, resulting in 3,193 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 261,905,600. The total number of telephone numbers in the sample (numbers dialed) is 3,193.

Specific Weight Adjustment for Households with Multiple Telephone Numbers

Some households have multiple telephone lines for voice communication.

The table below provides summary statistics for the number of telephone lines in the monthly sampled households.

Table 1: Number of Telephone Lines per Household

	Value
Mean	1.159
Standard deviation	0.482
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5

Specific Weight Adjustment for Number of Eligible Household Members

The probability of selecting an individual respondent depends upon the number of eligible respondents in the household.

The table below provides summary statistics for the number of eligible members in the monthly sampled households.

Table 2: Number of Eligible Household Members

	Value
Mean	1.982
Standard deviation	0.827
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	7

Post-Stratification Weight Adjustments

Adjusting weighted survey counts so that they agree with population counts provided by the Census Bureau can compensate for different response rates by demographic subgroups, increase the precision of survey estimates, and reduce the bias present in the estimates resulting from the inclusion of only telephone households.

The cells, used to construct post-stratification adjustments for this month, together with the number of sample observations and the national population estimates from the Census Bureau are shown in the table below.

Table 3: Post-Stratification Cells

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (Any Race)	42	10,167,034
2	Male - Non-Hispanic Black	28	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	17	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	54	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	73	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	59	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	48	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	58	11,755,768
9	Male - Non-Hispanic Other	16	4,146,032
10	Female - Hispanic (Any Race)	83	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	34	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	26	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	30	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	63	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	88	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	106	14,513,973

17	Female - Age 55 – 64 - Non-Hispanic White	67	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	86	15,762,147
19	Female - Non-Hispanic Other	28	4,762,691
N/A	Missing Demographic Information	28	N/A
TOTAL		**1,034**	**200,706,700**

Data Collection Schedule

The survey was conducted over a ten-day period, from September 07 through September 16. A total of 1,034 interviews were completed during the survey period.

Disposition of Sample Telephone Numbers

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 47.5 percent.

Table 4: Distribution of Household Cases by Disposition

Disposition Category	Number of Households
Telephone Numbers Available	**4,788**
Telephone Numbers Released	**3,193**
Telephone Numbers Not Dialed	**0**
Telephone Numbers Dialed	**3,193**
Out-of-Scope Numbers (Ineligible)	**855**
BG - Business	182
CF - Computer/Fax	268
DS - Disconnected number	360
NC - Number change	23
NQ - No one 18 years old or older in household	11
UNB - Unavailable before and during study period	11
Scope Undetermined	**503**
NA - No answer	253
BZ - Busy	0
AM - Answering machine	53
LM - Left message	22
CCC - Cannot complete call	1
PM - Privacy manager	18
NQL - Eligibility undetermined because of language problems or deafness	29
RFI - Refused to speak with interviewer (screening incomplete)	33
HRI - Hard refusal	94
OD - Maximum call attempts reached	0
CBU - Callback undetermined	0
CSU - Callback Spanish undetermined	0
In-Scope Numbers	**1,835**
Complete	1,034
Partial complete	8
DIP - Reinterview deletion, ineligible person in household interviewed	3
DDA - Reinterview deletion, discrepancy in answers during reinterview	2
CB - Callback	199
CBS - Callback Spanish	0
NAQ - No answer qualified	287

BZQ - Busy qualified	0
AMQ - Answering machine qualified	148
LMQ - Left message qualified	15
CCQ - Cannot complete call qualified	3
PMQ - Privacy manager qualified	11
DL - Deaf/Language	41
RFQ - Respondent refusal	8
UN - Unavailable	42
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Hard refusal	34
CASRO Response Rate	**47.47%**

SEPTEMBER 2002 FINAL ANNOTATED SURVEY QUESTIONNAIRE

Professional interviewers administer this questionnaire using computer-assisted telephone interviewing (CATI). In addition to the answer categories displayed for each question, the interviewer has the option to enter "don't know" or "refused" but these categories are not displayed on-screen.

The questionnaire consists of eight sections: an introduction section, followed by six "subject matter" sections and an interviewer close-out section:

Section	Topics	Periodicity
F	Introduction and Respondent Selection Questions	Identical series each month
G	General Transportation Core Questions	Identical series each month
B	BTS Topical Transportation Questions	Change each month to address topical issues. This month: **commuting and air travel**
SE	Strategic Goal Questions	Rotate three times per year by goal area. **Bold type** denotes area addressed this month: Month 1 - Safety (SS) Month 2 - Mobility (SM) Month 3 - **Environment (SE)** Month 4 - National Security (SN)
T	USDOT Services Satisfaction Questions	None this month
M	Operating Administration Modal Questions	None this month
D	Demographic Questions	Identical series each month
I	Interviewer Close Out Questions	Identical series each month

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [ ], such as in Question F0080, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses ( ), such as in Question F0456, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- TEXT IN ALL CAPS displays on-screen instructions to the interviewer or questions that the interviewer answers.
- *Text in italics* provides CATI system instructions or options, such as skips or fills.

Section F – Introduction and Respondent Selection

CATI system will generate and dial telephone number. When someone answers, interviewer begins.

F0054. **Hello, my name is _____, and I'm calling on behalf of the United States Department of Transportation about a national study on transportation issues. In the aftermath of the terrorist attacks on September 11, 2001, transportation has become a more critical issue in our society.**

F0080. **Have I reached [telephone number]?**

1) Yes
2) No - **Sorry, I must have dialed incorrectly. Goodbye.**

    TERMINATE CALL

F0066. **Your household has been selected for this study, and we are very interested in your transportation use and opinions. Please remember that your input will help strengthen our nation's transportation system.**

    HIT "RETURN" TO CONTINUE

F0100. **Is this phone for a home, a business, or both?**

1) Home - *go to F0200*
2) Business
3) Both home and business - *go to F0200*

F0150. **Sorry, I'm trying to reach a residence. Goodbye.**

    TERMINATE CALL

F0200. **Are you a household member who is at least 18 years old?**

1) Yes - *go to F0351*
2) No

F0250. **May I please speak to a household member who is at least 18 years old?**

1) Yes - *go to F0351*
2) No

F0300.   **When would be a good time to call back to speak with someone who is at least 18 years old?**

             SCHEDULE CALLBACK

F0351.   IF INTERVIEWER IS SPEAKING WITH A NEW RESPONDENT, BEGIN BY REPEATING F0054. THEN SAY...

             This study is designed to select one household adult to answer the questions. We choose that person based on birthdays, so I need to talk with the person living there now, aged 18 years or older, who will have a birthday next. What is the first name of that person?

             Name_____   TYPE IN PERSON'S FIRST NAME

F0400.   **May I please speak with [insert name]?**

        1)   Yes
        2)   No - *go to F0500*

F0400A.   INTERVIEWER: IS ELIGIBLE RESPONDENT ON THE PHONE, OR IS THE ELIGIBLE RESPONDENT COMING TO THE PHONE?

        1)   Eligible respondent on phone *(Skip to F0420B)*
        2)   Eligible respondent coming to the phone *(Skip to F0420A)*
        3)   Eligible respondent unable/not coming to phone *(Skip to F0500)*

F0420A.   **Hello, my name is _____ and I am calling on behalf of the United States Department of Transportation about a national study on transportation issues. I need to talk with the person living there now, aged 18 or older, who will have a birthday next. I was informed that would be you; is that correct?**

        1)   Yes *(Skip to F0456)*
        2)   No   INTERVIEWER: ASK **"Who then is the person who will have a birthday next?"**   HIT RETURN AND F0351 SCREEN APPEARS; ENTER NAME

F0420B.   **So you are the person who will have a birthday next?**

        1)   Yes *(Skip to F0456)*
        2)   No   INTERVIEWER: ASK **"Who then is the person who will have a birthday next?"**   HIT RETURN AND F0351 SCREEN APPEARS; ENTER NAME

F0456.   INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICAL ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS. REPEAT F0351 IF NECESSARY. THEN SAY...

I have some questions about your transportation use, and about your opinions on important transportation issues such as environment, commuting and air travel. Your participation in this voluntary study (there is no penalty for refusing to answer any question) will take only about 10 minutes, and your answers will be used only for statistical summaries. The study is authorized by law (Title 49, Section 111c2 of the United States Code).

Skip to F0550

F0500.   **When would be a good time to call back to speak to [insert name]?**

SCHEDULE CALLBACK

F0550.   ADDRESS QUESTIONS OR USE REFUSAL CONVERSION TECHNIQUES. IS RESPONDENT WILLING TO CONTINUE?

