

Household Survey Results September 2000



Omnibus Survey Household Survey Results General Methodology August 2000 to March 2001

Introduction and Background

The Bureau of Transportation Statistics (BTS)—the federal statistical agency for the United States Department of Transportation (USDOT) charged with improving the knowledge base for public decision making—coordinates the Omnibus Survey program. The survey is a ONEDOT effort to collect information about the transportation system, how it is used, and how it is viewed by the users. Through Omnibus Household Surveys, BTS gathers data each month on a random basis from 1,000 households to determine the general public's perception of, expectations from, and satisfaction with the nation's transportation system and to prioritize improvements to the transportation system.

Each of the monthly surveys contains a set of core questions based on critical information needs within DOT. In addition, supplemental questions are 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 are included on each survey.

Notes for the User

Data collected from completed interviews, for each month, is provided in following file formats:

1. Comma-delimited ASCII (CSV file extension)
2. Microsoft Excel 97 (XLS file extension)
3. SAS Transport (ZIP file extension)

The tables of results are presented in two different formats:

1. Hypertext Markup Language (HTML file extension)
2. Adobe Acrobat (PDF file extension)

Survey Methodology

This section describes the overall survey methodology, including the identification of the target population, the selection of the sample, the calculation of the survey weights, and variance estimation procedures.

The Target Population

The target population for Omnibus Household Survey comprises the non-institutionalized population, aged 18* years or older who live in the United States at the time of the interview. This is the population about which inferences are to be made.

*For the months of August, September, and October 2000, the target population included the non-institutionalized population, aged 16 years or older who lived in the United States at the time of the interview.

Sample Selection

From August 2000 to March 2001, the GENESYS sampling system, developed and maintained by the Marketing Systems Group (Fort Washington, PA), was used to draw the samples for the monthly surveys. This system employs list-assisted random digit dialing. 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.

Banks of 100 consecutive telephone numbers (e.g., 301-475-8100 to 301-475-8199) were constructed and compared to a database containing the count of directory-listed residential telephone numbers in each bank. The banks that contain zero directory-listed telephone numbers were deleted from the sampling frame. This greatly increases the chance of dialing residential households. Obviously, the deleted banks contain some residential telephone numbers. However, recent research has shown that less than 2 percent of the residential telephone numbers nationally are located in 100-banks with zero directory-listed numbers.

Prior to sample selection, GENESYS imposed an implicit stratification on the telephone prefixes using the U.S. Census divisions and metropolitan status. Within each U.S. Census division, counties and their associated prefix areas located in metropolitan statistical areas (MSAs) were ordered by the size of the MSA. Counties and their associated prefix areas within a U.S. Census division that are located outside of MSAs were first sorted by state. Within each state, the counties and their associated prefix areas were ordered by geographic location. This implicit stratification ensured that the sample of telephone numbers was geographically representative.

After the prefixes were stratified by U.S. Census division and metropolitan status, a single-stage equal-probability sample of telephone numbers was drawn. The total number of ten-digit telephone numbers in the universe was 100 times the total number of working banks in the universe. The selection interval was calculated by dividing the total number of ten-digit telephone numbers by the designated sample size. To identify the first sample telephone number, a random number between 0 and 1 was generated and multiplied by the selection interval. The integer part of this product divided by 100 identified the sequential working bank where the first sample number was located. The fractional portion of this product, truncated to two digits, provided the suffix. To identify the second sample number, a new random number was generated and was multiplied by the selection interval. This product was added to the selection interval, and the result was divided by 100. The suffix of the sample number was identified in the same way as the suffix of the first sample number. This process continued until all sample telephone numbers were determined.

Each month GENESYS-ID Plus was used to detect non-working numbers before the sample was released. This system actually dials the telephone number. If the telephone number starts to ring, GENESYS-ID Plus hangs up immediately. If the system detects non-working intercept signals, the telephone number being dialed is excluded from the sample. Non-residential telephone numbers also were excluded from the sample by comparing them to a database of Yellow Pages listings.

Survey Weights

This section discusses the development of the survey weights. The final analysis weight reflects all adjustments for non-response, multiple telephone lines, persons per household, and post-stratification and is the weight that should be used for the analysis of the data. The sampling weight, which represents the inverse of the probability of selection, is the starting point for the calculation of the final analysis weight.

The final analysis weights for each month were developed using the following steps:

- calculation of the sampling weight
- adjustment for non-response
- adjustment for multiple telephone lines

- adjustment for selecting a random, adult household member
- post-stratification adjustment to the target population

The product of all of the above quantities represented the final analysis weight. Extreme values of the final analysis weight were then reduced using standard weight-trimming procedures.

Calculation of the Sampling Weight

The first step in weighting each month's sample is to calculate the sampling weight for each sampled telephone number. The sampling weight W_s for each telephone number was calculated as the inverse of its 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 Non-Response

The non-response adjustment was based on U.S. Census division and metropolitan status (inside or outside an MSA) classification of the telephone numbers. The adjustment method for non-response was changed after October 2000.

From August 2000 through October 2000, the non-response adjustment factor for all telephone numbers in each U.S. Census division c by metropolitan status s combination was calculated as follows:

$$ADJ_{NR} = \frac{(R_{cs} + NR_{cs})}{R_{cs}}$$

where R_{cs} is the total number of responding households in U.S. Census region c and metropolitan status s and NR_{cs} is the total number of non-responding households in Census region c and metropolitan status s . 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 region/metropolitan status combination.

For data collected from November 2000 through March 2001, the non-response adjustment factor for all telephone numbers in each U.S. Census division c by metropolitan status s combination, was calculated using the Council of American Survey Research Organization (CASRO) definition:

$$ADJ_{NR} = \frac{1}{\text{CASRO response rates}}$$

where the denominator is the CASRO response rate for U.S. Census division c and metropolitan status s . The non-response adjustment factor for a specific cell (defined by metropolitan status and U.S. 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 estimated number of telephone households is the sum of the responding households, non-responding households, and the estimate of telephone households among unresolved numbers. 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 U.S. Census division/metropolitan status combinations.

Adjustment for Multiple Telephone Lines

This adjustment will take into account the multiple chances of selection of households with multiple telephone lines used primarily for voice communication. The adjustment for multiple telephone lines is the inverse of the smallest of either 3 or the number of telephone lines:

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

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

Adjustment for Selecting a Random, Adult Household Member

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 used for selecting a random, adult household member is:

$$ADJ_{RA} = \text{the number of eligible household members}$$

For respondents that did not provide this information, a value for ADJ_{RA} was imputed according to the distribution of the number of people in a household (from responding households) within the age, gender, and education cross-classification cell matching that of the respondent for which the value is being imputed. The weight that is adjusted for non-response and for multiple probabilities of selection due to multiple telephone lines W_{NRMT} is then multiplied by ADJ_{RA} , resulting in W_{NRMTRA} , a weight that is adjusted for non-response, for multiple probabilities of selection, and for selecting a random, adult household member.

Post-Stratification Adjustment to Target Population

The final adjustment to the survey weights is a post-stratification adjustment that would allow the weights to sum to the target population, i.e., U.S. non-institutionalized persons 18 years (16 years or older for surveys conducted prior to November 2000) of age or older by age, gender, and education. The method of adjustment that was used is called Iterative Proportional Fitting (IPF) or Raking^a. The outcome of that procedure is a multiplier M that scales W_{NRMTRA} within each age/gender/education cell so that weighted marginal sums for age, gender, and education agree with the corresponding Census Bureau distributions for these characteristics. Respondents who did not supply the demographic information necessary to categorize their age, gender, and/or education were excluded from the Raking procedure and were assigned a value of 1 for M . The multiplier M was then applied to W_{NRMTRA} to create $W_{NRMTRAPS}$. Finally, a deflation factor was applied to the value of $W_{NRMTRAPS}$ for the respondents who were included in the calculation. This deflation factor denotes the proportion of the target population represented by respondents with non-missing demographic information, and adjusts for the portion of the sample that was not included in the calculation of the post-stratification adjustment due to missing demographic information. The scaled value of $W_{NRMTRAPS}$ is the final analysis weight W_{final} .

^aSAS Institute, Inc. (1990), *SAS/IML Software Usage and Reference, Version 6*, First Edition, pp. 355-358, Cary, North Carolina: SAS Institute, Inc.

Trimming Final Analysis Weights

Extreme values of W_{final} were trimmed to avoid over inflation of the sampling variance. In short, the trimming procedure 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_n denote the final analysis weights for the n completed interviews, the threshold value was calculated using the following formula:

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

Each household having a final analysis weight that exceeded the determined threshold value was assigned a trimmed weight equal to the threshold. Next, the age/gender/education cell used in the post-stratification was identified for each household with a trimmed weight. To maintain the overall weighted sum within the cell, the trimmed portions of the original weights were re-assigned to the cases whose weights were unchanged in the trimming process. For cases having trimmed weights but missing age, gender, and/or education information, the trimmed portions of the original weights were assigned to all remaining cases whose weights were unchanged in the trimming process.

The entire procedure was then repeated on the new set of weights: a new threshold value was re-calculated and the new extreme values were re-adjusted. The process was repeated until no new extreme values were found.

Variance Estimation for the Omnibus Household Survey

Introduction. The data collected in the Omnibus Household Survey are obtained through a complex sample design involving stratifications, and the final weights are subject to several adjustments. Any variance estimation methodology must involve some simplifying assumptions about the design and weighting. Some simplified conceptual design structures that allow users of these data to compute reasonably accurate standard errors are provided in this section.

At BTS, the software package SUDAAN (Research Triangle Institute, Research Triangle Park, NC) has been used to produce standard errors. An example of SUDAAN computer code is provided, but without guarantees of any kind. The computer code and methods used are subject to change without notification to the user. The entire risk as to the results and performance is assumed by the user. BTS recommends that any analysis of Omnibus Household Survey data be done under the supervision of a statistician who understands the implications of complex sample design surveys.

Sample Design. The Omnibus Household Survey uses random digit dialing (RDD). Sample telephone numbers were obtained from the GENESYS sampling systems. The standard GENESYS RDD sample methodology produces a strict single-stage equal probability sample of residential telephone numbers. In other words, a GENESYS RDD sample ensures an equal and known probability of selection for every residential telephone number in the sample frame.

Randomly generated telephone numbers were produced within the Master Exchange Database (MED) which consists of more than 48,000 residential area code/exchange combinations.

- The MED is structured using twenty independent strata: ten divisions of the United States split by metro and non-metro county definitions. The ten divisions are approximately equivalent to the U.S. Census definition of nine divisions. The tenth division in the GENESYS sampling design is made up of Alaska and Hawaii (which are in U.S. Census division nine).
- Within each of the ten division/metro strata, counties are ordered from those serving the largest MSA/Primary Metropolitan Statistical Area (PMSA) to those serving the smallest.

- Within each rank-ordered MSA/PMSA, exchanges are ordered by those serving the county(s) containing the central city(s), followed by those serving each of the remaining non-central city county(s).
- Within each county, exchanges and their associated working banks are ordered numerically, lowest to highest.
- For the ten division/non-metro strata, counties are ordered in a geographic serpentine pattern within each state.
- Within each county, exchanges are again ordered numerically.

