

Household Survey Results

March 2002



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:

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

Where p_s is the estimated (sample) proportion;

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

$\text{Var}(p_s)$ 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

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:

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

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:

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

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:

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

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.

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 k^{th} 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, \dots, w_j , denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

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

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
WEIGHT FNLWGT;          METRO;
```

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
PRINT          nsum          wsum          totpcr          setot          /          var1;
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.

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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"Poststratification and weighting adjustments," Andrew Gelman and John B. Carlin, Department of Statistics, Columbia University Working Paper, February 2000

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Omnibus Survey: March 2002 Month Specific Information

This report presents the results of the March 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 March 2002 survey collected data between March 2, 2002 and March 11, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,007 cases, and the total number of variables in the public-use dataset is 180. 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 March 2002 survey. A total of 5,152 of these numbers were identified as working residential numbers and were divided into 52 replicates. Each replicate contained approximately 100 households. Four (4) unused replicates from March's sample were used to conduct a pretest. Twelve of the 52 March replicates were not utilized in the actual interviewing, resulting in 3,645 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 262,863,400. The total number of telephone numbers in the sample (numbers dialed) is 3,645.

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	1.147
Standard deviation	0.423
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	1.904
Standard deviation	0.772
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	6

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)	25	10,167,034
2	Male - Non-Hispanic Black	35	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	30	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	57	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	79	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	77	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	46	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	43	11,755,768
9	Male - Non-Hispanic Other	27	4,146,032
10	Female - Hispanic (Any Race)	42	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	45	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	26	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	15	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	58	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	106	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	84	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	58	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	90	15,762,147
19	Female - Non-Hispanic Other	38	4,762,691
N/A	Missing Demographic Information	26	N/A
TOTAL		1,007	200,706,700

Data Collection Schedule

The survey was conducted over a ten-day period, from March 2, 2002 through March 11, 2002. A total of 1,007 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 to calculate a CASRO response rate of approximately 39 percent.

Table 4: Distribution of Household Cases by Disposition (Revised 11/06/02)

Disposition Category	Number of Households
Telephone Numbers Available	4,746
Telephone Numbers Released	3,645
Telephone Numbers Not Dialed	0
Telephone Numbers Dialed	3,645
Out-of-Scope Numbers (Ineligible)	811
BG - Business	170
CF - Computer/Fax	141
DS - Disconnected number	458
NC - Number change	16
NQ - No one 18 years old or older in household	12
UNB - Unavailable before and during study period	14
Scope Undetermined	918
NA - No answer	434
BZ - Busy	0
AM - Answering machine	141
LM - Left message	6
CCC - Cannot complete call	5
PM - Privacy manager	29
NQL - Eligibility undetermined because of language problems or deafness	45
RFI - Refused to speak with interviewer (screening incomplete)	85
HRI - Hard refusal	173
OD - Maximum call attempts reached	0
In-Scope Numbers	1916
Complete	1,007
Partial Complete	15
CB - Callback	204
CBS - Callback Spanish	10
NAQ - No Answer Qualified	295
BZQ - Busy Qualified	4

Disposition Category	Number of Households
AMQ - Answering Machine Qualified	214
LMQ - Left Message Qualified	20
CCQ - Cannot Complete Call Qualified	3
PMQ - Privacy Manager Qualified	7
DL - Deaf/Language	56
RFQ - Respondent refusal	2
UN - Unavailable	51
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Hard refusal	28
CASRO Response Rate	39.32%

MARCH 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
SS	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	Identical series each month None this month
M	Operating Administration Modal Questions	Change each 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 G0103, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses (), such as in Question F0455, 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.**

HIT "ENTER" TO CONTINUE

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

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

F0065. **Your household has been selected for this study, and we are very interested in your transportation habits and opinions. Please remember that your input will help strengthen our nation's transportation system.**

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.**

HIT "RETURN" TO CONTINUE

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 CALL BACK

F0351. REPEAT IF NECESSARY: **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.**

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

F0455. REPEAT IF NECESSARY: **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.**

I have some questions about your transportation use, and about your opinions on important transportation issues such as transportation safety 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 CALL BACK

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 CALL BACK

- 1) PROCEED - *go to G0050*
- 2) SCHEDULE CALL BACK

Section G - General Transportation Core Questions

G0050. **First I need to identify all the kinds of transportation you used either for personal or for business travel last month.**

G0103. **During February, 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 February, 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 February, 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 G0801*)

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

____ days

G0801. **Is public transportation available in your area?**

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

G0810. **Please tell me the main reason you did not use public transit last month.**
(CODE THE FIRST REASON GIVEN. IF RESPONSE IS "I DON'T KNOW",
"I DON'T LIKE IT," OR "I DON'T NEED IT" PROBE FOR A SPECIFIC
REASON. IF RESPONDENT SAYS "I HAVE/USE MY OWN VEHICLE"