1)   Yes
2)   No - THANK RESPONDENT AND TERMINATE

HIT "RETURN" TO CONTINUE

F0601.   **For quality purposes, my supervisor may monitor this call.**
ENTER "1" TO PROCEED, OR ENTER "2" TO SCHEDULE CALLBACK

1)   PROCEED - *go to G0051*
2)   SCHEDULE CALLBACK

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Section G - General Transportation Core Questions

G0051. **First I need to ask about all the kinds of transportation you used either for personal or for business travel last month.**

HIT "RETURN" TO CONTINUE

G0103. **During August, did you drive or ride in a personal vehicle?   (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)**

    1)   Yes
    2)   No *(Skip to G0150)*

G0851A. **How many days did you drive or ride?** (ENTER NUMBER)

    ____days

G0150. **During August, did you drive or ride in an organized carpool or vanpool?**

    1)   Yes
    2)   No (*Skip to G0302)*

G0851B. **How many days did you drive or ride?** (ENTER NUMBER)

    ____days

G0302. **During August, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.**

    1)   Yes
    2)   No (*Skip to G0201)*

G0851C. **How many days did you use it?** (ENTER NUMBER)

    ____days

G3001.   **As opposed to other means of transportation, please tell me the main reason you used public transit last month.** (CODE THE FIRST REASON GIVEN) (DO NOT READ LIST)

    01)   Have no vehicle available
    02)   Cheaper/Costs less/Saves money/Parking too expensive
    03)   Faster than other means of transportation
    04)   More convenient than other means of transportation
    05)   Less impact on the environment than other means of transportation
    06)   Parking not available
    07)   Away from home on business or pleasure travel
    97)   Other - SPECIFY _____

G3051.   **Consider your most recent trip using public transit. What was the primary purpose of the trip?** (CODE PRIMARY PURPOSE) (DO NOT READ LIST)

    1)   Work/Work-related
    2)   Shopping
    3)   College/Other school
    4)   Medical services
    5)   Social, religious worship, personal business
    7)   Other - SPECIFY _____

G0201.   **During August, did you ride on a city-to-city bus, such as Greyhound?**

    1)   Yes
    2)   No *(Skip to G0210)*

G0851D.   **How many days did you ride on it?** (ENTER NUMBER)

    _____ days

G0902B.   **And of these days, how many were for business or work?** (ENTER NUMBER)

    _____ days

G0210.   **During August, did you ride on a charter or tour bus line?**

    1)   Yes
    2)   No *(Skip to G0251)*

G0851O.   **How many days did you ride on it?** (ENTER NUMBER)

    ____ days

G0251.   **During August, did you ride on a city-to-city train, such as AMTRAK?**

     1)   Yes
     2)   No *(Skip to G0880)*

G0851E.   **How many days did you ride on it?** (ENTER NUMBER)

              ____days

G0902C.   **And of these days, how many were for business or work?** (ENTER NUMBER)

              _____ days

Skip to G0350

G0880.   **In your area, do you have access to long distance, city-to-city train service such as AMTRAK?**

     1)   Yes
     2)   No

G0350.   **During August, did you fly on a commercial airline?**

     1)   Yes
     2)   No *(Skip to G0401)*

G0851F.   **How many days did you fly on a commercial airline?** (ENTER NUMBER)

              ____days

G0902D.   **And of these days, how many were for business or work?** (ENTER NUMBER)

              _____ days

G0401.   **During August, did you fly on a charter, private, or corporate airplane or helicopter?**

     1)   Yes
     2)   No *(Skip to G0453)*

G0851G.   **How many days did you fly on a charter, private, or corporate airplane or helicopter?** (ENTER NUMBER)

              ____days

G0902E.	**And of these days, how many were for business or work?** (ENTER NUMBER)

_____ days

G0453.	**During August, did you drive or ride on a motorcycle, including a motorized scooter, motorized bicycle, moped or all terrain vehicle?**

1)	Yes
2)	No (*Skip to G0501*)

G0851H.	**How many days did you drive or ride one of these vehicles?** (ENTER NUMBER)

____days

G0501.	**During August, did you ride a bicycle? Please do not include stationary bicycles.**

1)	Yes
2)	No (*Skip to G0551*)

G0852I.	**How many days did you ride a bicycle?** (ENTER NUMBER)

____days

G0952.	**Primarily for what purpose did you use it?** (DO NOT READ LIST) (RECORD ONLY ONE)

1)	Commuting to work or school,
2)	Recreation,
3)	Exercise/for my health,
4)	Personal errands, (to the store, post office, and so on)
5)	Required for my job
7)	Some other purpose - SPECIFY _____

G1002.	**And on a typical day that you rode a bicycle, about how much time did you spend bicycling?**

_____ hours and _____ minutes

CATI system must ensure an entry for both hours and minutes

G1052.   **Did you bicycle mostly on:** (READ LIST) (RECORD ONLY ONE)

    01)   **Paved roads (not on shoulders of paved roads),**
    02)   **Shoulders of paved roads,**
    03)   **Bike lanes on roads,**
    05)   **Bike paths, walking paths or trails,**
    06)   **Unpaved roads (for example dirt, gravel, sand),**
    04)   **Sidewalks,**
    07)   **Grass, or,**
    97)   **Other** - SPECIFY _____

G0551.   **During August, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)**

    1)   Yes
    2)   No *(Skip to G0701)*

G0851J.   **How many days did you walk, run or jog?** (ENTER NUMBER)

    ____days

G1102.   **Primarily for what purpose did you walk, run, or jog?** (DO NOT READ LIST) (RECORD ONLY ONE)

    1)   Commuting to work or school,
    2)   Recreation,
    3)   Exercise/for my health,
    4)   Personal errands, (to the store, post office, walking the dog, and so on)
    5)   Required for my job
    7)   Some other purpose - SPECIFY _____

G1151.   **And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?**

    _____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

G1203.   **Did you walk, run, or jog mostly on:** (READ LIST) (RECORD ONLY ONE)

01)   **Paved roads (not on shoulders of paved roads),**
02)   **Shoulders of paved roads,**
03)   **Bike lanes on roads,**
05)   **Bike paths, walking paths or trails,**
06)   **Unpaved roads (for example dirt, gravel, sand),**
04)   **Sidewalks,**
07)   **Track,**
08)   **Grass, or**
97)   **Other** - SPECIFY _____

G0701.   **During August, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?**

1)   Yes
2)   No *(Skip to G0652)*

G0852M.   **How many days did you use a recreational boat?** (ENTER NUMBER)

_____days

G1259.   **On a typical day that you went recreational boating, about how much time did you spend using the recreational boat?**

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

G0652.   **During August, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?**

1)   Yes
2)   No *(Skip to G0601)*

G0852L.   **How many days did you use a personal watercraft?** (ENTER NUMBER)

_____days

G1252.   **On a typical day that you went personal watercrafting, about how much time did you spend using the personal watercraft?**

_____ hours and ___ minutes

CATI system must ensure entry for both hours and minutes

G0601.   **During August, did you ride on a commercial boat, ship, or ferry?**

    1)   Yes
    2)   No *(Skip to G0555)*

G0851K.   **How many days did you ride on a commercial boat, ship, or ferry?** (ENTER NUMBER)

              ____days

G0555.   **During August, did you ride as a passenger on a cruise ship?**

    1)   Yes
    2)   No *(Skip to G0751)*

G0851P.   **How many days did you ride as a passenger on a cruise ship?** (ENTER NUMBER)

              ____days

G0751.   **During August, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle.** (BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)

    1)   Yes
    2)   No *(Skip to B0051)*

G0780.   **What other means of transportation did you use?**

              _____

              _____

Section B - BTS Topical Transportation Questions

B0051. **The next questions are about commuting to work.**

HIT "RETURN" TO CONTINUE

B0103. **Last month did you commute, that is, travel routinely from home to work?**
(EXCLUDE TELECOMMUTING; COMMUTING MAY INCLUDE ANY
TYPE OF TRANSPORTATION.)

1) Yes
2) No *(Skip to B2300)*

B0153. **Altogether, about how many days did you commute to work last month?**
(INTERVIEWER: REMIND THE RESPONDENT HOW MANY WEEKDAYS
WERE IN LAST MONTH ALONG WITH ANY MAJOR HOLIDAYS)

_____ days

B0310. **Did you work at the same location on most days?**

1) Yes *(Skip to B0352)*
2) No

B0315. **Did you work at more than one location on a typical day?**

1) Yes
2) No *(Skip to B0352)*

B0320. **On a typical day, how much time did you spend traveling from worksite to worksite?**

_____ hours and_____ minutes *(go to B2300)*

CATI system must ensure entry for both hours and minutes

B0352.   **On a typical day, how much time did a one-way, door-to-door trip from home to work take?**
                THE TIME RECORDED FOR COMMUTING TO WORK ON A TYPICAL DAY SHOULD BE THE TIME IT TOOK TO COMMUTE USING ALL MODES OF TRANSPORTATION USED ON A TYPICAL DAY.

                _____ hours and_____ minutes

CATI system must ensure entry for both hours and minutes

B2300.   **My next group of questions is about commercial air travel.**

                HIT "RETURN" TO CONTINUE

B2311.   **In what month and year was your most recent commercial airline flight?**
                (INTERVIEWER: PLEASE PROMPT FOR MONTH AND YEAR. IF RESPONDENT CAN NOT RECALL THEN READ LIST OF CATEGORIES)

        1)   Enter month and year
        5)   Have never flown on a commercial airline *(Skip to B3000)*

If 1) > than one year ago skip to B3000
If B2311 = 09 2002 and G0350 = 1 then skip to B2314
If B2311 = 09 2002 and G0350 = 2 then continue to B2312

B2312.   **Please let me verify the last question. In what month and year was your most recent commercial flight?**

                Month_____ Year _____ *(More than one year ago skip to B3000)*

B2314.   **What airport did you depart from on your most recent flight?**
                (INTERVIEWER: IF RESPONDENT CANNOT RECALL AIRPORT NAME PLEASE PROMPT FOR CITY AND STATE.)