The rationale for sorting the MED in such a fashion is to ensure strict geographic representation and to increase the homogeneity within the implicit strata created by the GENESYS sampling procedures.

Given this sample design, a one-stage sample should be specified and final sampling weights (adjusted by post stratification) used. The user should note that one simplifying procedure is used by BTS for variance estimation in SUDAAN. Whereas the GENESYS sample uses ten divisions as a sort criterion, BTS has used the U.S. Census definition of nine divisions. The rationale for this is that few respondents are interviewed in Alaska and Hawaii. Thus, these states are collapsed back into nine divisions.

Design Information for Variance Estimation. Three variables, DIVISION, METRO, and FINALWGT, are needed for variance estimation in SUDAAN. The variable DIVISION is not included in the data files of August 2000 through January 2001. For these months, the DIVISION variable has to be constructed from the variable FIPSCODE using the U.S. Census classification of states within divisions. To construct the variable DIVISION:

1. Use only the first 2 digits in the variable FIPSCODE (a 5-digit number where, from left to right, the first two digits are the state identifier and the last three digits represents a county).
2. Use the information in Table 1 to recode the 2 digits from FIPSCODE into the variable DIVISION.

Table 1. State Codes Within Each of the Nine Divisions

State Code from Variable FIPSCODE	DIVISION Code
09, 23, 25, 33, 44, and 50	1
34, 36, and 42	2
18, 17, 26, 39, and 55	3
19, 20, 27, 29, 31, 38, and 46	4
10, 11, 12, 13, 24, 37, 45, 51, and 54	5
01, 21, 28, and 47	6
05, 22, 40, and 48	7
04, 08, 16, 35, 30, 49, 32, and 56	8
02, 06, 15, 41, and 53	9