PROBE "WHAT IS IT ABOUT PUBLIC TRANSIT THAT CAUSED YOU TO
USE YOUR OWN VEHICLE?")(DO NOT READ LIST)

- 1) Prefer my own vehicle
- 2) I am retired/not working/not in school
- 3) Need to make multiple stops to/from work/school
- 4) Don't understand/know routes and schedules
- 5) Not convenient (doesn't go where I need to)
- 6) Not flexible (doesn't go when I need to)
- 7) Takes too much time
- 8) Distance from home to stops is too great
- 9) Uncomfortable riding with strangers
- 10) Costs too much
- 11) Unreliable
- 12) Unsafe
- 13) Health/disability/physical limitations
- 14) Other - SPECIFY _____

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

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

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

G0251. **During February, 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 G0882

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

- 1) Yes
- 2) No (*Skip to G0350*)

G0882. **Is long distance HIGH SPEED, city-to-city train service such as AMTRAK's Acela train service available in your area?**

[INTERVIEWER, ANSWER "YES" IF RESPONDENT SAYS HIGH SPEED SERVICE IS AVAILABLE TO SOME CITIES.]

- 1) Yes
- 2) No (*Skip to G0350*)

G0827. **Have you ever used AMTRAK's HIGH SPEED Acela train service?**

- 1) Yes (*Skip to G0350*)
- 2) No

G0831. **What is the main reason you have not used AMTRAK's HIGH SPEED Acela train service?**

- 1) Cost
- 2) Does not go where I want to go
- 3) Schedule not convenient
- 4) Takes too long
- 5) Prefer to drive
- 6) Prefer to fly
- 7) Do not travel
- 8) Other (specify)_____

G0350. **During February, 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 February, did you fly on a charter, private, or corporate airplane or helicopter?**
1) Yes
2) No (*Skip to G0452*)

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

G0452. **During February, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle (such as a moped) or an ATV?**
1) Yes
2) No (*Skip to G0501*)

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

G0501. **During February, did you ride a bicycle? Please do not include stationary bicycles.**
1) Yes
2) No (*Skip to G0551*)

G0851I. **How many days did you ride your bicycle?** (ENTER NUMBER)
_____ days

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

- 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
- 6) Some other purpose - SPECIFY _____

G1001. **And on a typical day that you rode your bicycle, about how much time did you spend bicycling?**

_____ hours and _____ minutes

CATI system must ensure an entry for both hours and minutes.

G1051. **Did you bicycle mostly on: (READ LIST)**

- 1) Paved roads, not on shoulder,
- 2) Shoulders of paved roads,
- 3) Bike lanes on roads,
- 4) Sidewalks,
- 5) Bike paths, walking paths or trails,
- 6) Unpaved roads (for example dirt, gravel, sand),
- 7) Grass, or
- 8) Other - SPECIFY _____

G0551. **During February, 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 G0555*)

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)**

- 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)
- 6) Required for my job
- 5) 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

G1202. **Did you walk, run, or jog mostly on: (READ LIST)**

- 1) Paved roads, not on shoulder,
- 2) Shoulders of paved roads,
- 3) Bike lanes on roads,
- 4) Sidewalks,
- 5) Bike paths, walking paths or trails,
- 6) Unpaved roads (for example dirt, gravel, sand),
- 9) Track,
- 7) Grass, or
- 8) Other - SPECIFY _____

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No (*Skip to G0651*)

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

_____ days

G0651. **During February, did you operate or ride on a personal watercraft such as a jetski or skidoo?**

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

G0851L. **How many days did you operate or ride on a personal watercraft? (ENTER NUMBER)**

_____ days

G1251. **In total, about how much time did you spend using a personal watercraft last month?**

____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

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

- 1) Yes
- 2) No (*Skip to G0750*)

G0851M. **How many days did you operate or ride in a recreational boat? (ENTER NUMBER)**

____ days

G1258. **In total, about how much time did you spend using a recreational boat last month?**

____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

G0750. **During February, did you use any other means of transportation? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle. (BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)**

- 1) Yes
- 2) No (*Skip to B0050*)

G0851N. **How many days did you use other means of transportation? (ENTER NUMBER)**

____ days

Section B - BTS Topical Transportation Questions

B0050. **The next questions are about commuting.**

HIT "ENTER" 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*)

B0152. **Altogether, about how many days did you commute last month? (DO NOT READ LIST)**

- 1) 29-31 days/month
- 2) 22-28 days/month
- 3) 15-21 days/month
- 4) 8-14 days/month
- 5) 1-7 days/month

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 THE 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 are about commercial air travel.**

If G0350 = 1 then skip to B2320.

B2310. **How long ago was your most recent commercial airline flight? (READ LIST)**

- 1) Less than three months ago
- 2) More than three months ago but less than one year ago
- 3) More than one year ago (*Skip to SS0050*)
- 4) Have never flown on a commercial airline (*Skip to SS0050*)

B2320. **Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or job related? (If necessary, give examples such as professional conference, meeting with clients.)**

- 1) Yes, business/job related
- 2) No

B2331. **Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, 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) Business class section
- 4) There were no sections in the plane; all seats were in the same section
- 5) Some other section

B2340. **Did the price you 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

B2400. **Once more, think about your most recent flight. Did you check any baggage on this flight?**

- 1) Yes
- 2) No (*Skip go B2440*)

B2420. **How many items did you yourself check on this flight? Items may include suitcases, laptop computers, bicycles, golf clubs, or any package too large to carry on to the plane. (ENTER NUMBER)**

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, on your most recent flight, you checked a total of _____ items that were just for you?**

_____ Number

B2440. **How many items did you yourself carry on to the plane on your most recent flight? Items may include purses, brief cases, laptop computers, overnight bags, or anything else that you did not want to check. (ENTER NUMBER)**

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, on your most recent flight, you carried on a total of _____ items that were just for you?**

_____ Number

Section SS - Strategic Goal Questions

SS0050. **Now I want to ask your opinion on some safety-related transportation issues.**

HIT "ENTER" TO CONTINUE

SS0101. **Using a scale from 1 to 5 where "1" means not at all concerned and "5" means very concerned, please tell me how concerned you are about the following risks to your personal safety. Consider all the types of transportation.**

		Not at All Concerned			Very Concerned	
SS0400.	The risk of being in any kind of transportation accident. Include all types of transportation.	1	2	3	4	5
SS0151.	Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.	1	2	3	4	5
SS0251.	Safety risks due to mechanical equipment failure. Include all types of transportation.	1	2	3	4	5