                _____

                HIT "ESCAPE" KEY AFTER ENTERING INFORMATION

B2321.	**Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or work related?** (IF NECESSARY, GIVE EXAMPLES SUCH AS PROFESSIONAL CONFERENCE, MEETING WITH CLIENTS.)

1)	Yes, business/job related
2)	No

B2333.	**Still thinking of your most recent flight in which of the following sections was your seat located:** (READ ENTIRE LIST EXCEPT DON'T KNOW)

1)	**Economy or coach section (also sometimes called the main cabin)**
2)	**First class section**
3)	**There were no sections in the plane; all seats were in the same section**
7)	**Other** - SPECIFY _____

If B2333= 1, 2 or 3 skip to B2341.

B2334.	**Was your seat located in any of the following areas:** (READ LIST)

1)	**Business class section**
2)	**Flight attendant's**
3)	**Flight crew section or "cockpit"**
4)	**None of the sections**

B2341.	**Did the price paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?**

1)	Yes
2)	No

B2600.	**How soon before your most recent flight did you arrive at the airport? Did you arrive** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

1)	**Less than 30 minutes before your flight**
2)	**30 minutes to less than 60 minutes**
3)	**60 minutes to less than 90 minutes**
4)	**90 minutes to less than two hours before your flight**
5)	**Two hours to less than three hours**
6)	**Three hours or more before your flight**

B2701.	**How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. How long did you wait?**

_____ hours and_____ minutes

B2751.	**How did you feel about the amount of time spent waiting in line at the passenger screening checkpoint? Did you feel the amount of time was** (READ LIST)

1)	**Less than you expected**
2)	**About what you expected**
3)	**More than you expected**

B2801.	**How would you rate the thoroughness of the screening process? Would you rate it** (READ LIST)

1)	**Inadequate**
2)	**Adequate**
3)	**Excessive**

B2851.	**On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident were you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?**

1)	Not confident
2)
3)
4)
5)	Very confident

B2900.	**How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you** (READ LIST)

1)	**Very unsatisfied**
2)	**Somewhat unsatisfied**
3)	**Neither unsatisfied nor satisfied**
4)	**Somewhat satisfied**
5)	**Very satisfied**

B2950. **How satisfied were you overall with your experience at the passenger screening checkpoint? Were you** (READ LIST)

    1)   **Very unsatisfied**
    2)   **Somewhat unsatisfied**
    3)   **Neither unsatisfied nor satisfied**
    4)   **Somewhat satisfied**
    5)   **Very satisfied**

B2976. **How consistent have check-in and screening procedures been in airports you have departed from? Have they been** (READ LIST)

    1)   **Consistent**
    2)   **Somewhat consistent**
    3)   **Not consistent**

Go to B3100

B3000. **On a scale from 1 to 5, where 1 means not confident and 5 means very confident, how confident are you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?**

    1)   Not confident
    2)
    3)
    4)
    5)   Very confident

B3100. **Have the changes in passenger screening procedures since September 11th made you** (READ LIST)

    1)   **Less inclined to travel by commercial airline**
    3)   **Have had no effect on your commercial airline travel**
    2)   **More inclined to travel by commercial airline**

Section SE - Strategic Goal Questions

SE0050.   **Now I want to ask your opinion on some transportation issues related to the environment.**

HIT "RETURN" TO CONTINUE.

SE0100.   **Was transportation an important factor in choosing where you live?**

1) Yes
2) No

SE0150.   **When thinking about your community in terms of the environment,**

		Yes	No
SE0160	**Do you notice air pollution in your community that is caused by vehicle emissions?**	1	2
SE0165	**Do the sounds of traffic, trains, and airplanes cause noise pollution in your community?**	1	2
SE0170	**Is water pollution from transportation sources a problem in your community?**	1	2
SE0175	**Is traffic congestion a problem in your community?**	1	2
SE0180	**Are hazardous material incidents from transportation sources a problem in your community?**	1	2

SE0300.   **In your own words, what do you think is the primary cause of air pollution in your community?** (DO NOT READ. CODE ONLY ONE)

01) Power Plants
02) SEMIS/LARGE trucks
03) Dust
04) Cars/SUVS/Pickups/Vans
05) Pollen
06) Factories
07) Commercial planes
08) Trains
09) Buses
10) Don't have air pollution where I live
97) Other - SPECIFY _____

SE0202.   **Now I have a couple of questions about motor oil. In the past year, did you yourself ever change the motor oil in any of your own vehicles, including an RV, private airplane, motorcycle, or recreational boat?**

    1)   Yes
    2)   No *(Skip to D0050)*

SE0205.   **In thinking about the vehicle on which you did this the most frequently, how many times did you change the motor oil this past year?**
INTERVIEWER NOTE: IF RESPONDENT SAYS OIL WAS CHANGED AT SPECIFIC MILEAGE OR HOUR INTERVALS, FOR EXAMPLE ONCE EVERY 3,000 MILES OR ONCE EVERY 100 HOURS USED, PROBE TO FIND OUT THE NUMBER OF TIMES CHANGED THIS PAST YEAR.
IF RESPONDENT SAYS MORE THAN 12 OIL CHANGES, ENTER "12".

_____

CATI system range limit should be 1-12, 98, or 99

SE0210.   **How did you usually dispose of the used oil?**
(DO NOT READ LIST)(RECORD ONLY ONE)

    1)   Took to an oil recycling collection center, gas or service station
    2)   Poured down a drain outdoors (storm drain, backyard drain)
    3)   Poured down a drain indoors (workshop drain, sink, garbage disposal)
    4)   Put in with the garbage/trash
    5)   Poured it on the ground
    6)   Released it in the water
    7)   Other - SPECIFY _____

If SE0210=1, skip to next section

SE0215.   **What was the main reason you did not take the used oil to a recycling collection center?** (DO NOT READ LIST)(RECORD ONLY ONE)

    1)   Never heard of recycling used oil
    2)   No recycling center in my town/area
    3)   Don't know where a recycling center is
    4)   Recycling location not convenient
    5)   Recycling hours not convenient
    6)   Recycling center charges to dispose of used oil
    7)   Other - SPECIFY _____

Section M - Operating Administration Modal Questions

None this month - Operating Administration Modal Questions have been incorporated into Section B.

Section D - Demographic Questions

D0050.   **This final section asks for information to help us summarize the study results. No identifying information about you or your household will ever be released or published.**

HIT "RETURN" TO CONTINUE

D0061.   **How many registered road vehicles are available for regular use by members of your household?**

ENTER NUMBER _____

(IF RESPONDENT ANSWERS 10 OR MORE, RECORD AS 10)

D0104.   **Do you have any kind of disability or health impairment?**

1)   Yes *(If B2311 < 09 2001 or B2311 = 4, 5 or 9 go to D0103 else go to D0110)*
2)   No *(Skip to D0110)*

D1101.   **Have air travel passenger screening procedures changed for you since September 11, 2001?**

1)   Yes
2)   No *(Skip to D0110)*

D1102.   **How have they changed?**

_____

D0110.   **Does anyone else currently living in your household, including children, have any kind of disability or health impairment?**

1)   Yes
2)   No

If D0104 = 2 and D0110 = 2 go to D0251.   If D0104 = 1 and D0110 = 2 go to D0106.

D0105.   **How many other people (besides yourself)?**

_____

D0106. **Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?**

1) Yes
2) No

D0107. **We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?**

1) Yes
2) No

D0251. **How many people aged 18 or older live in your household, including yourself?** (ENTER NUMBER)

_____ people

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **Including yourself, _____ people aged 18 or older live in your household?**

D0300. **Please stop me when I reach the category that includes your age:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

1) **18 to 24 years**
2) **25 to 34**
3) **35 to 44**
4) **45 to 54**
5) **55 to 64**
6) **65 to 74**
7) **75 or older**

D0350. (RECORD GENDER; ASK ONLY IF NECESSARY) **Are you male or female?**

1) Male
2) Female

D0404. **Do you consider yourself to be Hispanic or Latino?**

1) Yes
2) No

D0402.   **Is the racial group that best describes you...** (READ ENTIRE LIST. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION.) (RECORD ALL THAT APPLY)

   1)   American Indian (Native American) or Alaska Native,
   2)   Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese),
   3)   Black or African-American,
   4)   Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro),
   5)   White (Caucasian, Anglo), or
   7)   Other - SPECIFY _____

D0450.   **What is the highest level of education you've completed?** (DO NOT READ LIST) (RECORD ONLY ONE)

   1)   Less than high school graduate
   2)   High school graduate (or GED)
   3)   Some college (or technical vocational school/professional business school)
   4)   Two-year college degree (AA: Associate in Arts)
   5)   Four-year college degree (BA or BS: Bachelor of Arts of Science degree)
   6)   Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)