Variance Estimation Method. This method uses the DIVISION and METRO variables to create 18 strata, a single-stage selection with replacement procedure, and the final weight. This method provides somewhat conservative standard errors estimates. Assuming a simplified sample design structure, the following SUDAAN statements may be used (Note that the data file must first be sorted by DIVISION and METRO variables before using it in SUDAAN).

```
PROC ... DESIGN = STRWR;
NEST DIVISION METRO ;
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WEIGHT FINALWGT ;

A typically used rule-of-thumb for degrees of freedom associated with a standard error is the quantity (number of unweighted records - number of strata) in the dataset. The rule-of-thumb degrees of freedom for the method above would fluctuate from month to month depending on the number of records in each monthly dataset. Most monthly dataset would yield degrees of freedom of around 1000. For practical purposes, any number of degrees of freedom exceeding 120 can be treated as infinite, i.e., 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 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 would probably be adequate for analysis. Users should consult mathematical statisticians for discussion of degrees of freedom.

Subsetting Data Analysis. Frequently, analytical studies are restricted to select sub-domains, e.g., persons aged 65 and older. To save on storage, some users delete all records outside the domain of interest. This procedure of keeping only select records is called subsetting the data. With a subsetting data set, variance estimates sometimes cannot be computed. When data are collected using a complex survey design, and the data are then subsetting, it is likely that sample design structures could be compromised where complete design information is not available, for example, in all strata. Subsetting data may delete important design information needed for variance estimation.

If records are deleted in the Omnibus Household Survey where only one respondent is left in a particular stratum, variance estimates cannot be computed. When using subsetting data in SUDAAN, the MISSUNIT option can be added to the NEST statement to correct for possible missing design information. For example:

NEST DIVISION METRO / MISSUNIT ;

SUDAAN's MISSUNIT option performs a fix-up that produces variance estimates identical to that achieved when using a full data set.

Response Rates

The procedures for response rate calculation for the monthly surveys are based on the guidelines established by CASRO in defining a response rate. The final response rate for the survey was obtained using the following formula:

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

The distribution of household telephone numbers by disposition categories is shown in the methods section specific to each month. The number of household cases in each category was used in the above formula to calculate an overall response rate for each month.

Treatment of Missing Values

The Omnibus Household Survey, by design, contains questions that are not asked of 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 choose 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. Table 2 below presents the response categories and how they are represented in each data file.

Data have not been imputed to account for missing values in specific questions, except during the weighting process. Those values were imputed only for the purpose of weighting the data and were not included in the final data files.

Table 2. Summary of Codes for Missing Value Response Categories by Type of Data File

Response Category	Data Set Value		
	SAS Transport ¹	Microsoft Excel	ASCII
Appropriate Skip	.S	-7	-7
Refused	.R	-8	-8
Don't Know	.D	-9	-9

¹All codes represent special cases of SAS missing values and are treated as such in SAS procedures.

Summary of Survey Procedures

Scheduling Calls and Tracking Cases

All survey data were collected using computer-assisted telephone interviewing (CATI) program. Also, CATI was used to schedule calls and track cases. It was programmed to release telephone numbers for calling based on standard and project-specific scheduling algorithms. Calls were scheduled based on optimal calling patterns and dispersed over different times of the day. Calls also were prioritized based upon their case status. For example, a telephone number for a household where a respondent had already agreed to participate was given a higher priority in the scheduler than a number where no contact had been made.

Follow-up efforts were limited to 15 attempts to determine whether a telephone number was residential, an additional ten attempts to identify an eligible respondent, and a final ten attempts to secure a completed interview or refusal. Therefore, the maximum number of call attempts to any household was 35. Once contact was made with a household, follow-up attempts followed a loose callback schedule established at the initial contact. That is, good times and days to callback were requested at the initial contact, but follow-up calls also were attempted before these appointment times, unless otherwise told not to do so by the household. This allowed for making the maximum number of attempts within the study period.

Household Screening

Once contact was made with individuals at a dialed telephone number, interviewers screened for eligibility by verifying that the number belonged to a residence (not a business or institution). An adult household member was then asked to identify the individual 18 years or older (16 years or older for surveys conducted prior to November 2000) in the household who would have the next birthday. The method preserved the randomness of the selection without requiring the time and effort to acquire a household roster and helps to avoid a potential break-off. If the respondent was available, the interviewer immediately attempted to complete the interview. If the selected respondent was not available, the interviewer asked for a good time to call back. In order to preserve respondent anonymity in the latter case, the interviewer asked for and recorded only the potential respondent's first name or initial.

Interviewing

No incentives were offered to respondents for completing the interview, and the survey was conducted only in English. If the selected household member refused the interview, the interviewer recorded the reason for refusal. The average length of the completed interview was approximately 15 minutes. Additionally, about 3-5 minutes were needed to recruit/screen potential respondents.

Once contact was made with the eligible respondent, the interviewer briefly explained the purpose of the survey and asked for the respondent's cooperation. The respondent was assured that the survey responses were being provided anonymously; that the respondent would not be asked for his/her full name, address, or other identifying information. Verbal consent to participate in the survey was asked of all respondents.

The interviews were completed in one telephone call. If a respondent started, but refused to complete an interview in one phone call, the session was broken off and the interview was coded as a refusal. No attempts were made to weight these data.

Quality Control Procedures and Reporting