SS0201.	Safety risks due to the dangerous behavior of others (such as aggression, road rage, air rage, and drunk driving).	1	2	3	4	5
SS0450.	Safety risks due to the poor condition of roads, runways, or rail lines.	1	2	3	4	5
SS0301.	Safety risks from hazardous chemicals released in a transportation accident.	1	2	3	4	5
SS0500.	Safety risks from large fuel or natural gas pipelines in your community.	1	2	3	4	5

SS1000. **I just asked about your concern with various transportation issues.**

HIT "RETURN" TO CONTINUE

SS1010. **Now, using a scale from 1 to 5 where "1" means very dissatisfied and "5" means very satisfied, please tell me how satisfied you are about what the Federal government is doing to address the following transportation safety issues:**

		Very Dissatisfied			Very Satisfied	
SS1050.	Establishing effective passenger vehicle safety standards.	1	2	3	4	5
SS1100.	Establishing effective safety standards for large trucks.	1	2	3	4	5
SS1300.	Establishing effective safety standards for airport security.	1	2	3	4	5
SS1150.	Ensuring the safe take-off and landing of aircraft through the air traffic control system.	1	2	3	4	5
SS1350.	Ensuring the safety of commercial aircraft passengers.	1	2	3	4	5
SS1200.	Assuring the safety of large fuel and natural gas pipelines in your community.	1	2	3	4	5
SS1250.	Ensuring the safe transportation of hazardous chemicals.	1	2	3	4	5

Section M - Operating Administration Modal Questions

MNH0500. **My next group of questions are of interest to the National Highway Transportation Safety Administration.**

HIT "ENTER" TO CONTINUE

MNH0510. **Have you driven a vehicle in the last twelve months?**

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

MNH0515. **Do you drive at night?**

- 1) Yes
- 2) No (*Skip to MNH0560*)

MNH0520. **In the last 12 months, while driving at night, has the glare from the headlights of an ONCOMING vehicle been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?**

- 1) Not noticeable - none
- 2) Barely noticeable
- 3) Noticeable but acceptable
- 4) Disturbing
- 5) Caused crash or near miss

MNH0540. **In the last 12 months, while driving at night, has the glare from the headlights of a vehicle BEHIND YOU been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?**

- 1) Not noticeable - none
- 2) Barely noticeable
- 3) Noticeable but acceptable
- 4) Disturbing
- 5) Caused crash or near miss

MNH0560. **In the last 12 months, while driving during the day, has the glare from the DAYTIME RUNNING LIGHTS on other vehicles been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?**

- 1) Not noticeable - none
- 2) Barely noticeable
- 3) Noticeable but acceptable
- 4) Disturbing
- 5) Caused crash or near miss

MNH0580. **In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?**

- 1) Yes
- 2) No

MNH0600. **In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?**

- 1) Yes
- 2) No

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?** (INTERVIEWER: IF RESPONDENT ANSWERS TEN OR MORE, RECORD AS 10.)

ENTER NUMBER _____

D0101. **Do you have any kind of disability or health impairment?**

- 1) Yes
- 2) No

D0103. **Does anyone else currently living there, including children, have any kind of disability or health impairment?**

- 1) Yes
- 2) No

If D0101 = 2 and D0103 = 2 go to D0251. If D0101 = 1 and D0103 = 2 go to D0106.

D0105. **How many other people** (beside 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?**

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

_____ people

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

D0401. **Is the racial or ethnic 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) **Hispanic or Latino,**
- 5) **Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro),**
- 6) **White (Caucasian, Anglo), or**
- 7) **Other - SPECIFY _____**

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

- 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

D0552. **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.**

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: Sir/Ma'am, you have a total of X additional telephone numbers in your home, not including your main number, and these additional phone numbers are not used exclusively for the fax machine, the computer or a cellular phone.

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

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
- 4) Other - SPECIFY _____

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

- 11) Continue to enter 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	Metro Inside Outside	1	Inside an MSA	Num	8	METROIN
			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
	INLNTH	Interview Length			Num	8	BEST
	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	BEST
			.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	BEST
			.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	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0801	G0801	Public Trans - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0810	G0810A	Public Transit - Reason for Not Using	1	Prefer my own vehicle	Num	8	NOPTWHY
			2	I am retired/not working/not in school			
			3	Need to make multiple stops to/from work/school			
			4	Don't understand/know routes and schedules			
			5	Not convenient (doesn't go where I need to)			
			6	Not flexible (doesn't go when I need to)			
			7	Takes too much time			
			8	Distance from home to stops is too great			
			9	Uncomfortable riding with strangers			
			10	Costs too much			
			11	Unreliable			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			12	Unsafe			
			13	Health/disability/physical limitations			
			14	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0810	G0810B	Public Transit - Other Reason for Not Using	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	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902B	G0902B	Bus - Days - Business		_____ days	Num	8	BEST
			.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			
G0851E	G0851E	Train - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0880	G0880	AMTRAK - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0882	G0882	Acela - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0827	G0827	Acela - Use	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0831	G0831A	Acela - Reason for Not Using	1	Cost	Num	8	NOHSRWHY
			2	Does not go where I want to go			
			3	Schedule not convenient			
			4	Takes too long			
			5	Prefer to drive			
			6	Prefer to fly			
			7	Do not travel			
			8	Other			
			.D	Don't know			
			.R	Refused			
.S	Appropriate skip						
G0831	G0831B	Acela - Other Reason for Not Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.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	BEST
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	BEST
			.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	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0452	G0452	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	BEST
			.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			
G0851I	G0851I	Bicycle - Days		_____ days	Num	8	BEST
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
			6	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			
G1001	G1001A	Bicycle - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPA
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			7	Grass			
			8	Other			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051B	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	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYB
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, walking the dog, and so on)			
			6	Required for my job			
			5	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102B	Walk - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1151	G1151A	Walk - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151B	Walk - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1151	G1151C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202A	Walk - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPB
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			9	Track			
			7	Grass			
			8	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
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	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0651	G0651	Use - Watercraft	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
G0851L	G0851L	Watercraft - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251A	Watercraft - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851M	G0851M	Recreational Boat - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1258	G1258C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
			.R	Refused			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851N	G0851N	Other Means of Transportation - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0103	B0103	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0152	B0152	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2310	B2310	Com Airline - Most Recent Flight - When	1	Less than three months ago	Num	8	TRIPTIME
			2	More than three months ago but less than one year ago			
			3	More than one year ago			
			4	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B2320	B2320	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2331	B2331	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	Business class section			
			4	There were no sections in the plane; all seats were in the same section			
			5	Some other section			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2340	B2340	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2400	B2400	Com Airline - Most Recent Flight - Check Baggage	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2420	B2420	Com Airline - Most Recent Flight - Check Baggage - Number		_____ Number	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2440	B2440	Com Airline - Most Recent Flight - Carry-on Baggage - Number		_____ Number	Num	8	BEST
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
SS0400	SS0400	Concern - Safety Risks - Accident	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0151	SS0151	Concern - Safety Risks - Unskilled/Impaired Operators	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0251	SS0251	Concern - Safety Risks - Mechanical Equipment Failure	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0201	SS0201	Concern - Safety Risks - Dangerous Behavior of Others	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0450	SS0450	Concern - Safety Risks - Poor Condition of Infrastructures	1	Not at all concerned	Num	8	CONCERN

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0301	SS0301	Concern - Safety Risks - Hazardous Chemicals	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0500	SS0500	Concern - Safety Risks - Large Pipelines	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS1050	SS1050	Satisfaction - Safety - Passenger Vehicle	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1100	SS1100	Satisfaction - Safety - Large Trucks	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1300	SS1300	Satisfaction - Safety - Airport Security	1	Very dissatisfied	Num	8	SATIS

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1150	SS1150	Satisfaction - Safety - Takeoff/Landing of Aircraft	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1350	SS1350	Satisfaction - Safety - Commercial Aircraft	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1200	SS1200	Satisfaction - Safety - Large Pipelines	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1250	SS1250	Satisfaction - Safety - Hazardous Chemicals	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
MNH0510	MNH0510	Driving	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			
MNH0515	MNH0515	Driving at Night	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0520	MNH0520	Driving at Night - Glare - Oncoming Vehicle	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0540	MNH0540	Driving at Night - Glare - Vehicle Behind	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0560	MNH0560	Driving During the Day - Glare - Other Vehicles	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0580	MNH0580	Crash	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			
MNH0600	MNH0600	Near Miss	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0061	D0061	Registered Vehicles			Num	8	BEST
			.D	Don't know			
			.R	Refused			
D0101	D0101	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0103	D0103	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of HH Members			Num	8	BEST
			.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			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0251	D0251	Nb of People 18+ in HH		_____ people	Num	8	BEST
			.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			
D0401	D0401A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401E	Group - Native Hawaiian or other Pacific Islander	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			
D0401	D0401F	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401H	Group - Other - Specify	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 of 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
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
D0552	D0552	Additional Phone Lines - Number	0	None	Num	8	ADDPHONE
			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	BEST
	NR_FACT	Nonresponse Adjustment Factor			Num	8	BEST
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	BEST
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	BEST
	CEN_FACT	Census Population Adjustment Factor			Num	8	BEST
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	BEST
	FNLWGT	Final Weight			Num	8	BEST

OMNIBUS HOUSEHOLD SURVEY RESULTS

Marginal Frequency Distributions with Percentages and Standard Errors

Survey period: March 02, 2002 – March 11, 2002

Section G - General Transportation Core Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0103 During February, did you drive or ride in a personal vehicle?				
Yes	961	191,414,407	95.37	0.815
No	46	9,292,293	4.63	0.815
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

G0851A How many days did you drive or ride?

Count	950	189,316,317
Mean	23.746	23.959
Standard deviation	7.258	0.251
Minimum	1	1
25th percentile	20	20
Median	28	28
75th percentile	28	28
Maximum	28	28

G0150 During February, did you drive or ride in an organized carpool or vanpool?

Yes	58	11,596,686	5.78	0.885
No	949	189,110,014	94.22	0.885
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

G0851B How many days did you drive or ride?

Count	58	11,596,686
Mean	11.345	12.330
Standard deviation	9.008	1.349
Minimum	1	1
25th percentile	3	4
Median	9	10
75th percentile	20	20
Maximum	28	28

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0302 During February, 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	139	28,717,821	14.31	1.273
No	868	171,988,879	85.69	1.273
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		
G0851C How many days did you use it?				
Count	137	28,418,945		
Mean	9.526	10.575		
Standard deviation	9.151	0.954		
Minimum	1	1		
25th percentile	2	2		
Median	5	7		
75th percentile	20	20		
Maximum	28	28		
G0801 Is public transportation available in your area?				
Yes	549	110,621,297	66.21	1.693
No	297	56,446,997	33.79	1.693
Subtotal valid responses	846	167,068,294	100	
Don't know	22	4,920,585		
Refused	0	0		
Appropriate skip	139	28,717,821		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0810A Please tell me the main reason you did not use public transit last month.				
Prefer my own vehicle	166	35,018,723	31.66	2.296
I am retired/not working/not in school	27	5,672,520	5.13	1.096
Need to make multiple stops to/from work/school	6	1,109,283	1.00	0.455