D0501.   **Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

   1)   Under $15,000
   2)   From $15,000 to less than $30,000
   3)   From $30,000 to less than $50,000
   4)   From $50,000 to less than $75,000
   5)   From $75,000 to less than $100,000
   6) $100,000 or more

D0900.   **Last month, did you do any work for pay or profit?**

   1)   Yes
   2)   No

D0553.   **Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer of fax use.**

　　0)　　None *(Skip to D0800)*
　　1)　　One
　　2)　　Two
　　3)　　Three
　　4)　　Four or more

　　INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, you have a total of _____ phone numbers that are not used exclusively for fax machine, computer or cellular phone?**

D0751.   **Is the primary use of the additional phone number(s) for household use, business use, or both?**

　　1)　　Household use only
　　2)　　Business use only
　　3)　　Both household and business use

D0800.   **Finally, in order to classify your household for statistical purposes, what is your ZIP code?** (ENTER NUMBER)

　　___ ___ ___ ___ ___

D0850.   **This concludes the study questions. On behalf of the Department of Transportation, I thank you for your time. Goodbye.**

　　HIT "RETURN" TO CONTINUE

Section I - Interviewer Close Out Questions

I0050.   THESE QUESTIONS ARE ANSWERED BY THE INTERVIEWER AFTER THE RESPONDENT HANGS UP.

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

1)   Not at all
2)   Not very well
3)   Well
4)   Very well

I0100.   HOW COOPERATIVE WAS THE RESPONDENT IN ANSWERING THE QUESTIONS?

1)   Not at all cooperative
2)   Not very cooperative
3)   Cooperative
4)   Very cooperative

I0150.   IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

1)   English
2)   Spanish
3)   Both English and Spanish
7)   Other - SPECIFY _____

I0200.   PLEASE NOTE ANYTHING ELSE YOU FEEL IS HELPFUL OR IMPORTANT ABOUT THIS INTERVIEW.

11)   _____Text of response
99)   No notes to add

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
	CASEID	Case Identification Number			Char	6	$TEXTVAR
	STATE	State			Char	2	$TEXTVAR
	METRO	MSA Inside Outside	1	Inside an MSA	Num	8	MSAINOUT
			2	Outside an MSA			
	CREGION	Census Region	1	Northeast	Num	8	CENSREG
			2	Midwest			
			3	South			
			4	West			
	CENDIV	Census Division	1	New England	Num	8	CENSDIV
			2	Middle Atlantic			
			3	East North Central			
			4	West North Central			
			5	South Atlantic			
			6	East South Central			
			7	West South Central			
			8	Mountain			
			9	Pacific			
	DVERSION	Database Version		Year - Quarter	Char	6	$TEXTVAR
	STARTIM	Interview Start Time			Char	8	$TEXTVAR
	ENDTIME	Interview End Time			Char	8	$TEXTVAR
	INLNGTH	Interview Length			Num	8	FORNUM
	TIMEZONE	Time Zone	C	Central time	Char	1	$TZONE
			E	Eastern time			
			M	Mountain time			
			P	Pacific time			
			A	Alaska time			
			H	Hawaii time			
G0103	G0103	Use - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851A	G0851A	Personal Vehicle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0302	G0302	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851C	G0851C	Public Transit - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3001	G3001A	Public Transit - Reason for Using	01	Have no vehicle available	Num	8	USEPTWHY
			02	Cheaper/Costs less/Saves money/Parking too expensive			
			03	Faster than other means of transportation			
			04	More convenient than other means of transportation			
			05	Less impact on the environment than other means of transportation			
			06	Parking not available			
			07	Away from home on business or pleasure travel			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3001	G3001B	Public Transit - Other Reason for Using	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G3051	G3051A	Public Transit - Trip Purpose	1	Work/Work-related	Num	8	PTPURP
			2	Shopping			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3	College/Other school			
			4	Medical services			
			5	Social, religious worship, personal business			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3051	G3051B	Public Transit - Other Trip Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851D	G0851D	Bus - Days	___	days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902B	G0902B	Bus - Days - Business	___	days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0210	G0210	Use - Charter or Tour Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851O	G0851O	Charter or Tour Bus - Days	___	days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0851E	G0851E	Train - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0880	G0880	AMTRAK - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0401	G0401	Use - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851G	G0851G	Other Aircraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0453	G0453	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0852I	G0852I	Bicycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G1002	G1002A	Bicycle - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G1002	G1002B	Bicycle - Time Spent - Minutes		____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1002	G1002C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052A	Bicycle - Type of Road	01	Paved roads (not on shoulders of paved roads)	Num	8	ROADTYPA
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			04	Sidewalks			
			07	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0551	G0551	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851J	G0851J	Walk - Days		____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			

Question Code	Variable Name	Variable Label	Response Category Description	Response Category	Type	Length	Format
			Personal errands (to the store, post office, walking the dog, and so on)	4			
			Required for my job	5			
			Some other purpose	7			
			Don't know	.D			
			Refused	.R			
			Appropriate skip	.S			
G1102	G1102B	Walk - Other Purpose	Verbatim response	Text	Char	250	$TEXTVAR
			Appropriate skip	.S			
G1151	G1151A	Walk - Time Spent - Hours	_____ hours		Num	8	FORNUM
			Don't know	.D			
			Refused	.R			
			Appropriate skip	.S			
G1151	G1151B	Walk - Time Spent - Minutes	_____ minutes		Num	8	FORNUM
			Don't know	.D			
			Refused	.R			
			Appropriate skip	.S			
G1151	G1151C	Walk - Time Spent - Decimal Hours	Calculated		Num	8	FORNUM
			Don't know	.D			
			Refused	.R			
			Appropriate skip	.S			
G1203	G1203A	Walk - Type of Road	Paved roads (not on shoulders of paved roads)	01	Num	8	ROADTYPB
			Shoulders of paved roads	02			
			Bike lanes on roads	03			
			Bike paths, walking paths or trails	05			
			Unpaved roads (for example dirt, gravel, sand)	06			
			Sidewalks	04			
			Track	07			
			Grass	08			
			Other	97			
			Don't know	.D			
			Refused	.R			
			Appropriate skip	.S			
G1203	G1203B	Walk - Other Type of Road	Verbatim response	Text	Char	250	$TEXTVAR
			Appropriate skip	.S			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0852M	G0852M	Recreational Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0652	G0652	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0852L	G0852L	Watercraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252A	Watercraft - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1252	G1252B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851P	G0851P	Cruise Ship - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0751	G0751	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0780	G0780	Use - Other Means of Transportation - Text	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B0103	B0103	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
B0153	B0153	Commute - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311A	Com Airline - Most Recent Flight - When	1	Enter month and year	Num	8	TRIPTIME
			2	Less than three months ago			
			3	More than three months ago but less than one year ago			
			4	More than one year ago			
			5	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			
B2311	B2311B	Com Airline - Most Recent Flight - Month		Month _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311C	Com Airline - Most Recent Flight - Year		Year _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312A	Com Airline - Most Recent Flight - Month2		Month _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312B	Com Airline - Most Recent Flight - Year2		Year _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2314	B2314	Com Airline - Most Recent Flight - Airport	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B2321	B2321	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2333	B2333	Com Airline - Most Recent Flight - Section	1	Economy or coach section (also sometimes called the main cabin)	Num	8	TRIPSECT
			2	First class section			
			3	There were no sections in the plane; all seats were in the same section			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2334	B2334	Com Airline - Most Recent Flight - Section - Area	1	Business class section	Num	8	TRIPAREA
			2	Flight attendant's			
			3	Flight crew section or "cockpit"			
			4	None of the sections			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2341	B2341	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2600	B2600	Com Airline - Most Recent Flight - Time Before Flight	1	Less than 30 minutes before your flight	Num	8	TRIPARR
			2	30 minutes to less than 60 minutes			
			3	60 minutes to less than 90 minutes			
			4	90 minutes to less than two hours before your flight			
			5	Two hours to less than three hours			
			6	Three hours or more before your flight			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701A	Com Airline - Most Recent Flight - Screening - Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B2701	B2701B	Com Airline - Most Recent Flight - Screening - Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701C	Com Airline - Most Recent Flight - Screening - Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2751	B2751	Com Airline - Most Recent Flight - Screening - Time - Satisfaction	1	Less than you expected	Num	8	SCRETIME
			2	About what you expected			
			3	More than you expected			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2801	B2801	Com Airline - Most Recent Flight - Screening - Intensity	1	Inadequate	Num	8	SCREINTE
			2	Adequate			
			3	Excessive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2851	B2851	Com Airline - Most Recent Flight - Screening - Confidence	1	Not confident	Num	8	SCRECNFB
			2				
			3				
			4				
			5	Very confident			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2900	B2900	Com Airline - Most Recent Flight - Screening - Courtesy - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2950	B2950	Com Airline - Most Recent Flight - Screening - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2976	B2976	Com Airline - Screening - Consistent	1	Consistent	Num	8	SCRECONS
			2	Somewhat consistent			
			3	Not consistent			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B3000	B3000	Com Airline - Screening - Confidence	1	Not confident	Num	8	SCRECNFB
			2				
			3				
			4				
			5	Very confident			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B3100	B3100	Com Airline - Screening - Recent Changes	1	Less inclined to travel by commercial airline	Num	8	AIRIMPCT
			3	Have had no effect on your commercial airline travel			
			2	More inclined to travel by commercial airline			
			.D	Don't know			
			.R	Refused			
SE0100	SE0100	Environment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
SE0160	SE0160	Environment - Air Pollution	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SE0165	SE0165	Environment - Noise Pollution	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SE0170	SE0170	Environment - Water Pollution	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SE0175	SE0175	Environment - Congestion	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SE0180	SE0180	Environment - HAZMAT	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SE0300	SE0300A	Environment - Primary Cause of Air Pollution	01	Power plants	Num	8	POLCAUSE
			02	SEMIS/LARGE trucks			
			03	Dust			
			04	Cars/SUVS/Pickups/Vans			
			05	Pollen			
			06	Factories			
			07	Commercial planes			
			08	Trains			
			09	Buses			
			10	Don't have air pollution where I live			
			97	Other			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SE0300	SE0300B	Environment - Other Primary Cause of Air Pollution	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
SE0202	SE0202	Environment - Change Motor Oil	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SE0205	SE0205	Environment - Change Motor Oil - Frequency			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SE0210	SE0210A	Environment - Dispose of Used Oil	1	Took to an oil recycling collection center, gas or service station	Num	8	OILDISP
			2	Poured down a drain outdoors (storm drain, backyard drain)			
			3	Poured down a drain indoors (workshop drain, sink, garbage disposal)			
			4	Put in with the garbage/trash			
			5	Poured it on the ground			
			6	Released it in the water			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SE0210	SE0210B	Environment - Dispose of Used Oil - Other	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
SE0215	SE0215A	Environment - Recycling Collection Center	1	Never heard of recycling used oil	Num	8	RECYCLE
			2	No recycling center in my town/area			
			3	Don't know where a recycling center is			
			4	Recycling location not convenient			
			5	Recycling hours not convenient			
			6	Recycling center charges to dispose of used oil			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SE0215	SE0215B	Environment - Recycling Collection Center - Other	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
D0061	D0061	Registered Vehicles			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
D0104	D0104	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D1101	D1101	Disability - Screening - Change	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D1102	D1102	Disability - Screening - Change - Text	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
D0110	D0110	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of Other HH Members			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0107	D0107	Disability - Contact Again	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
D0251	D0251	Nb of People 18+ in HH		people	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			
D0404	D0404	Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0402	D0402D	Group - Native Hawaiian or Other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402E	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402F	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402G	Group - Other - Text	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts or Science degree)			
			6	Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)			
			.D	Don't know			
			.R	Refused			
D0501	D0501	HH Income	1	Under $15,000	Num	8	INCOME
			2	From $15,000 to less than $30,000			
			3	From $30,000 to less than $50,000			
			4	From $50,000 to less than $75,000			
			5	From $75,000 to less than $100,000			
			6	$100,000 or more			
			.D	Don't know			
			.R	Refused			
D0900	D0900	Work	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
D0553	D0553	Additional Phone Lines - Number	0	None	Num	8	ADPHONE
			1	One			
			2	Two			
			3	Three			
			4	Four or more			
			.D	Don't know			
			.R	Refused			
D0751	D0751	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
	BASEWGT	Base Weight			Num	8	FORNUM
	NR_FACT	Nonresponse Adjustment Factor			Num	8	FORNUM
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	FORNUM
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	FORNUM
	CEN_FACT	Census Population Adjustment Factor			Num	8	FORNUM
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	FORNUM
	FNLWGT	Final Weight			Num	8	FORNUM
	BTRIWGT	Weight Before Trimming			Num	8	FORNUM
	ISTRIM	Weight was Trimmed			Num	8	FORNUM