Interviewer performance was evaluated on the basis of production reports and regular on-line monitoring. Interviewer conduct during interviews was evaluated primarily by supervisory monitoring of actual calls, supplemented by review of interviewer notes maintained in the CATI system (all calls and notes recorded about those calls are maintained by the CATI system).

Summary of Data Cleaning

The CATI code was written to strictly enforce questionnaire logic. An interview could not be certified as "clean" until all appropriate questions had either been answered or assigned an acceptable non-response value, and until the data record for each interview was consistent with the instrument program logic.

A program was written to reformat the cleaned responses from the instrument into files that could be used for analytical purposes. Additional edits were performed in SAS. The additional edits included checks on the number of missing values, assignment of additional non-response values, and some constructed variables. Weights were also applied to the data files.

Omnibus Survey Household Survey Results Specific Methodology September 2000

Introduction

Data collection for September 2000 Omnibus Household Survey began on September 6, 2000, and continued until September 12, 2000. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. Approximately 75 interviewers were trained for the study. Data was collected from households in the U.S. using a random-digit-dialed telephone survey method. The final data set includes 1,017 completed cases and a total of 184 variables. Battelle collected the data under contract with the Bureau of Transportation Statistics.

For this survey, 15,500 telephone numbers (in replicates of approximately 500) were purchased from Marketing Systems Group's (Ft. Washington, PA) GENESYS Sampling System. Of these, 10,000 were identified as working, residential telephone numbers. Two of the sample replicates were not needed, resulting in 9,073 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame was 246,870,500.

Response Rates

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

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

Distribution of household telephone numbers by disposition categories is presented in Table 1 below. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 16 percent.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
Number of Telephone Numbers Released	9,037
Number of Pending Cases (Number not Dialed)	0
Number of Household Cases Worked	9,037
Number of Out of Scope Numbers (ineligible)	2,033
Number of No Contact (Scope Undetermined)	2,134
Number of Households in Scope	4,870
Number of Completes	1,017
Number of Partial Completes	45

Number of Language Problem	219
Number of Not Screened	324
Number of Refusal	2,365
Number of Parental Refusal	4
Number of Respondent Identified, Case not Finalized	277
Number of Unavailable During Study Period	619
Household Response Rate	16.0%

Follow-up efforts were limited to six attempts to determine whether a telephone number was residential, an additional five attempts to identify an eligible respondent, and a final five attempts to secure a completed interview or refusal. Therefore, the maximum number of call attempts to any household was sixteen. Once contact was made with a household, follow-up attempts followed a loose call-back schedule established at the initial contact. That is, good times and days to call back were requested at the initial contact, but follow-up calls also were attempted before these appointment times, unless told otherwise not to do so by the household. This allowed for making the maximum number of attempts within the study period.

Pretest

Prior to the start of actual data collection, a pretest was conducted to test the usability of the survey instrument. Particular focus was placed on testing questions that were new to the September survey. Qualified data collection and data preparation staff performed this pretest by first reviewing the questionnaire and then using it in simulated data collection situations. They looked for vague or confusing instructions, inconsistent questions or answer categories, incomplete or redundant sections, and poor pace, tone, flow, and format of questions. They also tested the interview length and determined that the survey questionnaire could be administered in approximately 15 minutes.

Pre-Contact Letter

No pre-contact letter was mailed for the September survey.

Omnibus Survey Household Survey September 2000 Summary Report

Introduction

The Bureau of Transportation Statistics - the federal statistical agency for the Department of Transportation charged with improving the knowledge base for public decision making - is coordinating the Omnibus Survey program. The survey is a ONEDOT effort to collect information about the transportation system, how it is used, and how it is viewed by the users.

BTS is gathering data each month on a random basis from 1,000 households to determine the general public's satisfaction with the nation's transportation system and to prioritize improvements to the transportation system. Each month the survey contains a set of core questions about transportation system use, as well as questions posed by the various operating administrations within the Department. Finally, each month the survey asks questions relating to one of the following DOT strategic goals: safety, mobility, human and natural environment, or national security.

These monthly surveys are designed to measure Americans' satisfaction with the transportation system and the Department of Transportation. They are not intended nor designed to measure characteristics of the transportation system. The data concerning characteristics of transportation are collected to enhance understanding of the customer satisfaction measures and the concerns respondents express regarding the transportation system.

Estimates such as the number of Americans traveling by air, the availability of public transportation, use of car pools, and the like may not match data from other sources because of sampling variability and methodological limitations of the survey. For example, the survey covers only people in households with a telephone. Characteristics related to the lack of a telephone will be estimated with imperfect accuracy. For example, estimates of households having no licensed motor vehicles are likely understated because the sample does not include households without telephones.

Another source of possible disagreement with other estimates occurs because the Omnibus survey does not use official definitions of transportation concepts in the interview. Due to time constraints, the survey often provides no definitions, but allows the respondent to interpret terminology in the question. Estimates based on respondent reports from the Omnibus Survey could differ from estimates obtained through different methods. For example, when the Omnibus asks respondents about the availability of public transportation, it does not specify, "within a quarter mile." Nor does it define "public transportation." Without precise definitions, respondents may consider charter buses, for example, to be "public transportation."

The findings provided by the Omnibus Survey program will provide a valuable framework for the Secretary and senior officials in DOT operating administrations to make measurable improvements in our transportation system, the security of our nation, and the quality of American life.