Don't understand/know routes and schedules	5	985,870	0.89	0.421
Not convenient (doesn't go where I need to)	226	44,660,239	40.37	2.389
Not flexible (doesn't go when I need to)	50	10,580,818	9.56	1.484
Takes too much time	23	4,597,320	4.16	0.943
Distance from home to stops is too great	14	2,196,941	1.99	0.579
Uncomfortable riding with strangers	6	813,767	0.74	0.318
Costs too much	3	705,761	0.64	0.452
Unreliable	0	0	0.00	0.000
Unsafe	2	824,812	0.75	0.653
Health/disability/physical limitations	17	2,946,095	2.66	0.711
Other	4	509,148	0.46	0.244
Subtotal valid responses	549	110,621,297	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	458	90,085,403		
Total	1,007	200,706,700		

G0201 During February, did you ride on a city-to-city bus, such as Greyhound?				
Yes	10	1,478,669	0.74	0.246
No	997	199,228,031	99.26	0.246
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

G0851D How many days did you ride on it?				
Count	10	1,478,669		
Mean	3.3	3.189		
Standard deviation	3.945	0.955		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		
Maximum	14	14		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0902B And of these days, how many were for business or work?				
Count	10	1,478,669		
Mean	2.2	2.127		
Standard deviation	4.367	1.100		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	14	14		
G0251 During February, did you ride on a city-to-city train, such as AMTRAK?				
Yes	14	2,853,351	1.42	0.423
No	993	197,853,349	98.58	0.423
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		
G0851E How many days did you ride on it?				
Count	14	2,853,351		
Mean	5.214	4.561		
Standard deviation	8.164	1.711		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	4	4		
Maximum	28	28		
G0902C And of these days, how many were for business or work?				
Count	14	2,853,351		
Mean	4	3.774		
Standard deviation	6.917	1.522		
Minimum	0	0		
25th percentile	0	1		
Median	1.5	2		
75th percentile	4	4		
Maximum	20	20		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0880 In your area, do you have long distance, city-to-city train service such as AMTRAK?				
Yes	475	95,303,579	51.19	1.781
No	460	90,876,087	48.81	1.781
Subtotal valid responses	935	186,179,666	100	
Don't know	58	11,673,683		
Refused	0	0		
Appropriate skip	14	2,853,351		
Total	1,007	200,706,700		

G0882 Is long distance HIGH SPEED, city-to-city train service such as AMTRAK's Acela train service available in your area?				
Yes	227	46,779,271	58.75	2.731
No	176	32,844,963	41.25	2.731
Subtotal valid responses	403	79,624,234	100	
Don't know	86	18,532,695		
Refused	0	0		
Appropriate skip	518	102,549,771		
Total	1,007	200,706,700		

G0827 Have you ever used AMTRAK's HIGH SPEED Acela train service?				
Yes	61	12,265,340	26.22	3.274
No	166	34,513,931	73.78	3.274
Subtotal valid responses	227	46,779,271	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	780	153,927,429		
Total	1,007	200,706,700		

G0831A What is the main reason you have not used AMTRAK's HIGH SPEED Acela train service?				
Cost	6	1,275,812	3.74	1.715
Does not go where I want to go	42	9,670,871	28.31	4.210
Schedule not convenient	10	1,696,568	4.97	1.791
Takes too long	5	606,039	1.77	0.894
Prefer to drive	50	10,211,548	29.90	4.300
Prefer to fly	13	3,376,735	9.89	2.906
Do not travel	34	6,688,918	19.58	3.451
Other	4	629,493	1.84	1.093
Subtotal valid responses	164	34,155,984	100	
Don't know	2	357,947		
Refused	0	0		
Appropriate skip	841	166,192,769		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0350 During February, did you fly on a commercial airline?				
Yes	108	20,728,951	10.34	1.075
No	897	179,658,746	89.66	1.075
Subtotal valid responses	1,005	200,387,697	100	
Don't know	2	319,003		
Refused	0	0		
Total	1,007	200,706,700		
G0851F How many days did you fly on a commercial airline?				
Count	107	20,441,624		
Mean	3.075	3.032		
Standard deviation	2.366	0.259		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	4	4		
Maximum	14	14		
G0902D And of these days, how many were for business or work?				
Count	108	20,728,951		
Mean	1.917	1.865		
Standard deviation	2.634	0.287		
Minimum	0	0		
25th percentile	0	0		
Median	1	1		
75th percentile	2	2		
Maximum	14	14		
G0401 During February, did you fly on a charter, private, or corporate airplane or helicopter?				
Yes	19	3,635,743	1.81	0.450
No	987	196,942,157	98.19	0.450
Subtotal valid responses	1,006	200,577,900	100	
Don't know	1	128,800		
Refused	0	0		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?				
Count	19	3,635,743		
Mean	2.053	2.160		
Standard deviation	1.079	0.316		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	4	4		
G0902E And of these days, how many were for business or work?				
Count	19	3,635,743		
Mean	0.895	1.154		
Standard deviation	1.410	0.413		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	4	4		
G0452 During February, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle (such as a moped) or an ATV?				
Yes	57	11,820,970	5.89	0.818
No	950	188,885,730	94.11	0.818
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		
G0851H How many days did you drive or ride on one of these vehicles?				
Count	56	11,605,150		
Mean	4.643	5.016		
Standard deviation	5.111	0.767		
Minimum	1	1		
25th percentile	1	1		
Median	3	3		
75th percentile	5	5		
Maximum	28	28		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0501 During February, did you ride a bicycle? Please do not include stationary bicycles.				
Yes	115	25,887,616	12.92	1.267
No	891	174,508,106	87.08	1.267
Subtotal valid responses	1,006	200,395,722	100	
Don't know	1	310,978		
Refused	0	0		
Total	1,007	200,706,700		

G0851I How many days did you ride your bicycle?				
Count	114	25,727,407		
Mean	6.298	5.849		
Standard deviation	7.067	0.600		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	8	8		
Maximum	28	28		

G0952A Primarily for what purpose did you use it?				
Commuting to work or school	8	1,397,774	5.40	1.998
Recreation	66	15,257,156	58.94	5.224
Exercise/for my health	31	7,013,652	27.09	4.828
Personal errands (to the store, post office, and so on)	9	1,962,663	7.58	2.588
Required for my job	1	256,371	0.99	0.986
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	115	25,887,616	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	892	174,819,084		
Total	1,007	200,706,700		

G1001C And on a typical day that you rode your bicycle, about how much time did you spend bicycling?				
Count	112	25,258,923		
Mean	1.044	1.002		
Standard deviation	0.844	0.086		
Minimum	0.05	0.05		
25th percentile	0.5	0.5		
Median	1	0.75		
75th percentile	1.42	1		
Maximum	6	6		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1051A Did you bicycle mostly on:				
Paved roads, not on shoulder	61	13,040,986	50.38	5.321
Shoulders of paved roads	13	2,761,471	10.67	3.202
Bike lanes on roads	7	1,477,959	5.71	2.358
Sidewalks	7	1,440,786	5.57	2.168
Bike paths, walking paths or trails	20	5,703,709	22.03	4.990
Unpaved roads (for example dirt, gravel, sand)	6	1,345,164	5.20	2.123
Grass	0	0	0.00	0.000
Other	1	117,541	0.45	0.455
Subtotal valid responses	115	25,887,616	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	892	174,819,084		
Total	1,007	200,706,700		

G0551 During February, did you walk, run, or jog at least one time outside for 10 minutes or more?				
Yes	691	138,542,675	69.17	1.652
No	314	61,755,519	30.83	1.652
Subtotal valid responses	1,005	200,298,194	100	
Don't know	2	408,506		
Refused	0	0		
Total	1,007	200,706,700		

G0851J How many days did you walk, run or jog?				
Count	684	136,922,364		
Mean	11.807	12.099		
Standard deviation	8.594	0.389		
Minimum	1	1		
25th percentile	4.5	4		
Median	10	10		
75th percentile	20	20		
Maximum	28	28		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1102A Primarily for what purpose did you walk, run, or jog?				