Omnibus Survey: September 2002 Marginal Frequency Distributions

Survey Period: September 7, 2002 - September 16, 2002

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section G - General Transportation Core Questions				
G0103 During August, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)				
Yes	997	193,132,982	96.23	0.714
No	37	7,573,718	3.77	0.714
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851A How many days did you drive or ride?				
Count	989	191,162,871		
Mean	25.832	26.205		
Standard deviation	8.452	0.283		
Minimum	1	1		
25th percentile	25	25		
Median	31	31		
75th percentile	31	31		
Maximum	31	31		
G0150 During August, did you drive or ride in an organized carpool or vanpool?				
Yes	67	14,432,059	7.20	0.960
No	966	185,923,085	92.80	0.960
Subtotal valid responses	1,033	200,355,144	100	
Don't know	1	351,556		
Refused	0	0		
Total	1,034	200,706,700		
G0851B How many days did you drive or ride?				
Count	65	13,675,656		
Mean	10.338	11.358		
Standard deviation	9.126	1.368		
Minimum	1	1		
25th percentile	3	4		
Median	6	6		
75th percentile	20	20		
Maximum	31	31		
G0302 During August, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.				
Yes	144	28,387,465	14.14	1.237
No	890	172,319,235	85.86	1.237
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851C How many days did you use it?				
Count	143	27,966,419		
Mean	9.427	8.908		
Standard deviation	9.548	0.811		
Minimum	1	1		
25th percentile	2	2		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Median	5	4		
75th percentile	20	16		
Maximum	31	31		
G3001A As opposed to other means of transportation, please tell me the main reason you used public transit last month.				
Have no vehicle available	31	6,482,391	22.93	4.307
Cheaper/Costs less/Saves money/Parking too expensive	13	2,080,021	7.36	2.125
Faster than other means of transportation	15	3,165,092	11.20	3.188
More convenient than other means of transportation	63	12,643,563	44.73	4.824
Less impact on the environment than other means of transportation	1	311,613	1.10	1.095
Parking not available	7	1,120,436	3.96	1.559
Away from home on business or pleasure travel	12	2,278,817	8.06	2.474
Other	1	183,442	0.65	0.648
Subtotal valid responses	143	28,265,375	100	
Don't know	1	122,090		
Refused	0	0		
Appropriate skip	890	172,319,235		
Total	1,034	200,706,700		
G3051A Consider your most recent trip using public transit. What was the primary purpose of the trip?				
Work/Work-related	66	12,116,366	42.68	4.704
Shopping	12	1,684,952	5.94	1.830
College/Other school	7	1,494,430	5.26	2.576
Medical services	10	1,765,222	6.22	2.224
Social, religious worship, personal business	45	10,438,863	36.77	4.836
Other	4	887,632	3.13	1.725
Subtotal valid responses	144	28,387,465	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	890	172,319,235		
Total	1,034	200,706,700		
G0201 During August, did you ride on a city-to-city bus, such as Greyhound?				
Yes	15	3,220,745	1.60	0.509
No	1,019	197,485,955	98.40	0.509
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851D How many days did you ride on it?				
Count	15	3,220,745		
Mean	2.933	1.892		
Standard deviation	4.803	0.493		
Minimum	1	1		
25th percentile	1	1		
Median	2	1		
75th percentile	2	2		
Maximum	20	20		
G0902B And of these days, how many were for business or work?				
Count	15	3,220,745		
Mean	2.267	1.106		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Standard deviation	5.077	0.560		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	20	20		
G0210 During August, did you ride on a charter or tour bus line?				
Yes	22	3,841,706	1.92	0.450
No	1,011	196,742,904	98.08	0.450
Subtotal valid responses	1,033	200,584,610	100	
Don't know	1	122,090		
Refused	0	0		
Total	1,034	200,706,700		
G0851O How many days did you ride on it?				
Count	22	3,841,706		
Mean	2.000	2.034		
Standard deviation	1.574	0.348		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	3		
Maximum	7	7		
G0251 During August, did you ride on a city-to-city train, such as AMTRAK?				
Yes	19	3,372,510	1.68	0.461
No	1,015	197,334,190	98.32	0.461
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851E How many days did you ride on it?				
Count	19	3,372,510		
Mean	4.053	4.348		
Standard deviation	4.870	1.482		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	4	4		
Maximum	22	22		
G0902C And of these days, how many were for business or work?				
Count	19	3,372,510		
Mean	2.105	2.469		
Standard deviation	5.010	1.503		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	22	22		
G0880 In your area, do you have access to long distance, city-to-city train service such as AMTRAK?				
Yes	495	97,494,156	52.63	1.767
No	464	87,741,635	47.37	1.767
Subtotal valid responses	959	185,235,791	100	