For More Information

Omnibus Survey Program
Office of Statistical Programs
Bureau of Transportation Statistics
US Department of Transportation

Sharon Durant
(202) 366-0649
Sharon.Durant@bts.gov

John Bushery
(202) 493-0360
John.Bushery@bts.gov

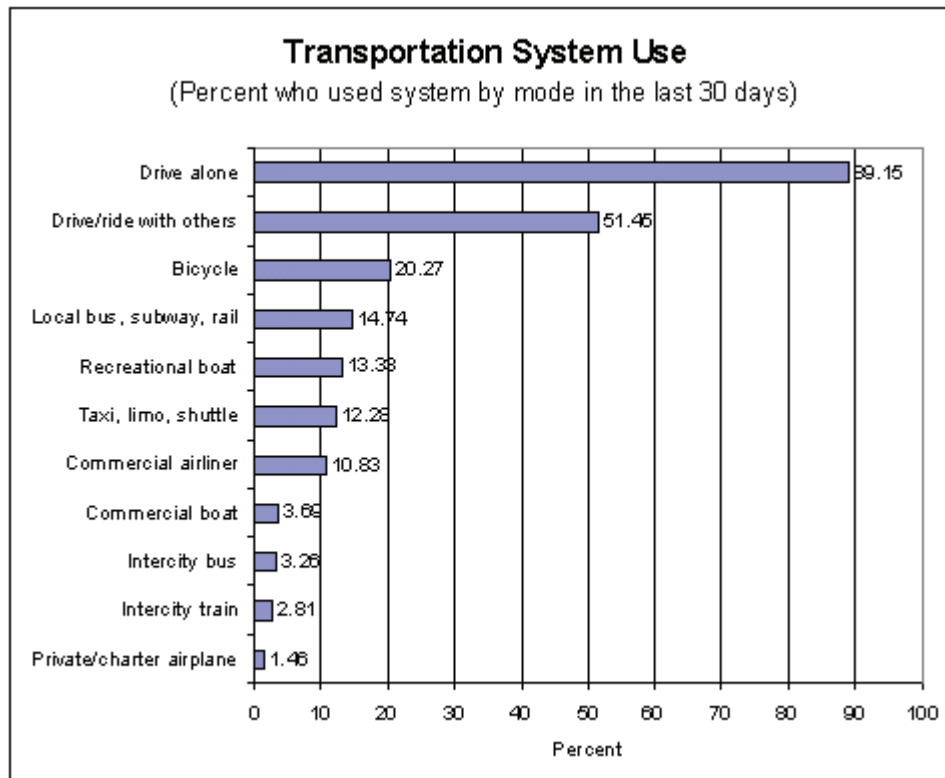
Elizabeth Grossman
(202) 366-2087
Elizabeth.Grossman@bts.gov

Major Findings

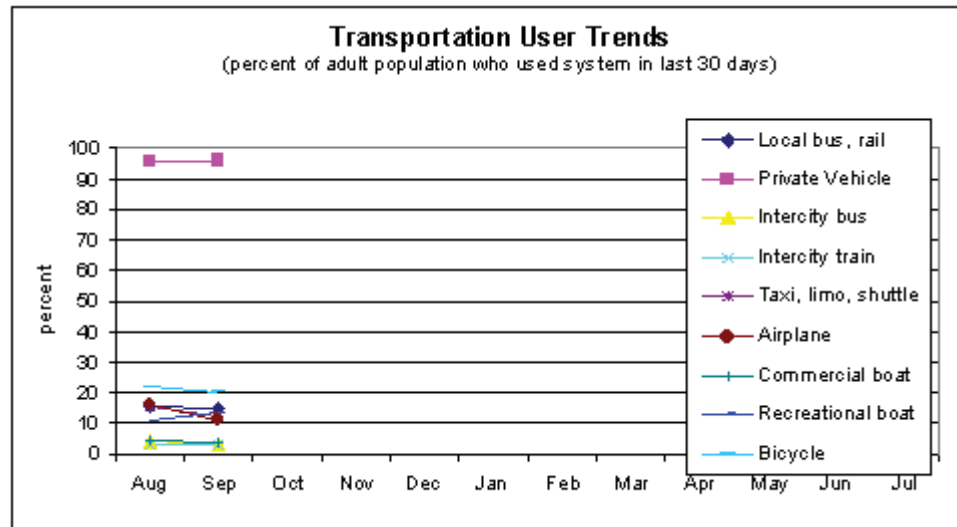
The strategic goals focused on in the September survey were mobility and economic growth, while the mode-specific questions concern rail grade crossings, travel by persons with disabilities, tire pressure, terrorism threats, airplane luggage restrictions, and truck safety. This report summarizes the major findings of the survey. More detailed results and the data are available on the BTS Omnibus website at www.bts.gov/omnibus.

Transportation System Use

More than 98 percent of the September survey respondents have used the transportation system in the past 30 days. The most common mode of transportation was a private vehicle which was used by more than 96 percent of the respondents. Almost 90 percent of the respondents had driven alone in the past 30 days while more than half had driven or ridden with someone else.



The proportion of respondents who have used each of the modes of transportation has remained relatively constant since the August Household Survey. Airplane usage and taxi, limo, and shuttle usage have both declined, while recreational boat usage has increased.



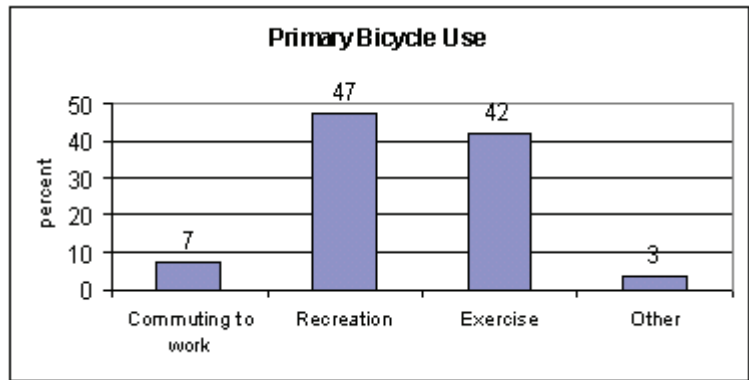
Approximately 207 million Americans drove or rode in a private vehicle in the past thirty days. One hundred and eighty-five million Americans drove alone in a private vehicle at least once, while the vast majority, 83.5 percent, did so more than 10 times. One hundred and seven million Americans drove or rode with others at least once. Commercial boats, intercity buses, intercity trains, and private or charter airplanes were the modes of transportation used least.

Frequency of Transportation Use in Last 30 Days - September

Mode of transportation	Total number (millions)	Percent who used mode in last 30 days by number of times used			
		1 or 2 times	3 to 5 times	6 to 10 times	More than 10 times
Drive alone in private vehicle	185.0	2.6	5.3	8.6	83.5
Drive or ride with others	106.8	14.6	19.6	15.5	50.3
Bicycle	42.1	34.6	33.3	11.9	20.1
Local bus, subway rail	30.6	32.3	23.7	8.5	35.5
Recreational boat	27.7	53.9	30.7	8.5	6.9
Taxi, limo or shuttle	25.5	64.1	22.0	7.4	6.6
Commercial airliner	22.5	73.6	14.9	6.6	4.9
Commercial boat	7.7	70.0	13.7	9.0	7.3
Intercity bus	6.8	54.7	25.9	4.4	15.1
Intercity train	5.8	47.8	42.3	1.9	7.9
Private or charter airplane	3.0	79.8	7.7	12.5	

The bicycle was also a popular mode of transportation; approximately 42 million American adults, 1 out of every 5, has ridden a bike in the past 30 days. Most adults used their bicycles for recreation or

exercise. Only 7 percent report using their bicycles to commute to work.

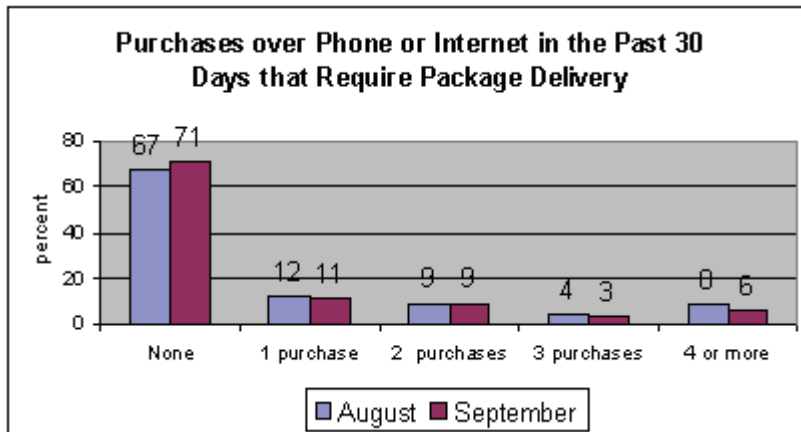


Transportation System Use for Package Delivery

Internet and phone purchases that require delivery to homes have a major impact on transportation system use. Monitoring the flow of traffic on neighborhood streets and roads as a result of package delivery is important for DOT in order to assess the effects of congestion, delay, road conditions, and the like.

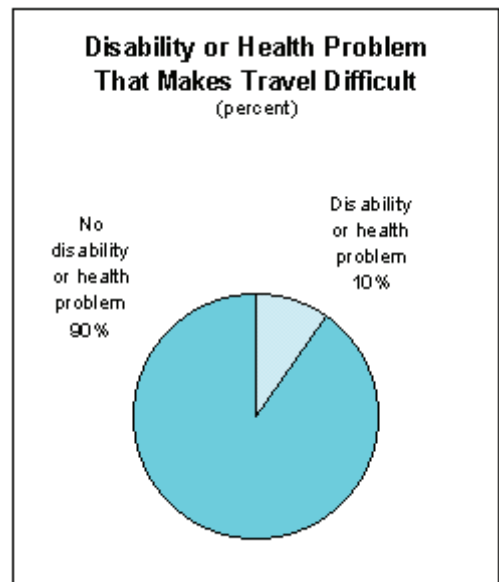
The number of adults who made purchases over the phone or Internet in the past 30 days that required delivery of a package declined from August to September. In the 30 days prior to the August Household survey, approximately 68.9 million Americans made at least one such purchase. In the 30 days prior to the September Household Survey, only 59.7 million Americans made at least one such purchase. In addition, the number of individuals making multiple purchases requiring package delivery declined.

The observed decline in purchases over the phone or Internet requiring package delivery may be a function of late summer vacation schedules. The Omnibus Survey program will continue to monitor trends in phone and Internet purchases among Americans.

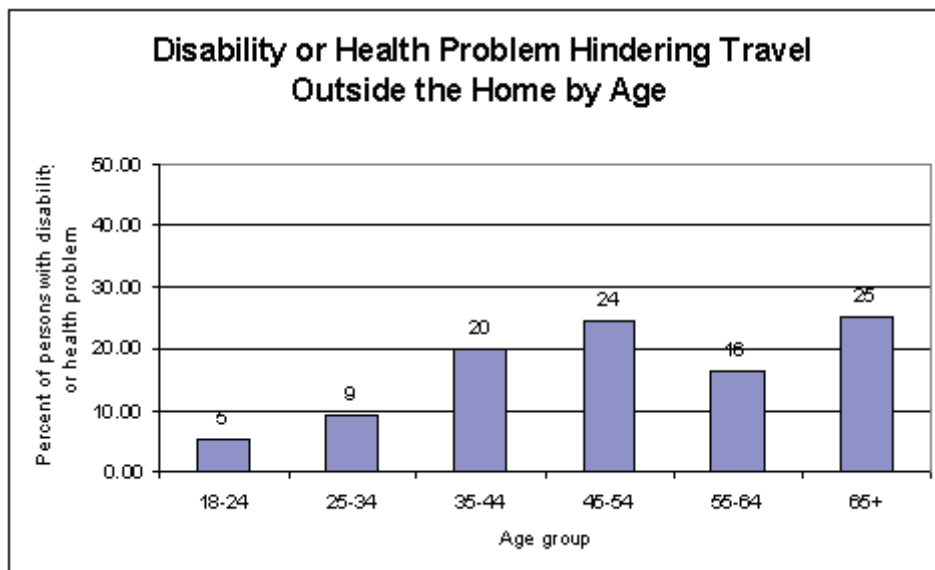


Disability and Transportation Use

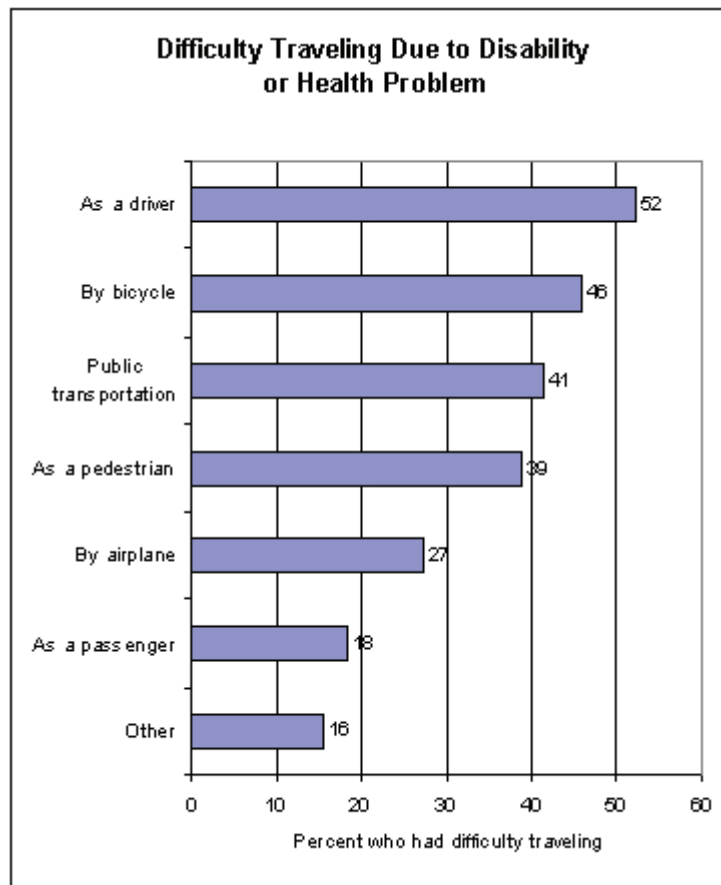
The September survey found that about one in ten (20 million) American adults have some kind of disability or health problem that makes it difficult for them to travel outside their homes. This number is the same as reported in the August Household Survey Report but lower than the number reported from the 1995 *National Health Interview Survey* (17 percent).



The September survey found that one in four of those with a disability or health problem which made it difficult to travel outside the home were age 65 or older. An additional 24 percent were in the 45 to 54 year age group. Despite the high proportion of respondents with disabilities or health problems in the latter age group, health problems increase with age. The growth in the number of people with disabilities can be expected to accelerate in the coming decades—resulting in larger and larger numbers of people who have difficulty traveling outside their homes.



Transportation service barriers impede the full social and labor-force participation of people with disabilities or health problems. Access to public buildings, including bus and transit stations and airports, may be a problem for them. Some modes of transportation, such as intercity buses and some subway systems, remain almost totally inaccessible to those with limited mobility. Air travel can be partially accessible or completely inaccessible, depending on the type of plane and the presence or absence of a jet way. Among the difficulties using public transportation cited by disabled persons, over 50 percent said they experienced problems with transportation as a driver of a private vehicle. Forty-six percent indicated they had difficulties traveling by bicycle, and 41 percent indicated they had difficulties traveling on public transportation.

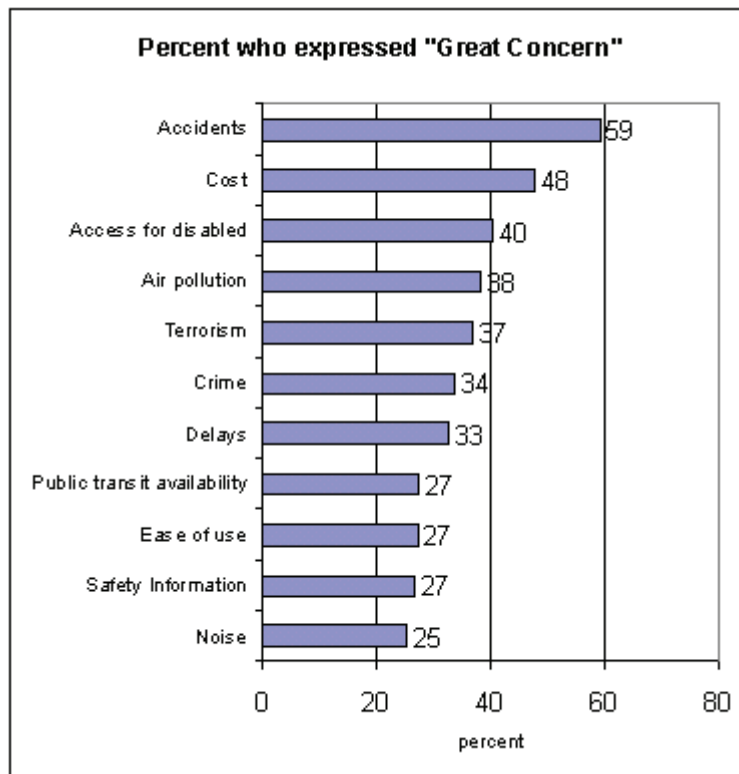


Public Opinion About Transportation Issues

In the September Household Survey, respondents were asked again to rate their level of concern about eleven specific transportation issues. As in August, the September Household Survey shows that accidents evoke the greatest concern; an identical proportion of survey respondents, 59 percent, indicated they had "great concern" about accidents in August and September.

As found in August, the cost of transportation, the accessibility of transportation services for people with disabilities, and air pollution are the other areas of greatest concern to the American public. Interestingly, concern about crime while traveling has declined since August. In the August Household Survey, 40 percent of respondents expressed "great concern" about how safe they feel from crime while traveling. In September, that proportion dropped to 34 percent.

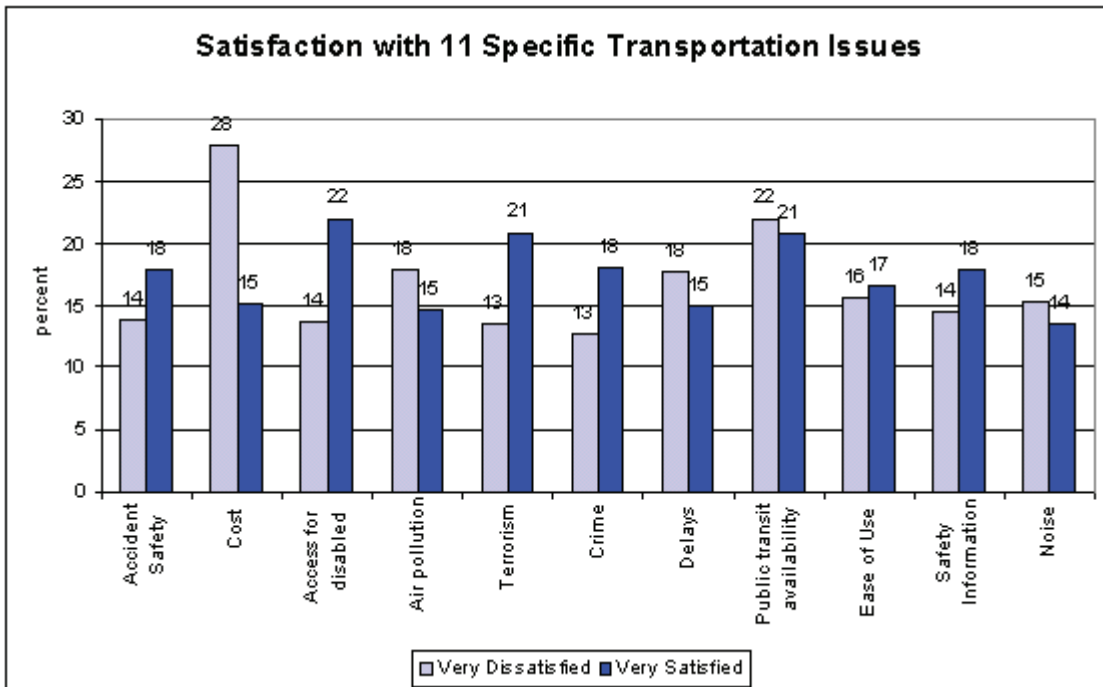
A new item in the September Household Survey, about which respondents were asked to rate their level of concern, was the availability of public transportation such as transit buses and trains in their area. More than one in four respondents, 27 percent, expressed "great concern" about this issue.