Commuting to work or school	37	8,148,397	5.88	1.115
Recreation	103	21,214,854	15.32	1.591
Exercise/for my health	415	82,212,991	59.37	2.137
Personal errands (to the store, post office, walking the dog, and so on)	98	18,875,877	13.63	1.414
Required for my job	35	7,571,414	5.47	1.006
Some other purpose	2	442,920	0.32	0.240
Subtotal valid responses	690	138,466,453	100	
Don't know	1	76,222		
Refused	0	0		
Appropriate skip	316	62,164,025		
Total	1,007	200,706,700		

G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?

Count	680	136,227,178
Mean	0.831	0.865
Standard deviation	1.062	0.054
Minimum	0.17	0.17
25th percentile	0.33	0.33
Median	0.5	0.5
75th percentile	1	1
Maximum	12	12

G1202A Did you walk, run, or jog mostly on:

Paved roads, not on shoulder	191	37,819,225	27.48	1.922
Shoulders of paved roads	52	10,491,092	7.62	1.142
Bike lanes on roads	2	423,773	0.31	0.218
Sidewalks	284	56,218,592	40.84	2.117
Bike paths, walking paths or trails	67	13,124,276	9.54	1.241
Unpaved roads (for example dirt, gravel, sand)	40	8,369,502	6.08	0.980
Track	28	5,095,373	3.70	0.751
Grass	22	5,697,286	4.14	0.961
Other	2	401,628	0.29	0.257
Subtotal valid responses	688	137,640,747	100	
Don't know	3	901,928		
Refused	0	0		
Appropriate skip	316	62,164,025		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0555 During February, did you ride as a passenger on a cruise ship?				
Yes	2	309,936	0.15	0.113
No	1,005	200,396,764	99.85	0.113
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

G0601 During February, did you ride on a commercial boat, ship or ferry?				
Yes	19	3,301,388	1.64	0.397
No	988	197,405,312	98.36	0.397
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

G0851K How many days did you ride on a commercial boat, ship, or ferry?				
Count	19	3,301,388		
Mean	2.737	2.690		
Standard deviation	4.382	0.875		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	3	3		
Maximum	20	20		

G0651 During February, did you operate or ride on a personal watercraft such as a jetski or skidoo?				
Yes	9	1,935,506	0.96	0.393
No	998	198,771,194	99.04	0.393
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

G0851L How many days did you operate or ride on a personal watercraft?				
Count	9	1,935,506		
Mean	2	2.794		
Standard deviation	1.658	1.043		
Minimum	1	1		
25th percentile	1	1		
Median	1	2		
75th percentile	2	6		
Maximum	6	6		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1251C In total, about how much time did you spend using personal watercraft last month?				
Count	9	1,935,506		
Mean	5.130	6.244		
Standard deviation	4.376	2.118		
Minimum	0.17	0.17		
25th percentile	2	2		
Median	3	8		
75th percentile	8	12		
Maximum	12	12		
G0701 During February, did you operate or ride in a recreational boat such as a sailboat, motorboat, or yacht?				
Yes	26	4,317,333	2.15	0.450
No	981	196,389,367	97.85	0.450
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		
G0851M How many days did you operate or ride in a recreational boat?				
Count	26	4,317,333		
Mean	2	2.067		
Standard deviation	1.296	0.265		
Minimum	1	1		
25th percentile	1	1		
Median	1.5	2		
75th percentile	3	3		
Maximum	5	5		
G1258C In total, about how much time did you spend using a recreational boat last month?				
Count	26	4,317,333		
Mean	10.038	11.256		
Standard deviation	12.301	2.975		
Minimum	1	1		
25th percentile	4	4		
Median	5	5		
75th percentile	8	12		
Maximum	48	48		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0750 During February, did you use any other means of transportation? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.				
Yes	129	23,482,328	11.70	1.096
No	878	177,224,372	88.30	1.096
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		
G0851N How many days did you use other means of transportation?				
Count	129	23,482,328		
Mean	3.713	3.303		
Standard deviation	4.223	0.294		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		
Maximum	28	28		

Section B - BTS Topical Transportation Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0103 Last month did you commute, that is, travel routinely from home to work?				
Yes	642	130,741,751	65.14	1.670
No	365	69,964,949	34.86	1.670
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

B0152 Altogether, about how many days did you commute last month?				
29-31 days/month	3	650,232	0.50	0.291
22-28 days/month	151	30,367,404	23.44	1.871
15-21 days/month	420	86,570,719	66.82	2.100
8-14 days/month	43	8,346,069	6.44	1.116
1-7 days/month	22	3,620,731	2.79	0.635
Subtotal valid responses	639	129,555,155	100	
Don't know	2	646,980		
Refused	1	539,616		
Appropriate skip	365	69,964,949		
Total	1,007	200,706,700		

B0310 Did you work at the same location on most days?				
Yes	565	116,038,686	88.75	1.418
No	77	14,703,065	11.25	1.418
Subtotal valid responses	642	130,741,751	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	365	69,964,949		
Total	1,007	200,706,700		

B0315 Did you work at more than one location on a typical day?				
Yes	45	8,327,137	56.64	6.679
No	32	6,375,928	43.36	6.679
Subtotal valid responses	77	14,703,065	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	930	186,003,635		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0320C On a typical day, how much time did you spend traveling from worksite to worksite?				
Count	43	8,028,546		
Mean	1.622	1.388		
Standard deviation	1.556	0.237		
Minimum	0.15	0.15		
25th percentile	0.33	0.33		
Median	1	0.75		
75th percentile	3	2		
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	596	122,225,270		
Mean	0.423	0.412		
Standard deviation	0.375	0.014		
Minimum	0.02	0.02		
25th percentile	0.17	0.17		
Median	0.33	0.33		
75th percentile	0.5	0.5		
Maximum	4	4		
B2310 How long ago was your most recent commercial airline flight?				
Less than three months ago	84	16,038,140	8.92	1.056
More than three months ago but less than one year ago	201	41,961,469	23.33	1.641
More than one year ago	473	94,228,384	52.38	1.903
Have never flown on a commercial airline	140	27,659,584	15.38	1.342
Subtotal valid responses	898	179,887,577	100	
Don't know	1	90,172		
Refused	0	0		
Appropriate skip	108	20,728,951		
Total	1,007	200,706,700		
B2320 Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or job related?				
Yes, business/job related	120	22,893,158	29.14	2.545
No	272	55,672,796	70.86	2.545
Subtotal valid responses	392	78,565,954	100	
Don't know	0	0		
Refused	1	162,605		
Appropriate skip	614	121,978,141		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2331 Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in which of the following sections was your seat located:				
Economy or coach section (also sometimes called the main cabin)	286	58,495,245	75.32	2.399
First class section	25	4,858,803	6.26	1.344
Business class section	16	2,573,515	3.31	0.890
There were no sections in the plane; all seats were in the same section	60	11,480,740	14.78	1.982
Some other section	2	252,217	0.32	0.244
Subtotal valid responses	389	77,660,520	100	
Don't know	3	861,991		
Refused	1	206,048		
Appropriate skip	614	121,978,141		
Total	1,007	200,706,700		

B2340 Did the price you 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	216	42,660,536	64.11	3.102
No	116	23,877,533	35.89	3.102
Subtotal valid responses	332	66,538,069	100	
Don't know	61	12,190,490		
Refused	0	0		
Appropriate skip	614	121,978,141		
Total	1,007	200,706,700		

B2400 Once more, think about your most recent flight. Did you check any baggage on this flight?

Yes	333	65,603,988	83.33	2.228
No	60	13,124,572	16.67	2.228
Subtotal valid responses	393	78,728,560	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	614	121,978,140		
Total	1,007	200,706,700		

B2420 How many items did you yourself check on this flight? Items may include suitcases, laptop computers, bicycles, golf clubs, or any package too large to carry on to the plane.