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Don't know	55	12,015,526		
Refused	1	82,873		
Appropriate skip	19	3,372,510		
Total	1,034	200,706,700		
G0350 During August, did you fly on a commercial airline?				
Yes	130	24,663,958	12.29	1.154
No	904	176,042,742	87.71	1.154
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851F How many days did you fly on a commercial airline?				
Count	130	24,663,958		
Mean	2.954	3.081		
Standard deviation	2.499	0.310		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	4		
Maximum	20	20		
G0902D And of these days, how many were for business or work?				
Count	130	24,663,958		
Mean	1.246	1.374		
Standard deviation	2.210	0.237		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	12	12		
G0401 During August, did you fly on a charter, private, or corporate airplane or helicopter?				
Yes	16	3,562,547	1.78	0.579
No	1,018	197,144,153	98.22	0.579
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?				
Count	16	3,562,547		
Mean	4.250	4.239		
Standard deviation	5.837	1.548		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	4	3		
Maximum	22	22		
G0902E And of these days, how many were for business or work?				
Count	16	3,562,547		
Mean	3.375	3.404		
Standard deviation	6.206	1.673		
Minimum	0	0		
25th percentile	0	0		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Median	1	1		
75th percentile	3.5	3		
Maximum	22	22		
G0453 During August, did you drive or ride on a motorcycle, a motorized scooter, motorized bicycle, moped or all terrain vehicle?				
Yes	90	18,906,774	9.42	1.089
No	944	181,799,926	90.58	1.089
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851H How many days did you drive or ride one of these vehicles?				
Count	90	18,906,774		
Mean	6.256	6.470		
Standard deviation	6.459	0.738		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	10	10		
Maximum	31	31		
G0501 During August, did you ride a bicycle? Please do not include stationary bicycles.				
Yes	211	43,505,882	21.68	1.522
No	823	157,200,818	78.32	1.522
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0852I How many days did you ride a bicycle?				
Count	211	43,505,882		
Mean	6.336	6.669		
Standard deviation	6.232	0.596		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	8	10		
Maximum	31	31		
G0952A Primarily for what purpose did you use it?				
Commuting to work or school	8	2,115,091	4.86	1.994
Recreation	120	23,226,225	53.39	4.073
Exercise/for my health	71	15,513,936	35.66	3.933
Personal errands (to the store, post office, and so on)	11	2,467,871	5.67	2.075
Required for my job	1	182,759	0.42	0.420
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	211	43,505,882	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	823	157,200,818		
Total	1,034	200,706,700		
G1002C And on a typical day that you rode a bicycle, about how much time did you spend bicycling?				
Count	211	43,505,882		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Mean	1.100	1.142		
Standard deviation	1.100	0.096		
Minimum	0.033	0.033		
25th percentile	0.5	0.5		
Median	1	1		
75th percentile	1	1		
Maximum	10	10		
G1052A Did you bicycle mostly on:				
Paved roads (not on shoulders of paved roads)	112	23,122,042	53.23	4.065
Shoulders of paved roads	13	2,377,307	5.47	1.649
Bike lanes on roads	10	1,964,330	4.52	1.542
Bike paths, walking paths or trails	49	9,730,287	22.40	3.352
Unpaved roads (for example dirt, gravel, sand)	8	2,078,071	4.78	1.903
Sidewalks	17	4,000,425	9.21	2.608
Grass	1	168,693	0.39	0.388
Other	0	0	0.00	0.000
Subtotal valid responses	210	43,441,155	100	
Don't know	0	0		
Refused	1	64,727		
Appropriate skip	823	157,200,818		
Total	1,034	200,706,700		
G0551 During August, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)				
Yes	761	149,741,415	74.65	1.521
No	272	50,853,979	25.35	1.521
Subtotal valid responses	1,033	200,595,394	100	
Don't know	1	111,306		
Refused	0	0		
Total	1,034	200,706,700		
G0851J How many days did you walk, run or jog?				
Count	756	148,847,124		
Mean	13.659	13.278		
Standard deviation	9.332	0.401		
Minimum	1	1		
25th percentile	5	5		
Median	12	10		
75th percentile	20	20		
Maximum	31	31		
G1102A Primarily for what purpose did you walk, run, or jog?				
Commuting to work or school	43	8,332,219	5.58	0.959
Recreation	128	23,912,817	16.01	1.460
Exercise/for my health	441	87,312,419	58.45	2.058
Personal errands (to the store, post office, walking the dog, and so on)	124	24,050,797	16.10	1.531
Required for my job	23	5,764,177	3.86	0.964
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	759	149,372,429	100	
Don't know	1	213,578		
Refused	1	155,408		
Appropriate skip	273	50,965,285		
Total	1,034	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?				
Count	754	147,858,182		
Mean	0.783	0.791		
Standard deviation	0.972	0.046		
Minimum	0.167	0.167		
25th percentile	0.333	0.333		
Median	0.5	0.5		
75th percentile	1	1		
Maximum	10	10		
G1203A Did you walk, run, or jog mostly on:				
Paved roads (not on shoulders of paved roads)	273	55,072,974	36.79	1.985
Shoulders of paved roads	23	6,100,800	4.08	1.023
Bike lanes on roads	3	452,813	0.30	0.193
Bike paths, walking paths or trails	89	17,407,647	11.63	1.339
Unpaved roads (for example dirt, gravel, sand)	50	8,985,663	6.00	0.914
Sidewalks	259	47,477,530	31.72	1.863
Track	16	3,039,765	2.03	0.609
Grass	46	11,009,893	7.36	1.159
Other	1	129,603	0.09	0.087
Subtotal valid responses	760	149,676,688	100	
Don't know	0	0		
Refused	1	64,727		
Appropriate skip	273	50,965,285		
Total	1,034	200,706,700		
G0701 During August, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?				
Yes	133	26,666,111	13.29	1.208
No	901	174,040,589	86.71	1.208
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0852M How many days did you use a recreational boat?				
Count	133	26,666,111		
Mean	3.910	3.934		
Standard deviation	3.913	0.372		
Minimum	1	1		
25th percentile	1	1		
Median	3	3		
75th percentile	5	5		
Maximum	25	25		
G1259C On a typical day that you went recreational boating, about how much time did you spend using the recreational boat?				
Count	131	25,775,723		
Mean	4.116	4.225		
Standard deviation	2.891	0.278		
Minimum	0.5	0.5		
25th percentile	2	3		
Median	4	4		
75th percentile	5	6		
Maximum	24	24		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0652 During August, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?				
Yes	19	3,546,515	1.77	0.448
No	1,015	197,160,185	98.23	0.448
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0852L How many days did you use a personal watercraft?				
Count	19	3,546,515		
Mean	2.579	2.386		
Standard deviation	1.742	0.428		
Minimum	1	1		
25th percentile	1	1		
Median	3	2		
75th percentile	3	3		
Maximum	8	8		
G1252C On a typical day that you went personal watercrafting, about how much time did you spend using the personal watercraft?				
Count	19	3,546,515		
Mean	2.382	2.244		
Standard deviation	2.762	0.463		
Minimum	0.25	0.25		
25th percentile	1	1		
Median	1.5	2		
75th percentile	3	3		
Maximum	12	12		
G0601 During August, did you ride on a commercial boat, ship or ferry?				
Yes	40	7,087,462	3.53	0.616
No	994	193,619,238	96.47	0.616
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851K How many days did you ride on a commercial boat, ship, or ferry?				
Count	40	7,087,462		
Mean	2.125	2.299		
Standard deviation	3.465	0.656		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	22	22		
G0555 During August, did you ride as a passenger on a cruise ship?				
Yes	9	1,810,459	0.90	0.335
No	1,025	198,896,241	99.10	0.335
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
G0851P How many days did you ride as a passenger on a cruise ship?				
Count	9	1,810,459		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Mean	2.333	2.524		
Standard deviation	1.871	0.691		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	4	4		
Maximum	6	6		
G0751 During August, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle?				
Yes	142	26,639,437	13.27	1.186
No	892	174,067,263	86.73	1.186
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section B - BTS Topical Transportation Questions				
B0103 Last month did you commute, that is, travel routinely from home to work?				
Yes	633	126,244,220	63.00	1.697
No	400	74,153,923	37.00	1.697
Subtotal valid responses	1,033	200,398,143	100	
Don't know	0	0		
Refused	1	308,557		
Total	1,034	200,706,700		
B0153 Altogether, about how many days did you commute to work last month?				
Count	629	125,472,193		
Mean	20.628	20.976		
Standard deviation	5.498	0.229		
Minimum	2	2		
25th percentile	20	20		
Median	20	20		
75th percentile	22	24		
Maximum	31	31		
B0310 Did you work at the same location on most days?				
Yes	571	114,513,896	90.80	1.226
No	61	11,603,345	9.20	1.226
Subtotal valid responses	632	126,117,241	100	
Don't know	1	126,979		
Refused	0	0		
Appropriate skip	401	74,462,480		
Total	1,034	200,706,700		
B0315 Did you work at more than one location on a typical day?				
Yes	41	7,317,762	62.99	6.913
No	20	4,298,776	37.01	6.913
Subtotal valid responses	61	11,616,538	100	
Don't know	1	113,786		
Refused	0	0		
Appropriate skip	972	188,976,376		
Total	1,034	200,706,700		
B0320C On a typical day, how much time did you spend traveling from worksite to worksite?				
Count	36	6,324,448		
Mean	1.865	1.998		
Standard deviation	1.654	0.361		
Minimum	0.133	0.133		
25th percentile	0.500	0.5		
Median	1.25	1.5		
75th percentile	2.5	3		
Maximum	6	6		
B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?				
Count	587	118,172,995		
Mean	0.423	0.435		
Standard deviation	0.383	0.019		
Minimum	0.033	0.033		
25th percentile	0.167	0.2		
Median	0.333	0.333		
75th percentile	0.5	0.5		
Maximum	4	4		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2311A In what month and year was your most recent commercial airline flight?				
Less than three months ago	238	44,849,159	25.01	1.609
More than three months ago but less than one year ago	171	33,192,940	18.51	1.452
More than one year ago	379	74,154,708	41.35	1.855
Have never flown on a commercial airline	139	27,121,130	15.12	1.322
Subtotal valid responses	927	179,317,937	100	
Don't know	107	21,388,763		
Refused	0	0		
Total	1,034	200,706,700		
B2321 Was the primary purpose of your trip business or work related?				
Yes, business/job related	95	18,383,591	23.56	2.452
No	314	59,658,508	76.44	2.452
Subtotal valid responses	409	78,042,099	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2333 Still thinking of your most recent flight in which of the following sections was your seat located:				
Economy or coach section (also sometimes called the main cabin)	314	58,329,861	74.79	2.561
First class section	23	4,623,971	5.93	1.475
There were no sections in the plane; all seats were in the same section	69	14,485,246	18.57	2.275
Other	2	554,224	0.71	0.513
Subtotal valid responses	408	77,993,302	100	
Don't know	1	48,797		
Refused	0	0		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2334 Was your seat located in any of the following areas:				
Business class section	2	554,224	100.00	0.000
Flight attendant's	0	0	0.00	0.000
Flight crew section or "cockpit"	0	0	0.00	0.000
None of the sections	0	0	0.00	0.000
Subtotal valid responses	2	554,224	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,032	200,152,476		
Total	1,034	200,706,700		
B2341 Did the price paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?				
Yes	217	39,899,259	63.33	3.040
No	123	23,100,555	36.67	3.040
Subtotal valid responses	340	62,999,814	100	
Don't know	69	15,042,285		
Refused	0	0		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2600 How soon before your most recent flight did you arrive at the airport? Did you arrive				
Less than 30 minutes before your flight	8	1,299,307	1.67	0.642