Respondents were also asked to rate their level of satisfaction or dissatisfaction with the same eleven specific transportation issues again. The proportions of respondents who said they were "very satisfied" or "very dissatisfied" with each issue are presented below.

Although the largest proportion of respondents expressed "great concern" about accidents, only a small proportion, 14 percent, were very dissatisfied about accident safety. In fact, for three of the five areas of greatest concern, accident safety, access for the disabled, and security from acts of terrorism, the proportion of respondents who were very satisfied was greater than the proportion of respondents who were very dissatisfied.

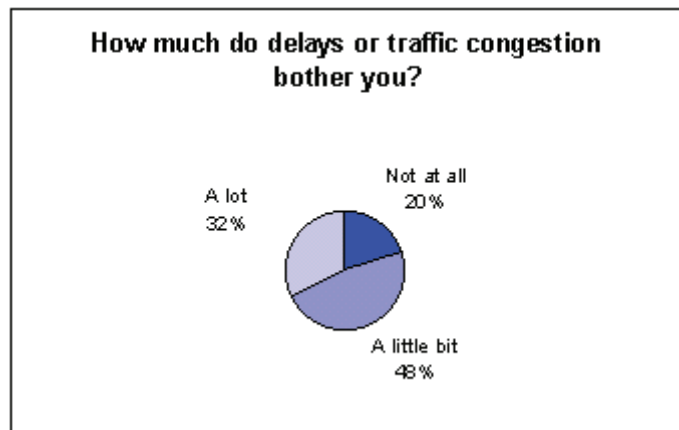
Respondents expressed the greatest dissatisfaction with transportation costs. Fifty percent, were dissatisfied or very dissatisfied with how much they spend on transportation. The other area of greatest dissatisfaction was travel delays. Thirty-nine percent of the respondents were dissatisfied or very dissatisfied with delays when they travel. An almost equal proportion of respondents, 38 percent, were dissatisfied or very dissatisfied with the availability of public transportation in their area.



Delays and Congestion

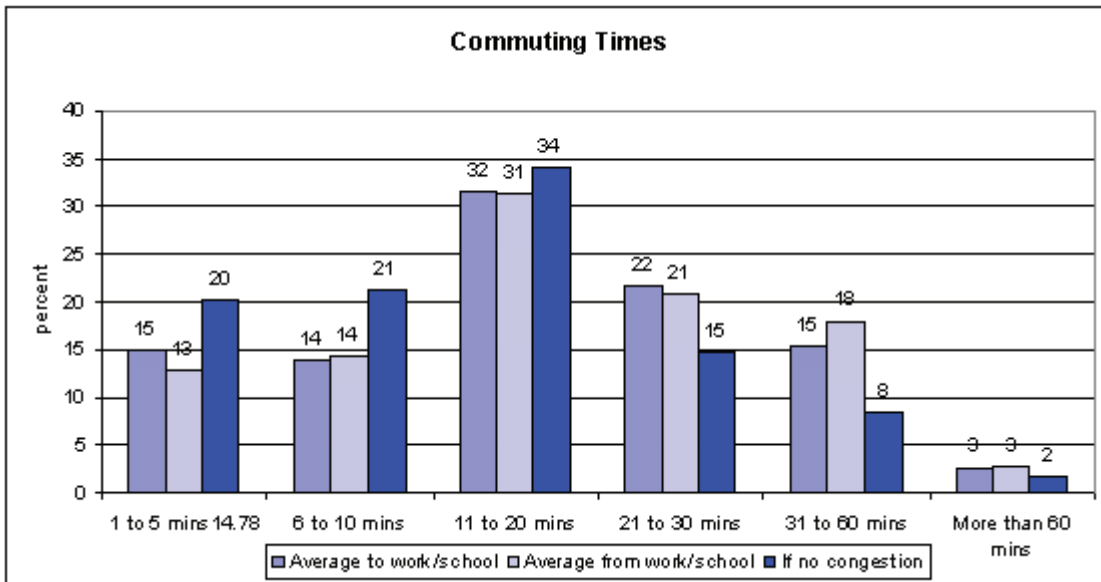
This month Omnibus Survey focused on DOTs mobility strategic goals. Specifically, the September Household Survey sought to measure the impact of delays and congestion on the everyday lives of Americans.

Americans are bothered by traffic delays and congestion. For every two Americans who are not at all bothered, there are three Americans who are bothered a lot. Almost 50 percent are bothered a little bit.



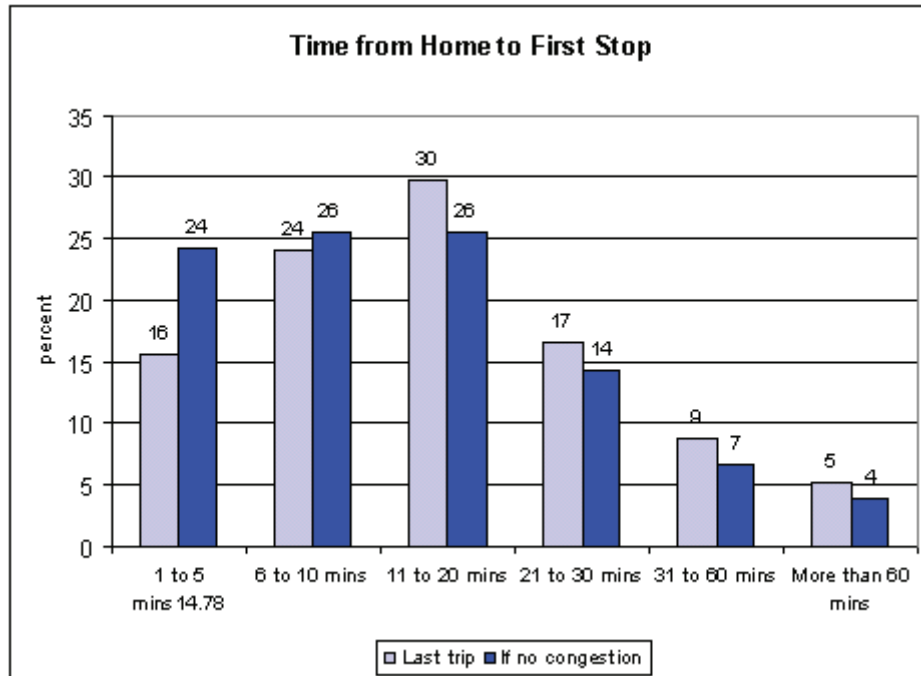
One hundred and thirty-five million Americans commute to work or school on a regular basis. To assess the impact of congestion on their time, respondents were asked how long their commute between home and work or school was on average and how long it would be if there were no congestion.

Approximately 60 percent of Americans have commutes of 20 minutes or less. If there were no congestion, this proportion would rise to 75 percent. Without congestion, the proportion of Americans who commute for 30 minutes or more would decline from approximately 20 percent to only 10 percent.



An additional 65 million Americans travel from home to various places throughout the day. To assess the impact of congestion on their time, these respondents were asked how long it took them to get from home to their first stop on the most recent day on which they traveled and how long it would have taken had there been no delays or congestion.

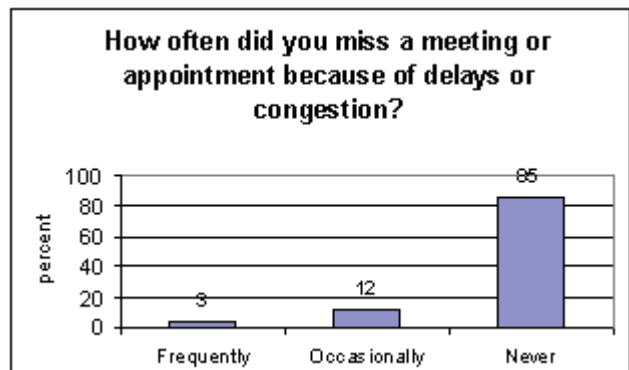
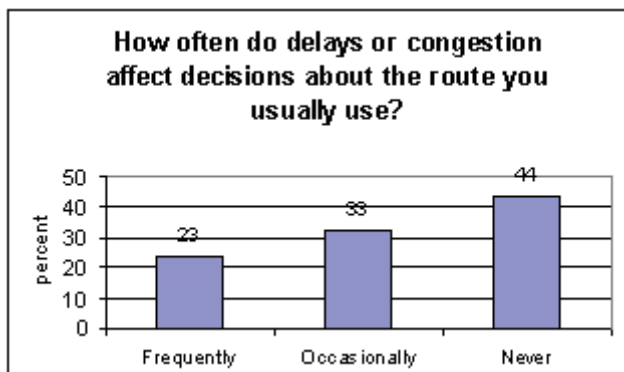
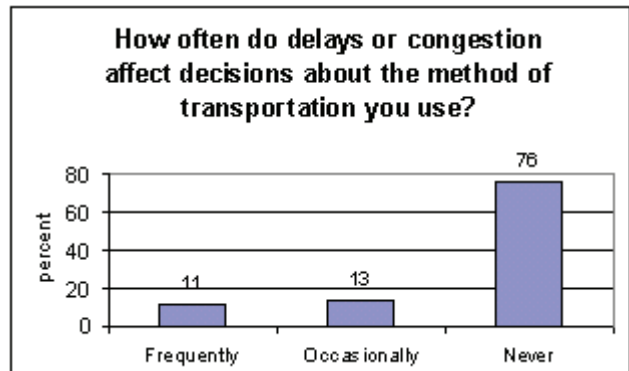
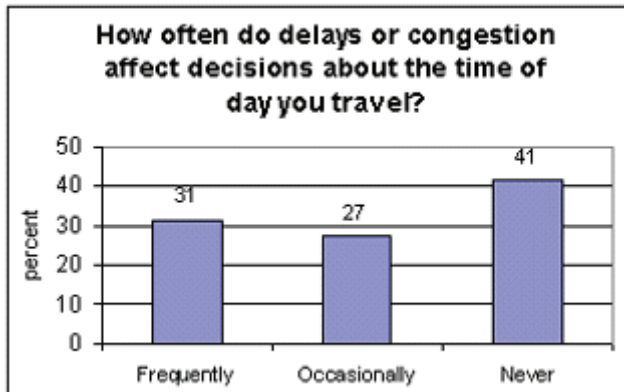
On any given day, only 40 percent of Americans who make trips during the day can arrive at their first stop in 10 minutes or less. If there were no congestion, that proportion could increase by 25 percent.



The September Household Survey sought to assess the impact of congestion not only on people's time but also on their lives. To do this, respondents were asked how often delays and congestion had affected various aspects of their lives in the past week.

Delays and congestion affected the time of day traveled and the route taken frequently or occasionally for

more than half the respondents. They seem to have had far less impact, however, on either the method of transportation used or attendance at meetings or appointments. Decisions about the method of transportation were never affected by delays or congestion for more than 75 percent of the respondents, and fully 85 percent of the respondents did not miss a meeting or appointment because of delays or congestion.

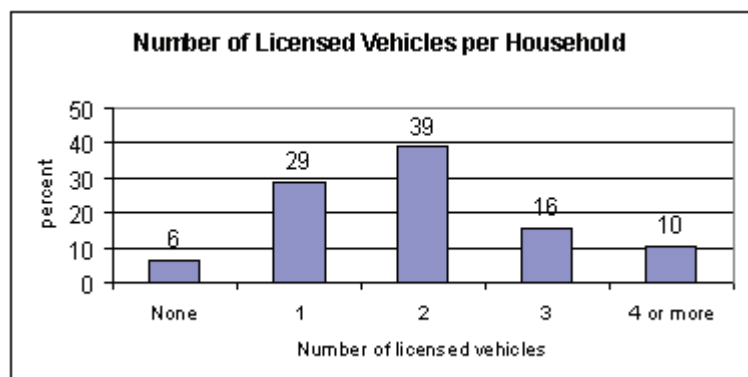


Safety

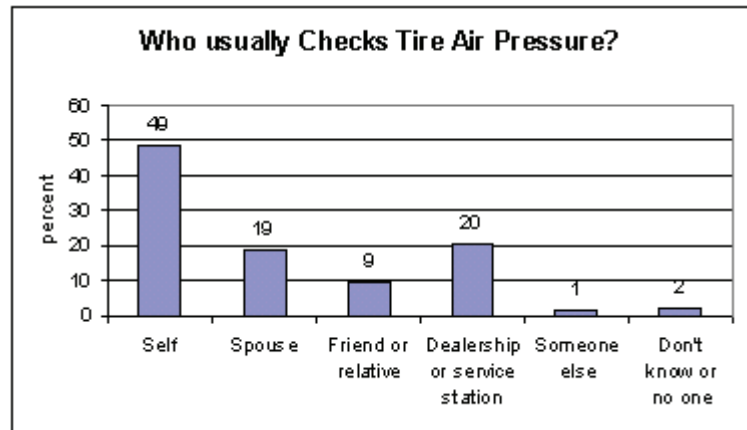
Tire Pressure

The recall of the Firestone tires on Ford Explorers has focused a lot of attention on the importance of tire pressure for vehicle safety. The September survey asked the American public about the number of licensed vehicles they own and how and when they check the air pressure in the tires of those vehicles.

There are approximately 193 million licensed vehicles in the U.S. More than half the households have two or three vehicles. Almost one in three has only one vehicle, while one in ten has four or more.

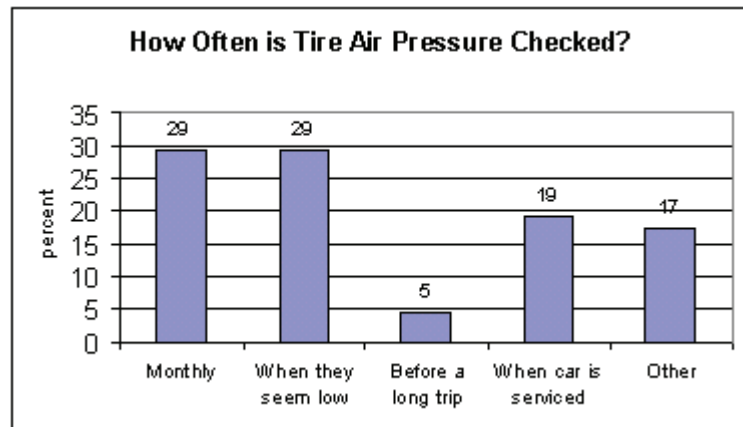


Almost half of all the survey respondents checked the air pressure in their tires themselves. Men, however, were almost three times as likely to check the air pressure in their tires themselves than were women. Seventy-two percent of the male respondents said they did it themselves compared with only 27 percent of the female respondents. Thirty-four percent of the female respondents said their spouse checked the air pressure in their tires.

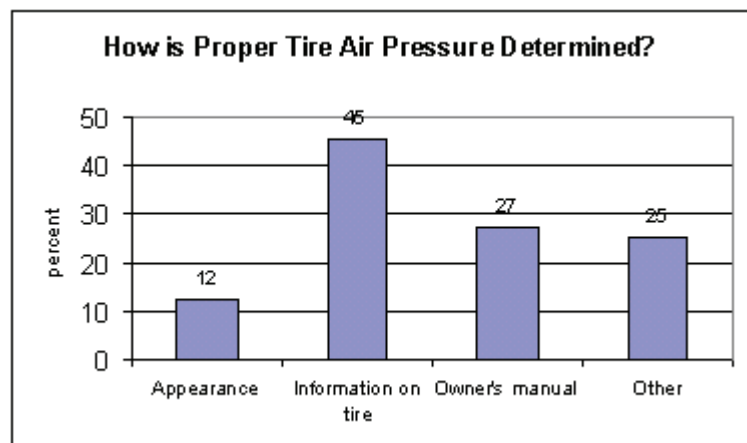


Women were also twice as likely not to know who checked their tire air pressure or not to check it at all. The proportion of respondents who said "no one" or "don't know" was less than 2 percent.

Respondents were asked how often they checked or had someone else check the air pressure in their tires. An equal proportion, 29 percent, checked their tires either monthly or when they seemed low. Approximately five percent of the respondents reported that they checked their tires weekly.

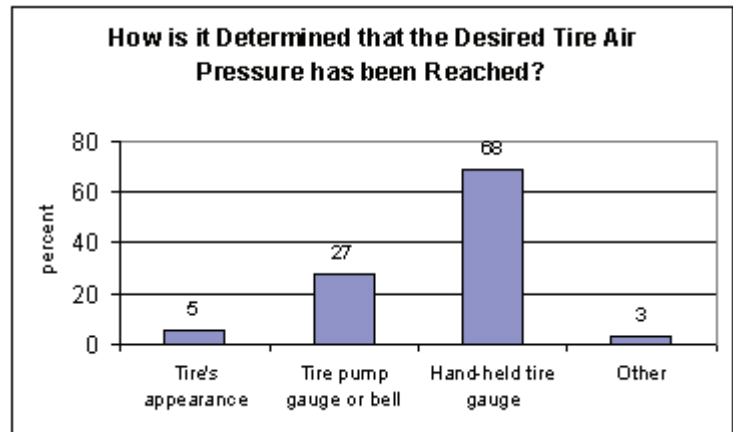


Respondents who checked the air pressure in their own tires were asked what methods they used to determine the proper air pressure for their tires. The method cited by 45 percent of the respondents was relying on the information printed on the side of their tires. More than one in four, however, used their vehicle's owner's manual to determine the proper air pressure. Other methods respondents reported using include using air pressure or tire gauges or relying on others such as a relative, friend of mechanic.



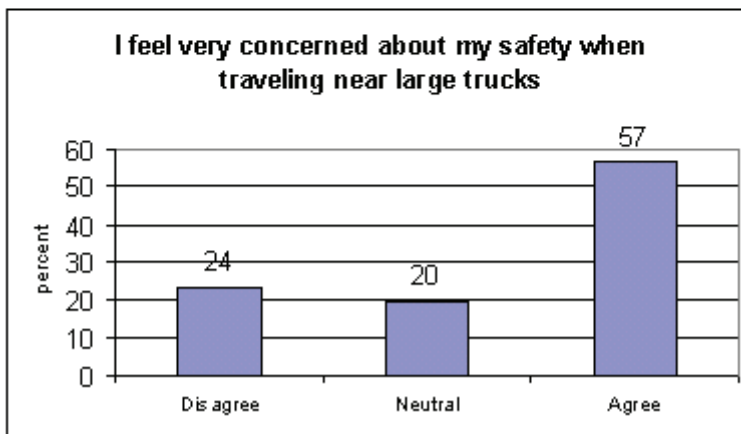
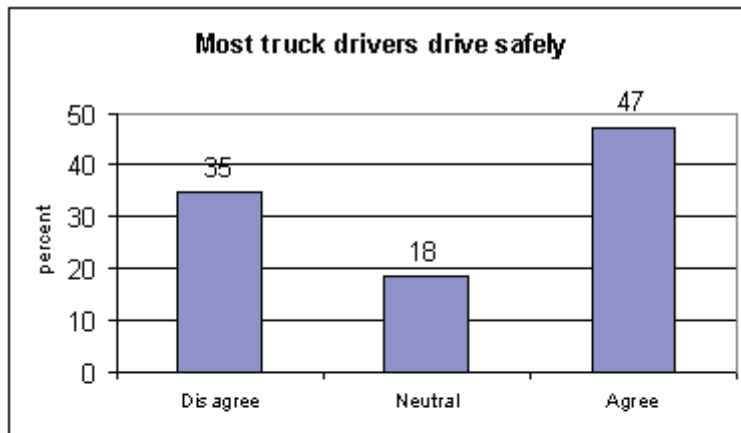
Respondents who checked the air pressure in their own tires were also asked what methods they used to determine when the desired air pressure had been reached. Sixty-eight percent reported that they used a hand-held tire gauge. Another 27 percent relied upon the tire pump gauge or bell. Other

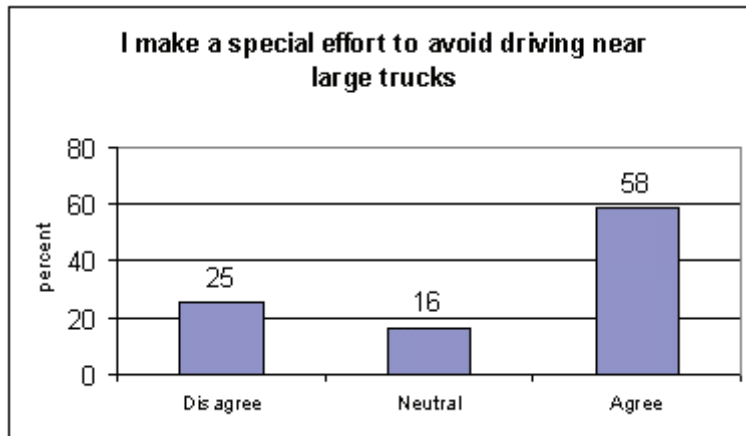
methods mentioned for determining whether the desired air pressure had been reached were based on the vehicle's performance and the response of the tire after being pushed.



America's Perceptions of Truck Safety

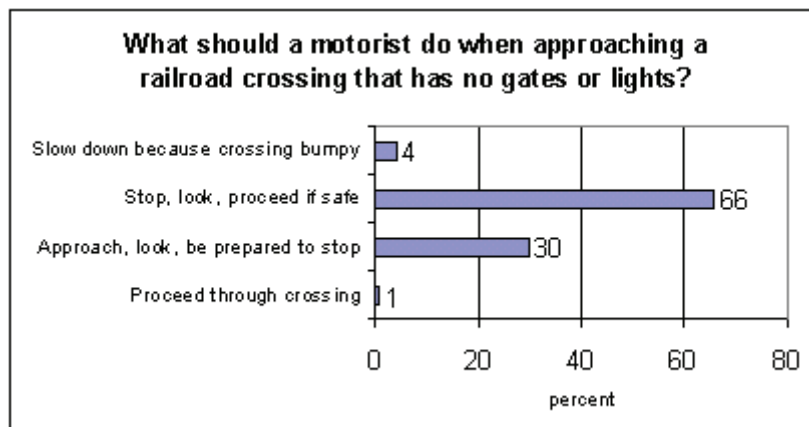
Just under half of all Americans agree with the statement that most truck drivers drive safely, a decline from the findings in August. Although a large number of Americans agree most truck drivers drive safely, an even greater proportion (57 percent) feel very concerned about their own safety when traveling near large trucks. Over half of all drivers make a special effort to avoid driving near large trucks.





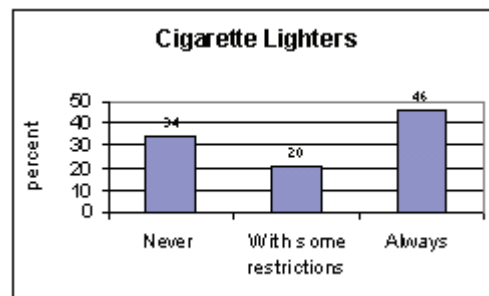
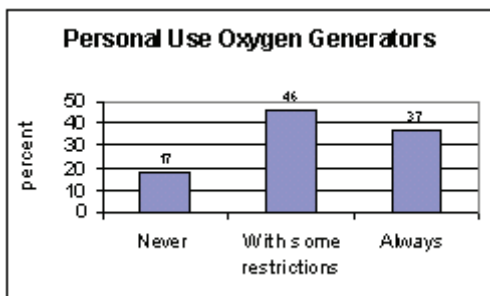
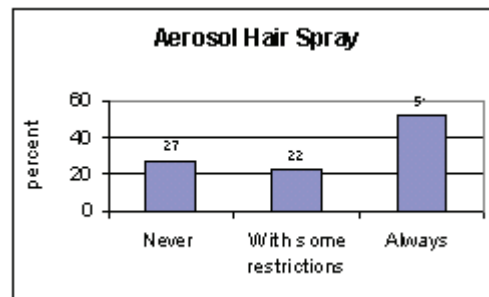
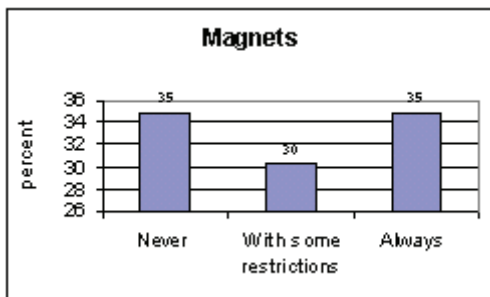
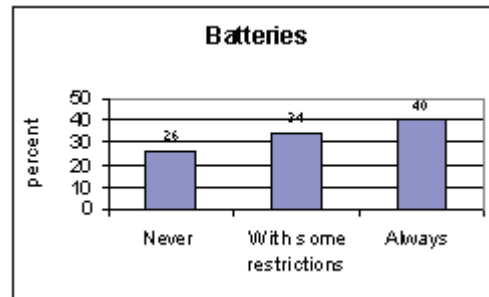
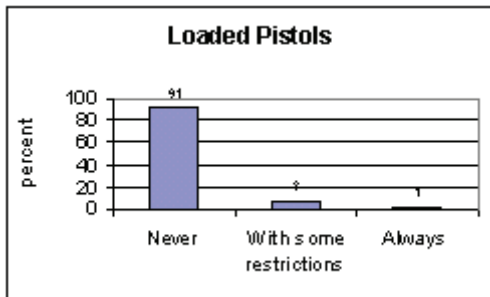
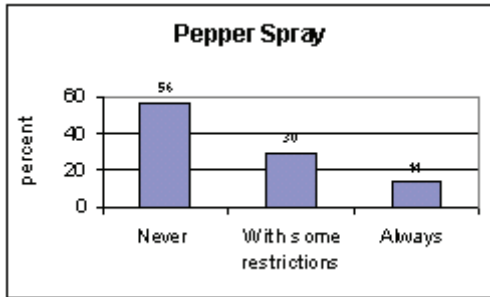
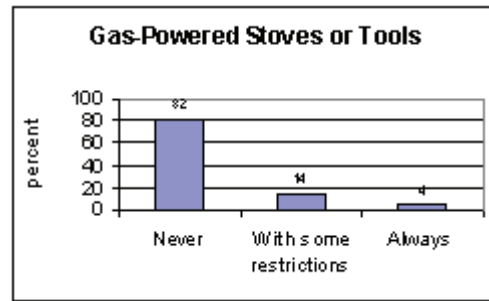