Count	332	64,901,027		
Mean	1.539	1.526		
Standard deviation	0.738	0.044		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	5	5		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2440 How many items did you yourself carry on to the plane on your most recent flight? Items may include purses, brief cases, laptop computers, overnight bags, or anything else that you did not want to check.				
Count	392	78,384,963		
Mean	1.242	1.231		
Standard deviation	0.644	0.041		
Minimum	0	0		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	5	5		

Section SS - Strategic Goal Section

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SS0101 Using a scale from 1 to 5 where "1" means not at all concerned and "5" means very concerned, please tell me how concerned you are about the following risks to your personal safety. Consider all the types of transportation.				
SS0400 The risk of being in any kind of transportation accident. Include all types of transportation.				
1 (Not at all concerned)	189	38,834,544	19.49	1.428
2	229	43,181,407	21.67	1.441
3	232	46,870,482	23.52	1.568
4	115	23,776,099	11.93	1.195
5 (Very concerned)	234	46,594,311	23.38	1.530
Subtotal valid responses	999	199,256,843	100	
Don't know	8	1,449,857		
Refused	0	0		
Total	1,007	200,706,700		
SS0151 Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.				
1 (Not at all concerned)	184	37,485,762	18.92	1.396
2	153	29,497,391	14.88	1.296
3	199	39,453,339	19.91	1.456
4	125	24,871,089	12.55	1.184
5 (Very concerned)	331	66,871,582	33.74	1.721
Subtotal valid responses	992	198,179,163	100	
Don't know	12	1,962,341		
Refused	3	565,196		
Total	1,007	200,706,700		
SS0251 Safety risks due to mechanical equipment failure. Include all types of transportation.				
1 (Not at all concerned)	191	39,219,106	19.64	1.424
2	238	46,894,987	23.49	1.547
3	201	39,927,602	20.00	1.463
4	111	21,422,383	10.73	1.079
5 (Very concerned)	258	52,183,357	26.14	1.573
Subtotal valid responses	999	199,647,435	100	
Don't know	8	1,059,265		
Refused	0	0		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SS0201 Safety risks due to the dangerous behavior of others (such as aggression, road rage, air rage, and drunk driving).				
1 (Not at all concerned)	88	18,186,141	9.08	1.034
2	127	25,333,206	12.64	1.169
3	212	41,461,187	20.69	1.443
4	190	39,157,460	19.54	1.463
5 (Very concerned)	387	76,243,620	38.05	1.737
Subtotal valid responses	1,004	200,381,614	100	
Don't know	3	325,086		
Refused	0	0		
Total	1,007	200,706,700		

SS0450 Safety risks due to the poor condition of roads, runways, or rail lines.				
1 (Not at all concerned)	195	39,299,365	19.68	1.438
2	239	45,959,426	23.01	1.478
3	218	44,822,163	22.44	1.528
4	129	26,520,662	13.28	1.265
5 (Very concerned)	218	43,126,724	21.59	1.477
Subtotal valid responses	999	199,728,340	100	
Don't know	8	978,360		
Refused	0	0		
Total	1,007	200,706,700		

SS0301 Safety risks from hazardous chemicals released in a transportation accident.				
1 (Not at all concerned)	346	69,168,044	34.73	1.717
2	191	36,730,973	18.44	1.395
3	138	28,087,642	14.10	1.273
4	82	16,299,736	8.18	0.958
5 (Very concerned)	240	48,858,574	24.53	1.567
Subtotal valid responses	997	199,144,969	100	
Don't know	10	1,561,731		
Refused	0	0		
Total	1,007	200,706,700		

SS0500 Safety risks from large fuel or natural gas pipelines in your community.				
1 (Not at all concerned)	446	87,963,251	44.51	1.800
2	176	33,593,902	17.00	1.331
3	119	24,063,926	12.18	1.208
4	65	13,539,213	6.85	0.925
5 (Very concerned)	186	38,471,164	19.47	1.471
Subtotal valid responses	992	197,631,456	100	
Don't know	14	2,794,363		
Refused	1	280,881		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SS1010 Using a scale from 1 to 5 where "1" means not at all satisfied and "5" means very satisfied, please tell me how satisfied you are about what the Federal government is doing to address the following transportation safety issues:				
SS1050 Establishing effective passenger vehicle safety standards.				
1 (Very dissatisfied)	63	13,149,591	6.78	0.937
2	108	22,133,725	11.41	1.177
3	373	72,399,299	37.32	1.755
4	235	46,937,314	24.20	1.595
5 (Very satisfied)	190	39,367,931	20.29	1.489
Subtotal valid responses	969	193,987,860	100	
Don't know	35	6,275,592		
Refused	3	443,248		
Total	1,007	200,706,700		
SS1100 Establishing effective safety standards for large trucks.				
1 (Very dissatisfied)	130	26,123,066	14.15	1.316
2	149	28,939,124	15.68	1.333
3	309	60,574,751	32.82	1.761
4	183	36,706,069	19.89	1.499
5 (Very satisfied)	150	32,240,009	17.47	1.445
Subtotal valid responses	921	184,583,019	100	
Don't know	80	15,059,687		
Refused	6	1,063,994		
Total	1,007	200,706,700		
SS1300 Establishing effective safety standards for airport security.				
1 (Very dissatisfied)	130	23,474,622	12.15	1.139
2	133	27,471,801	14.22	1.313
3	226	44,040,848	22.79	1.507
4	246	46,621,986	24.13	1.539
5 (Very satisfied)	238	51,633,382	26.72	1.657
Subtotal valid responses	973	193,242,639	100	
Don't know	32	7,081,982		
Refused	2	382,079		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SS1150 Ensuring the safe take-off and landing of aircraft through the air traffic control system.				
1 (Very dissatisfied)	72	13,306,195	7.02	0.922
2	108	22,595,778	11.92	1.208
3	233	45,536,264	24.03	1.567
4	292	56,728,641	29.93	1.682
5 (Very satisfied)	240	51,366,933	27.10	1.690
Subtotal valid responses	945	189,533,811	100	
Don't know	60	10,876,098		
Refused	2	296,791		
Total	1,007	200,706,700		

SS1350 Ensuring the safety of commercial aircraft passengers.				
1 (Very dissatisfied)	96	18,210,087	9.33	1.034
2	128	24,225,543	12.41	1.149
3	236	48,115,062	24.64	1.582
4	275	52,980,219	27.13	1.609
5 (Very satisfied)	240	51,750,079	26.50	1.647
Subtotal valid responses	975	195,280,990	100	
Don't know	29	5,024,908		
Refused	3	400,802		
Total	1,007	200,706,700		

SS1200 Assuring the safety of large fuel and natural gas pipelines in your community.				
1 (Very dissatisfied)	93	17,678,167	9.62	1.090
2	96	20,372,489	11.08	1.184
3	253	50,432,037	27.43	1.702
4	234	44,348,166	24.12	1.558
5 (Very satisfied)	244	51,000,946	27.74	1.705
Subtotal valid responses	920	183,831,805	100	
Don't know	84	16,037,162		
Refused	3	837,733		
Total	1,007	200,706,700		

SS1250 Ensuring the safe transportation of hazardous chemicals.				
1 (Very dissatisfied)	91	17,272,634	9.10	1.049
2	130	26,860,026	14.15	1.307
3	302	59,222,774	31.20	1.704
4	220	43,549,490	22.95	1.540
5 (Very satisfied)	201	42,893,726	22.60	1.597
Subtotal valid responses	944	189,798,650	100	
Don't know	61	10,416,165		
Refused	2	491,885		
Total	1,007	200,706,700		

Section M - Operating Administration Modal Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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MNH0510 Have you driven a vehicle in the last twelve months?

Yes	925	186,262,418	92.80	0.875
No	82	14,444,282	7.20	0.875
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		

MNH0515 Do you drive at night?

Yes	823	165,204,583	88.69	1.206
No	102	21,057,835	11.31	1.206
Subtotal valid responses	925	186,262,418	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	82	14,444,282		
Total	1,007	200,706,700		

MNH0520 In the last 12 months, while driving at night, has the glare from the headlights of an oncoming vehicle been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?

Not noticeable - none	46	9,519,340	5.78	0.943
Barely noticeable	53	9,954,670	6.05	0.869
Noticeable but acceptable	443	89,370,107	54.27	1.983
Disturbing	276	55,074,516	33.45	1.880
Caused crash or near miss	3	744,580	0.45	0.261
Subtotal valid responses	821	164,663,213	100	
Don't know	2	541,369		
Refused	0	0		
Appropriate skip	184	35,502,118		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0540 In the last 12 months, while driving at night, has the glare from the headlights of a vehicle behind you been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?				