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
30 minutes to less than 60 minutes	39	8,058,632	10.33	1.871
60 minutes to less than 90 minutes	119	22,877,736	29.34	2.561
90 minutes to less than two hours before your flight	114	21,065,081	27.01	2.475
Two hours to less than three hours	106	20,654,705	26.49	2.545
Three hours or more before your flight	22	4,023,046	5.16	1.192
Subtotal valid responses	408	77,978,507	100	
Don't know	1	63,592		
Refused	0	0		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2701C How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. How long did you wait?				
Count	403	76,950,129		
Mean	0.306	0.310		
Standard deviation	0.392	0.025		
Minimum	0.017	0.017		
25th percentile	0.083	0.083		
Median	0.167	0.167		
75th percentile	0.333	0.333		
Maximum	4	4		
B2751 How did you feel about the amount of time spent waiting in line at the passenger screening checkpoint? Did you feel the amount of time was				
Less than you expected	181	35,012,546	45.17	2.846
About what you expected	204	38,308,934	49.43	2.838
More than you expected	22	4,184,822	5.40	1.249
Subtotal valid responses	407	77,506,302	100	
Don't know	2	535,797		
Refused	0	0		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2801 How would you rate the thoroughness of the screening process? Would you rate it				
Inadequate	58	10,403,934	13.53	2.018
Adequate	319	61,494,367	79.98	2.304
Excessive	27	4,992,995	6.49	1.355
Subtotal valid responses	404	76,891,296	100	
Don't know	4	938,238		
Refused	1	212,565		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2851 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident were you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?				
1 Not confident	34	6,393,572	8.36	1.641
2	48	9,135,852	11.95	1.896
3	131	24,695,278	32.29	2.629
4	131	25,241,017	33.01	2.678
5 Very confident	60	11,003,099	14.39	2.040
Subtotal valid responses	404	76,468,818	100	
Don't know	5	1,573,281		
Refused	0	0		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you				
Very unsatisfied	11	1,732,802	2.22	0.726
Somewhat unsatisfied	28	5,619,960	7.21	1.583
Neither unsatisfied nor satisfied	46	8,873,586	11.38	1.831
Somewhat satisfied	154	29,829,082	38.25	2.768
Very satisfied	169	31,939,071	40.95	2.778
Subtotal valid responses	408	77,994,501	100	
Don't know	0	0		
Refused	1	47,598		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you				
Very unsatisfied	10	2,141,039	2.74	1.137
Somewhat unsatisfied	23	3,392,541	4.35	0.978
Neither unsatisfied nor satisfied	69	12,763,947	16.36	2.140
Somewhat satisfied	173	33,555,096	43.00	2.801
Very satisfied	134	26,189,476	33.56	2.687
Subtotal valid responses	409	78,042,099	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B2976 How consistent have check-in and screening procedures been in airports you have departed from? Have they been				
Consistent	171	33,642,077	45.37	2.922
Somewhat consistent	126	23,022,743	31.05	2.627
Not consistent	93	17,490,996	23.59	2.439
Subtotal valid responses	390	74,155,816	100	
Don't know	18	3,768,462		
Refused	1	117,821		
Appropriate skip	625	122,664,601		
Total	1,034	200,706,700		
B3000 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident are you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?				
1 Not confident	107	19,134,606	16.60	1.663
2	91	16,449,274	14.27	1.606
3	179	37,056,358	32.15	2.247
4	99	19,619,370	17.02	1.787
5 Very confident	111	22,983,345	19.94	1.904
Subtotal valid responses	587	115,242,953	100	
Don't know	37	7,260,352		
Refused	1	161,296		
Appropriate skip	409	78,042,099		
Total	1,034	200,706,700		
B3100 Have the changes in passenger screening procedures since September 11 made you				
Less inclined to travel by commercial airline	267	48,184,207	24.54	1.517
Have had no effect on your commercial airline travel	688	136,841,125	69.71	1.638
More inclined to travel by commercial airline	57	11,285,563	5.75	0.853
Subtotal valid responses	1,012	196,310,895	100	
Don't know	21	4,087,248		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Refused	1	308,557		
Total	1,034	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section SE - Strategic Goal Questions				
SE0100 Was transportation an important factor in choosing where you live?				
Yes	394	76,620,708	38.71	1.761
No	628	121,289,681	61.29	1.761
Subtotal valid responses	1,022	197,910,389	100	
Don't know	12	2,796,311		
Refused	0	0		
Total	1,034	200,706,700		
SE0150 When thinking about your community in terms of the environment,				
SE0160 Do you notice air pollution in your community that is caused by vehicle emissions?				
Yes	337	63,748,168	32.14	1.625
No	685	134,620,177	67.86	1.625
Subtotal valid responses	1,022	198,368,345	100	
Don't know	12	2,338,355		
Refused	0	0		
Total	1,034	200,706,700		
SE0165 Do the sounds of traffic, trains, and airplanes cause noise pollution in your community?				
Yes	370	71,025,997	35.61	1.697
No	658	128,421,615	64.39	1.697
Subtotal valid responses	1,028	199,447,612	100	
Don't know	6	1,259,088		
Refused	0	0		
Total	1,034	200,706,700		
SE0170 Is water pollution from transportation sources a problem in your community?				
Yes	109	20,360,067	10.43	1.115
No	892	174,762,083	89.57	1.115
Subtotal valid responses	1,001	195,122,150	100	
Don't know	32	5,455,137		
Refused	1	129,413		
Total	1,034	200,706,700		
SE0175 Is traffic congestion a problem in your community?				
Yes	438	83,320,166	41.65	1.706
No	594	116,712,209	58.35	1.706
Subtotal valid responses	1,032	200,032,375	100	
Don't know	2	674,325		
Refused	0	0		
Total	1,034	200,706,700		
SE0180 Are hazardous material incidents from transportation sources a problem in your community?				
Yes	86	15,184,740	7.76	0.927
No	917	180,397,488	92.24	0.927
Subtotal valid responses	1,003	195,582,228	100	
Don't know	31	5,124,472		
Refused	0	0		
Total	1,034	200,706,700		
SE0300A In your own words, what do you think is the primary cause of air pollution in your community?				
Power plants	36	7,972,687	4.37	0.769
SEMIS/LARGE trucks	56	11,970,963	6.56	0.978
Dust	13	2,068,532	1.13	0.319
Cars/SUVS/Pickups/Vans	459	87,877,966	48.16	1.823
Pollen	2	313,306	0.17	0.131
Factories	121	22,676,290	12.43	1.227