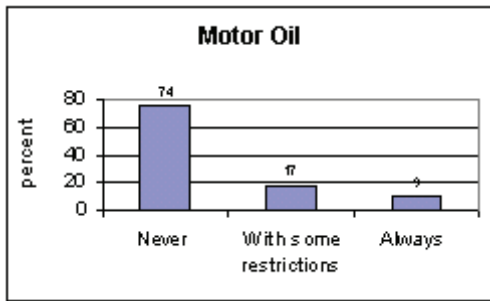
America's Understanding of Rail Crossing Safety

Every day, people attempt to beat a train to the railroad crossing, endangering their lives as well as those of the train crew and passengers. Although over 65 percent of the survey respondents, almost two out of every three, knew a motorist should "Stop, Look, and Listen" before proceeding across a railroad crossing, this proportion has declined from 69 percent in the August survey. The Household survey will continue to track this measure to provide a basis for DOT decision makers to assess the effectiveness of its public safety campaigns.



America's Understanding of Commercial Air Regulations

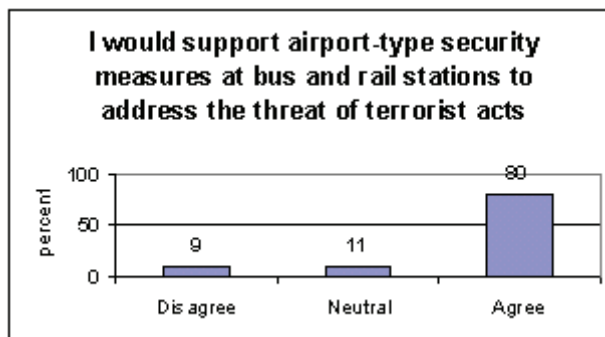
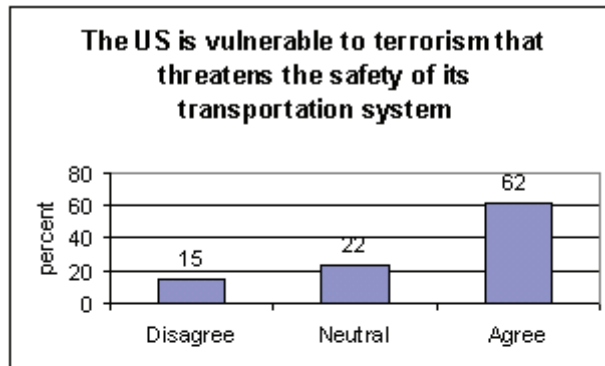
To assess America's understanding of commercial air regulations, respondents were asked whether ten items or groups of items were never allowed on commercial airline, allowed on commercial airlines with some restrictions, or always allowed on commercial airlines. The results from the September Household Survey are very similar to those from the August survey.



America's Perceptions of National Security

The proportion of Americans who agree that the U.S. is vulnerable to terrorism that threatens the safety of its transportation system declined slightly from 65 percent in August to 62 percent in September.

Similarly, the proportion of Americans who agree that they are not concerned about terrorist acts threatening their own personal safety while traveling rose from 57 percent in August to 60 percent in September. Support for airport-type security measures at bus and rail stations to address the threat of terrorist acts remained virtually unchanged.



Omnibus Survey

Household Survey Results

Marginal Frequency Distributions

September 2000

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
a. Local public bus, subway, or commuter rail		
Yes	30,584,231	15 (2.04)
No	176,882,074	85 (2.04)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
A1a. On how many days did you use this type of transportation?		
a. Local public bus, subway, or commuter rail		
1-2	9,868,002	32 (6.00)
3-5	7,255,011	24 (2.99)
6-10	2,598,381	8 (0.80)
More than 10 Days	10,862,836	36 (4.05)
Subtotal Valid Responses	30,584,231	100
Appropriate Skip	176,882,074	
Total	207,466,305	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
b. Driving alone in a private vehicle (such as a car, sport utility vehicle, pickup truck, van or motorcycle)		
Yes	184,963,320	89 (1.70)
No	22,502,985	11 (1.70)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
A1a. On how many days did you use this type of transportation?		
b. Driving alone in a private vehicle (such as a car, sport utility vehicle, pickup truck, van or motorcycle)		
1-2	4,810,946	3 (0.32)

3-5	9,825,703	5 (0.84)
6-10	15,921,883	9 (0.23)
More than 10 Days	154,404,788	83 (0.71)
Subtotal Valid Responses	184,963,320	100
Appropriate Skip	22,502,985	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

c. Traveling with others in a private vehicle, carpool or vanpool

Yes	106,745,838	51 (2.65)
No	100,720,467	49 (2.65)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

c. Traveling with others in a private vehicle, carpool or vanpool

1-2	15,535,828	15 (1.46)
3-5	20,942,837	20 (1.15)
6-10	16,592,555	16 (1.38)
More than 10 Days	53,674,617	50 (0.89)
Subtotal Valid Responses	106,745,838	100
Appropriate Skip	100,720,467	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

d. City to city bus, such as Greyhound or Charter

Yes	6,771,571	3 (0.38)
No	200,694,734	97 (0.38)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

d. City to city bus, such as Greyhound or Charter

1-2	3,702,663	55 (9.20)
3-5	1,753,353	26 (5.61)
6-10	296,638	4 (3.56)

Subtotal Valid Responses	6,771,571	100
Appropriate Skip	200,694,734	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

e. City to city train, such as AMTRAK

Yes	5,835,039	3 (0.81)
No	201,631,266	97 (0.81)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

e. City to city train, such as AMTRAK

1-2	2,790,863	48 (7.83)
3-5	2,470,191	42 (7.93)
6-10	113,067	2 (1.20)
More than 10 Days	460,918	8 (2.54)
Subtotal Valid Responses	5,835,039	100
Appropriate Skip	201,631,266	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

f. Taxi, limousine, or schuttle service

Yes	25,471,521	12 (2.11)
No	181,994,784	88 (2.11)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

f. Taxi, limousine, or schuttle service

1-2	16,326,582	64 (6.11)
3-5	5,597,307	22 (3.09)
6-10	1,873,407	7 (2.49)
More than 10 Days	1,674,225	7 (2.73)
Subtotal Valid Responses	25,471,521	100
Appropriate Skip	181,994,784	

Total	207,466,305	
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A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

g. Commercial airplane

Yes	22,465,664	11 (1.54)
No	185,000,641	89 (1.54)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

g. Commercial airplane

1-2	16,533,663	74 (3.43)
3-5	3,346,303	15 (3.43)
6-10	1,491,966	7 (2.65)
More than 10 Days	1,093,732	5 (1.73)
Subtotal Valid Responses	22,465,664	100
Appropriate Skip	185,000,641	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

h. Private or charter airplane

Yes	3,027,505	1 (0.36)
No	204,438,800	99 (0.36)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

h. Private or charter airplane

1-2	2,415,980	80 (7.33)
3-5	232,166	8 (8.41)
6-10	379,359	13 (8.52)
Subtotal Valid Responses	3,027,505	100
Appropriate Skip	204,438,800	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

i. Commercial boat, ship, or ferry

Yes	7,650,005	4 (0.27)
No	199,816,300	96 (0.27)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

i. Commercial boat, ship, or ferry

1-2	5,356,654	70 (6.09)
3-5	1,045,156	14 (4.47)
6-10	691,222	9 (4.59)
More than 10 Days	556,973	7 (3.88)
Subtotal Valid Responses	7,650,005	100
Appropriate Skip	199,816,300	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

j. Recreational boat

Yes	27,658,399	13 (0.69)
No	179,807,906	87 (0.69)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

j. Recreational boat

1-2	14,914,312	54 (5.89)
3-5	8,499,195	31 (5.82)
6-10	2,342,517	8 (3.41)
More than 10 Days	1,902,375	7 (2.57)
Subtotal Valid Responses	27,658,399	100
Appropriate Skip	179,807,906	
Total	207,466,305	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

k. Bicycle

Yes	42,050,229	20 (0.96)
No	165,416,076	80 (0.96)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A1a. On how many days did you use this type of transportation?

k. Bicycle

1-2	14,557,430	35 (2.36)
3-5	14,015,642	33 (3.64)
6-10	5,018,489	12 (2.56)
More than 10 Days	8,458,668	20 (2.90)
Subtotal Valid Responses	42,050,229	100
Appropriate Skip	165,416,076	
Total	207,466,305	

A1Ka. Did you use your bicycle primarily for...

Commuting to Work	3,077,141	7 (2.34)
Recreation	19,849,229	47 (5.77)
Exercise	17,721,742	42 (5.23)
Some Other Purpose	1,402,116	3 (0.77)
Subtotal Valid Responses	42,050,229	100
Appropriate Skip	165,416,076	
Total	207,466,305	

C5a. Do you commute to work or school on a regular basis?

Yes	134,788,102	65 (2.09)
No	72,678,203	35 (2.09)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

C5b. Do you travel from place to place throughout the day?

Yes	64,988,486	89 (2.63)
No	7,689,717	11 (2.63)

Subtotal Valid Responses	72,678,203	100
Appropriate Skip	134,788,102	
Total	207,466,305	