Not noticeable - none	53	10,753,201	6.52	0.983
Barely noticeable	76	15,809,923	9.58	1.162
Noticeable but acceptable	428	84,009,558	50.93	1.987
Disturbing	263	54,123,268	32.81	1.898
Caused crash or near miss	1	252,132	0.15	0.153
Subtotal valid responses	821	164,948,082	100	
Don't know	2	256,500		
Refused	0	0		
Appropriate skip	184	35,502,118		
Total	1,007	200,706,700		

MNH0560 In the last 12 months, while driving during the day, has the glare from the daytime running lights on other vehicles been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?				
Not noticeable - none	348	69,720,026	37.43	1.807
Barely noticeable	210	43,452,391	23.33	1.646
Noticeable but acceptable	340	68,034,158	36.53	1.805
Disturbing	27	5,055,843	2.71	0.553
Caused crash or near miss	0	0	0.00	0.000
Subtotal valid responses	925	186,262,418	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	82	14,444,282		
Total	1,007	200,706,700		

MNH0580 In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?				
Yes	67	15,988,253	8.60	1.171
No	857	169,963,187	91.40	1.171
Subtotal valid responses	924	185,951,440	100	
Don't know	1	310,978		
Refused	0	0		
Appropriate skip	82	14,444,282		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0600 In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?				
Yes	228	45,374,489	24.53	1.599
No	692	139,612,925	75.47	1.599
Subtotal valid responses	920	184,987,414	100	
Don't know	5	1,275,004		
Refused	0	0		
Appropriate skip	82	14,444,282		
Total	1,007	200,706,700		

Section D - Demographic Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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D0061 How many registered road vehicles are available for regular use by members of your household?

Count	1,002	199,406,263		
Mean	1.998	2.166		
Standard deviation	1.164	0.044		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	8	8		

D0101 Do you have any kind of disability or health impairment?

Yes	102	18,189,531	9.08	0.984
No	904	182,216,263	90.92	0.984
Subtotal valid responses	1,006	200,405,794	100	
Don't know	0	0		
Refused	1	300,906		
Total	1,007	200,706,700		

D0103 Does anyone else currently living there, including children, have any kind of disability or health impairment?

Yes	56	13,486,099	6.74	0.936
No	948	186,500,818	93.26	0.936
Subtotal valid responses	1,004	199,986,917	100	
Don't know	1	278,114		
Refused	2	441,669		
Total	1,007	200,706,700		

D0105 How many other people (beside yourself)?

Count	56	13,486,099		
Mean	1.161	1.176		
Standard deviation	0.417	0.067		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	3	3		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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	6	1,189,607	4.22	1.799
No	137	27,016,316	95.78	1.799
Subtotal valid responses	143	28,205,923	100	
Don't know	1	155,489		
Refused	0	0		
Appropriate skip	863	172,345,288		
Total	1,007	200,706,700		

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	107	20,903,426	76.27	4.211
No	31	6,505,445	23.73	4.211
Subtotal valid responses	138	27,408,871	100	
Don't know	4	567,685		
Refused	2	384,856		
Appropriate skip	863	172,345,288		
Total	1,007	200,706,700		

D0251 How many people aged 18 or older live in your household, including yourself?				
Count	998	198,573,739		
Mean	1.905	2.184		
Standard deviation	0.776	0.037		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	2		
Maximum	6	6		

D0300 Please stop me when I reach the category that includes your age:				
18 to 24 years	81	26,244,063	13.21	1.521
25 to 34	172	35,194,795	17.71	1.335
35 to 44	254	44,241,703	22.26	1.422
45 to 54	198	36,555,051	18.39	1.368
55 to 64	131	24,165,292	12.16	1.115
65 to 74	81	16,915,383	8.51	1.002
75 or older	82	15,412,522	7.76	0.916
Subtotal valid responses	999	198,728,809	100	
Don't know	1	303,459		
Refused	7	1,674,432		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0350 Are you male or female?				
Male	428	94,931,706	47.30	1.798
Female	579	105,774,994	52.70	1.798
Subtotal valid responses	1,007	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,007	200,706,700		
D0401 Is the racial or ethnic group that best describes you...				
D0401A American Indian or Alaska Native				
Yes	31	3,901,055	2.01	0.400
No	954	190,087,957	97.99	0.400
Subtotal valid responses	985	193,989,012	100	
Don't know	1	289,345		
Refused	21	6,428,343		
Total	1,007	200,706,700		
D0401B Asian				
Yes	21	2,845,570	1.47	0.339
No	964	191,143,442	98.53	0.339
Subtotal valid responses	985	193,989,012	100	
Don't know	1	289,345		
Refused	21	6,428,343		
Total	1,007	200,706,700		
D0401C Black or African-American				
Yes	112	22,503,814	11.60	1.151
No	873	171,485,198	88.40	1.151
Subtotal valid responses	985	193,989,012	100	
Don't know	1	289,345		
Refused	21	6,428,343		
Total	1,007	200,706,700		
D0401D Hispanic or Latino				
Yes	67	20,002,727	10.31	1.295
No	918	173,986,285	89.69	1.295
Subtotal valid responses	985	193,989,012	100	
Don't know	1	289,345		
Refused	21	6,428,343		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0401E Native Hawaiian or other Pacific Islander				
Yes	2	279,668	0.14	0.114
No	983	193,709,344	99.86	0.114
Subtotal valid responses	985	193,989,012	100	
Don't know	1	289,345		
Refused	21	6,428,343		
Total	1,007	200,706,700		
D0401F White				
Yes	763	146,231,316	75.38	1.621
No	222	47,757,696	24.62	1.621
Subtotal valid responses	985	193,989,012	100	
Don't know	1	289,345		
Refused	21	6,428,343		
Total	1,007	200,706,700		
D0401G Other				
Yes	10	1,379,594	0.71	0.235
No	975	192,609,418	99.29	0.235
Subtotal valid responses	985	193,989,012	100	
Don't know	1	289,345		
Refused	21	6,428,343		
Total	1,007	200,706,700		
D0450 What is the highest level of education you have completed?				
Less than high school graduate	76	16,309,430	8.23	1.025
High school graduate (or GED)	311	62,922,265	31.75	1.693
Some college (or technical vocational school/professional business school)	167	35,632,939	17.98	1.482
Two-year college degree (AA: Associate in Arts)	77	15,580,846	7.86	0.962
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	213	38,875,374	19.62	1.374
Graduate degree (Masters, PhD., Lawyer, Medical Doctor)	153	28,853,006	14.56	1.212
Subtotal valid responses	997	198,173,860	100	
Don't know	2	542,475		
Refused	8	1,990,365		
Total	1,007	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	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	98	17,751,198	10.29	1.181
From \$15,000 to less than \$30,000	167	31,037,472	17.99	1.464
From \$30,000 to less than \$50,000	220	44,255,507	25.66	1.710
From \$50,000 to less than \$75,000	161	33,134,072	19.21	1.517
From \$75,000 to less than \$100,000	97	20,358,623	11.80	1.235
\$100,000 or more	129	25,963,055	15.05	1.401
Subtotal valid responses	872	172,499,927	100	
Don't know	28	6,506,697		
Refused	107	21,700,076		
Total	1,007	200,706,700		

D0900 Last month, did you do any work for pay or profit?				
Yes	636	126,709,541	63.83	1.724
No	361	71,796,243	36.17	1.724
Subtotal valid responses	997	198,505,784	100	
Don't know	2	532,876		
Refused	8	1,668,040		
Total	1,007	200,706,700		

D0552 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	871	182,940,391	92.40	0.739
One	108	13,482,384	6.81	0.711
Two	15	1,386,209	0.70	0.203
Three	2	105,346	0.05	0.039
Four or more	1	63,810	0.03	0.032
Subtotal valid responses	997	197,978,140	100	
Don't know	1	303,459		
Refused	9	2,425,101		
Total	1,007	200,706,700		

D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?				
Household use only	74	9,071,191	60.32	4.796
Business use only	25	2,743,059	18.24	3.600
Both household and business use	27	3,223,499	21.44	4.074
Subtotal valid responses	126	15,037,749	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	881	185,668,951		
Total	1,007	200,706,700		