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Commercial planes	15	3,203,356	1.76	0.488
Trains	4	757,201	0.41	0.221
Buses	13	2,214,266	1.21	0.406
Don't have air pollution where I live	151	29,190,999	16.00	1.336
Other	78	14,228,017	7.80	0.967
Subtotal valid responses	948	182,473,583	100	
Don't know	86	18,233,117		
Refused	0	0		
Total	1,034	200,706,700		
SE0202 In the past year, did you yourself ever change the motor oil in any of your own vehicles, including an RV, private airplane, motorcycle, or recreational boat?				
Yes	197	43,724,428	21.79	1.537
No	837	156,982,272	78.21	1.537
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
SE0205 In thinking about the vehicle on which you did this the most frequently, how many times did you change the motor oil this past year?				
Count	194	43,202,481		
Mean	3.629	3.812		
Standard deviation	2.522	0.226		
Minimum	1	1		
25th percentile	2	2		
Median	3	3		
75th percentile	4	5		
Maximum	12	12		
SE0210A How did you usually dispose of the used oil?				
Took to an oil recycling collection center, gas or service station	156	35,806,826	83.95	2.856
Poured down a drain outdoors (storm drain, backyard drain)	0	0	0.00	0.000
Poured down a drain indoors (workshop drain, sink, garbage disposal)	0	0	0.00	0.000
Put in with the garbage/trash	11	1,714,468	4.02	1.322
Poured it on the ground	0	0	0.00	0.000
Released it in the water	0	0	0.00	0.000
Other	26	5,130,728	12.03	2.602
Subtotal valid responses	193	42,652,022	100	
Don't know	3	881,436		
Refused	1	190,970		
Appropriate skip	837	156,982,272		
Total	1,034	200,706,700		
SE0215A What was the main reason you did not take the used oil to a recycling collection center?				
Never heard of recycling used oil	9	1,692,743	22.61	7.248
No recycling center in my town/area	2	315,709	4.22	3.032
Don't know where a recycling center is	9	1,628,329	21.74	8.546
Recycling location not convenient	5	1,393,902	18.61	9.056
Recycling hours not convenient	2	284,271	3.80	3.052
Recycling center charges to dispose of used oil	1	235,462	3.14	3.113
Other	10	1,937,923	25.88	7.938
Subtotal valid responses	38	7,488,339	100	
Don't know	3	429,262		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Refused	0	0		
Appropriate skip	993	192,789,099		
Total	1,034	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section D - Demographic Questions				
D0061 How many registered road vehicles are available for regular use by members of your household?				
Count	1,027	198,529,027		
Mean	2.023	2.212		
Standard deviation	1.220	0.048		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	10	10		
D0104 Do you have any kind of disability or health impairment?				
Yes	126	21,341,382	10.71	1.027
No	903	177,856,876	89.29	1.027
Subtotal valid responses	1,029	199,198,258	100	
Don't know	1	109,356		
Refused	4	1,399,086		
Total	1,034	200,706,700		
D1101 Have air travel passenger screening procedures changed for you since September 11, 2001?				
Yes	7	1,298,902	36.78	11.852
No	13	2,232,742	63.22	11.852
Subtotal valid responses	20	3,531,644	100	
Don't know	0	0		
Refused	1	54,708		
Appropriate skip	1,013	197,120,348		
Total	1,034	200,706,700		
D0110 Does anyone else currently living in your household, including children, have any kind of disability or health impairment?				
Yes	78	16,162,743	8.11	0.986
No	952	183,144,871	91.89	0.986
Subtotal valid responses	1,030	199,307,614	100	
Don't know	0	0		
Refused	4	1,399,086		
Total	1,034	200,706,700		
D0105 How many other people (besides yourself)?				
Count	78	16,162,743		
Mean	1.179	1.134		
Standard deviation	0.619	0.053		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	5	5		
D0106 Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?				
Yes	5	986,816	2.92	1.429
No	179	32,857,249	97.08	1.429
Subtotal valid responses	184	33,844,065	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	850	166,862,635		
Total	1,034	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0107 We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?				
Yes	139	26,284,594	79.64	3.273
No	41	6,718,339	20.36	3.273
Subtotal valid responses	180	33,002,933	100	
Don't know	4	841,132		
Refused	0	0		
Appropriate skip	850	166,862,635		
Total	1,034	200,706,700		
D0251 How many people aged 18 or older live in your household, including yourself?				
Count	1,027	198,460,788		
Mean	1.982	2.275		
Standard deviation	0.829	0.040		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	7	7		
D0300 Please stop me when I reach the category that includes your age:				
18 to 24 years	78	23,968,313	12.14	1.447
25 to 34	182	36,683,099	18.58	1.377
35 to 44	218	41,532,805	21.04	1.414
45 to 54	211	36,583,631	18.53	1.367
55 to 64	155	26,139,605	13.24	1.128
65 to 74	119	21,666,334	10.97	1.051
75 or older	61	10,847,625	5.49	0.750
Subtotal valid responses	1,024	197,421,412	100	
Don't know	0	0		
Refused	10	3,285,288		
Total	1,034	200,706,700		
D0350 Are you male or female?				
Male	406	95,463,323	47.56	1.795
Female	628	105,243,377	52.44	1.795
Subtotal valid responses	1,034	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,034	200,706,700		
D0404 Do you consider yourself to be Hispanic or Latino?				
Yes	125	19,901,383	10.02	0.968
No	902	178,696,572	89.98	0.968
Subtotal valid responses	1,027	198,597,955	100	
Don't know	3	763,887		
Refused	4	1,344,858		
Total	1,034	200,706,700		
D0402 Is the racial group that best describes you...				
D0402A American Indian (Native American) or Alaska Native				
Yes	26	4,393,678	2.36	0.528
No	935	181,935,764	97.64	0.528
Subtotal valid responses	961	186,329,442	100	
Don't know	6	1,154,931		
Refused	67	13,222,327		

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Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,034	200,706,700		
D0402B Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	12	2,543,900	1.37	0.505
No	949	183,785,542	98.63	0.505
Subtotal valid responses	961	186,329,442	100	
Don't know	6	1,154,931		
Refused	67	13,222,327		
Total	1,034	200,706,700		
D0402C Black or African-American				
Yes	98	22,819,231	12.25	1.316
No	863	163,510,211	87.75	1.316
Subtotal valid responses	961	186,329,442	100	
Don't know	6	1,154,931		
Refused	67	13,222,327		
Total	1,034	200,706,700		
D0402D Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)				
Yes	9	2,110,241	1.13	0.385
No	952	184,219,201	98.87	0.385
Subtotal valid responses	961	186,329,442	100	
Don't know	6	1,154,931		
Refused	67	13,222,327		
Total	1,034	200,706,700		
D0402E White (Caucasian, Anglo)				
Yes	796	150,592,165	80.82	1.526
No	165	35,737,277	19.18	1.526
Subtotal valid responses	961	186,329,442	100	
Don't know	6	1,154,931		
Refused	67	13,222,327		
Total	1,034	200,706,700		
D0402F Other				
Yes	34	5,906,150	3.17	0.590
No	927	180,423,292	96.83	0.590
Subtotal valid responses	961	186,329,442	100	
Don't know	6	1,154,931		
Refused	67	13,222,327		
Total	1,034	200,706,700		
D0450 What is the highest level of education you have completed?				
Less than high school graduate	94	18,655,082	9.41	1.097
High school graduate (or GED)	328	66,968,380	33.77	1.711
Some college (or technical vocational school/professional business school)	174	31,394,574	15.83	1.280
Two-year college degree (AA: Associate in Arts)	101	19,827,060	10.00	1.044
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	198	37,857,245	19.09	1.382
Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)	130	23,603,712	11.90	1.113
Subtotal valid responses	1,025	198,306,053	100	
Don't know	2	504,912		
Refused	7	1,895,735		
Total	1,034	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0501 Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:				
Under $15,000	103	16,957,518	9.75	1.041
From $15,000 to less than $30,000	172	32,440,295	18.64	1.495
From $30,000 to less than $50,000	223	43,578,411	25.04	1.666
From $50,000 to less than $75,000	174	35,984,985	20.68	1.553
From $75,000 to less than $100,000	118	23,848,257	13.71	1.312
$100,000 or more	113	21,196,876	12.18	1.218
Subtotal valid responses	903	174,006,342	100	
Don't know	38	8,612,433		
Refused	93	18,087,925		
Total	1,034	200,706,700		
D0900 Last month, did you do any work for pay or profit?				
Yes	601	118,441,739	60.31	1.747
No	418	77,950,084	39.69	1.747
Subtotal valid responses	1,019	196,391,823	100	
Don't know	3	562,823		
Refused	12	3,752,054		
Total	1,034	200,706,700		
D0553 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.				
None	894	182,227,564	92.52	0.739
One	100	12,372,105	6.28	0.696
Two	21	1,830,018	0.93	0.214
Three	2	303,943	0.15	0.109
Four or more	4	229,717	0.12	0.063
Subtotal valid responses	1,021	196,963,347	100	
Don't know	1	131,128		
Refused	12	3,612,225		
Total	1,034	200,706,700		
D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?				
Household use only	73	9,240,771	63.02	4.612
Business use only	23	2,290,412	15.62	3.292
Both household and business use	30	3,132,368	21.36	3.760
Subtotal valid responses	126	14,663,551	100	
Don't know	0	0		
Refused	1	72,232		
Appropriate skip	907	185,970,917		
Total	1,034	200,706,700		