C5c. On average, about how many minutes does your commute normally take to work or school?

1 - 5 minutes	19,917,483	15 (2.35)
6 - 10 minutes	18,800,734	14 (1.60)
11 - 20 minutes	42,583,921	32 (2.43)
21 - 30 minutes	29,158,286	22 (0.36)
31 - 60 minutes	20,731,082	15 (1.42)
> 60 minutes	3,596,595	3 (0.84)
Subtotal Valid Responses	134,788,102	100
Average (Arithmetic Mean)		22.5 (0.82) ^a
Appropriate Skip	72,678,203	
Total	207,466,305	

C5d. On average, about how many minutes does your commute normally take from work or school to home?

1 - 5 minutes	17,318,139	13 (2.28)
6 - 10 minutes	19,270,068	14 (1.06)
11 - 20 minutes	42,324,155	31 (2.77)
21 - 30 minutes	27,856,778	21 (1.00)
31 - 60 minutes	24,174,636	18 (1.82)
> 60 minutes	3,844,327	3 (1.04)
Subtotal Valid Responses	134,788,102	100
Average (Arithmetic Mean)		24 (1.06) ^a
Appropriate Skip	72,678,203	
Total	207,466,305	

C5e. Thinking of your most recent travel day, how many minutes did it take you from home to your first stop?

1 - 5 minutes	10,168,844	16 (1.24)
6 - 10 minutes	15,634,990	24 (1.94)
11 - 20 minutes	19,375,173	30 (1.20)
21 - 30 minutes	10,765,439	17 (0.77)
31 - 60 minutes	5,695,343	9 (1.53)
> 60 minutes	3,348,698	5 (1.22)
Subtotal Valid Responses	64,988,486	100
Average (Arithmetic Mean)		22.6 (1.84) ^a

Appropriate Skip	142,477,819	
Total	207,466,305	

C6a. Now, thinking about the drive between work or school and home, about how many minutes would it take if there were no delays or congestion?

1 - 5 minutes	27,247,451	20 (2.55)
6 - 10 minutes	28,503,997	21 (1.74)
11 - 20 minutes	45,900,208	34 (1.62)
21 - 30 minutes	19,786,477	15 (1.28)
31 - 60 minutes	11,116,676	8 (1.12)
> 60 minutes	2,233,292	2 (0.50)
Subtotal Valid Responses	134,788,102	100
Average (Arithmetic Mean)		17.2 (0.52) ^a
Appropriate Skip	72,678,203	
Total	207,466,305	

C6b. Now, thinking about this most recent trip, about how many minutes would it take if there were no delays or congestion?

1 - 5 minutes	15,703,747	24 (1.90)
6 - 10 minutes	16,575,164	26 (1.94)
11 - 20 minutes	16,573,575	26 (1.77)
21 - 30 minutes	9,304,001	14 (2.00)
31 - 60 minutes	4,255,853	7 (0.99)
> 60 minutes	2,576,146	4 (0.95)
Subtotal Valid Responses	64,988,486	100
Average (Arithmetic Mean)		19.2 (1.95) ^a
Appropriate Skip	142,477,819	
Total	207,466,305	

C7a. In the past week, how often did delays or congestion affect your decision about the time of day you traveled to or from work, to run errands, or for other purposes?

Frequently	62,215,975	31 (3.14)
Occasionally	54,477,793	27 (1.35)
Never	82,269,220	41 (4.13)
Subtotal Valid Responses	198,962,987	100
Don't Know	650,644	
Refused	162,957	

Appropriate Skip	7,689,717	
Total	207,466,305	

C7b. In the past week, how often did delays or congestion affect your decision about the method of transportation you used, such as a car, bus, train, subway, or airplane?

Frequently	21,191,183	11 (1.48)
Occasionally	26,346,190	13 (1.71)
Never	151,485,088	76 (3.11)
Subtotal Valid Responses	199,022,461	100
Don't Know	591,170	
Refused	162,957	
Appropriate Skip	7,689,717	
Total	207,466,305	

C7c. In the past week, how often did delays or congestion affect your decision about the route you usually take to or from work, to run errands, or for other purposes?

Frequently	46,630,184	23 (2.68)
Occasionally	64,662,444	33 (2.19)
Never	87,373,276	44 (4.19)
Subtotal Valid Responses	198,665,903	100
Don't Know	947,728	
Refused	162,957	
Appropriate Skip	7,689,717	
Total	207,466,305	

C7d. In the past week, how often did you miss a meeting or an appointment because of delays or congestion?

Frequently	5,770,522	3 (0.73)
Occasionally	23,298,942	12 (1.80)
Never	169,893,523	85 (2.25)
Subtotal Valid Responses	198,962,987	100
Don't Know	650,644	
Refused	162,957	
Appropriate Skip	7,689,717	
Total	207,466,305	

C8. How much do delays or traffic congestion bother you?

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Not at All	39,752,971	20 (2.23)
A Little Bit	96,278,842	48 (1.82)
A Lot	63,581,818	32 (2.82)
Subtotal Valid Responses	199,613,631	100
Refused	162,957	
Appropriate Skip	7,689,717	
Total	207,466,305	

D1. How many licensed vehicles are owned, leased, or available for regular use by members of your household?

0	13,432,482	6 (1.50)
1	59,642,367	29 (1.02)
2	80,738,728	39 (1.14)
3	32,450,584	16 (1.10)
4	13,237,105	6 (1.49)
5 or More	7,965,038	4 (0.83)
Subtotal Valid Responses	207,466,305	100
Average (Arithmetic Mean)		2 (0.05) ^a
Total	207,466,305	

M20. Who usually checks the air pressure for the tires on the vehicle that you use most?

You	93,622,438	49 (2.16)
Your Spouse	35,876,797	19 (1.59)
A Friend or Relative	17,691,064	9 (1.82)
Someone at a Dealership or Service Station	39,212,451	20 (1.07)
Someone Else	2,567,871	1 (0.39)
Don't Check/No One Checks	3,182,218	2 (0.42)
Subtotal Valid Responses	192,152,838	100
Don't Know	610,593	
Appropriate Skip	14,702,875	
Total	207,466,305	

M21. How often (do you/does the person who checks your tires) check the air pressure of your tires?

Monthly	54,788,970	29 (0.80)
Whenever they Seem Low	54,780,523	29 (1.49)
When You Get Ready to Go a Long Trip	8,501,604	5 (1.05)
When the Car is Serviced	36,203,425	19 (1.07)
Some Other Time Period	32,560,923	17 (2.26)

Subtotal Valid Responses	186,835,444	100
Don't Know	1,851,116	
Refused	284,060	
Appropriate Skip	18,495,685	
Total	207,466,305	

M22. How do you determine the proper air pressure for your tires?

By the tire's appearance

Yes	11,505,512	100 (0.00)
Subtotal Valid Responses	11,505,512	100
Appropriate Skip	195,960,793	
Total	207,466,305	

M22. How do you determine the proper air pressure for your tires?

From information printed on the tire

Yes	42,403,098	100 (0.00)
Subtotal Valid Responses	42,403,098	100
Appropriate Skip	165,063,207	
Total	207,466,305	

M22. How do you determine the proper air pressure for your tires?

From the owner's manual

Yes	25,389,458	100 (0.00)
Subtotal Valid Responses	25,389,458	100
Appropriate Skip	182,076,847	
Total	207,466,305	

M22. How do you determine the proper air pressure for your tires?

Or some other way- SPECIFY

Yes	16,887,499	100 (0.00)
Subtotal Valid Responses	16,887,499	100
Appropriate Skip	190,578,806	
Total	207,466,305	

M22. How do you determine the proper air pressure for your tires?

Refused/Don't Know		
No	207,466,305	100 (0.00)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

M22. How do you determine the proper air pressure for your tires?

Appropriate Skip		
Yes	113,843,867	55 (2.46)
No	93,622,438	45 (2.46)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

M23. How do you know when the desired air pressure has been reached?

By the tire's appearance		
Yes	4,369,046	100 (0.00)
Subtotal Valid Responses	4,369,046	100
Appropriate Skip	203,097,259	
Total	207,466,305	

M23. How do you know when the desired air pressure has been reached?

By a gauge or bell at the tire pump		
Yes	25,402,005	100 (0.00)
Subtotal Valid Responses	25,402,005	100
Appropriate Skip	182,064,300	
Total	207,466,305	

M23. How do you know when the desired air pressure has been reached?

By a hand-held tire gauge		
Yes	63,844,732	100 (0.00)
Subtotal Valid Responses	63,844,732	100
Appropriate Skip	143,621,573	
Total	207,466,305	

M23. How do you know when the desired air pressure has been reached?

Some other way-SPECIFY

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Yes	2,904,667	100 (0.00)
Subtotal Valid Responses	2,904,667	100
Appropriate Skip	204,561,638	
Total	207,466,305	

M23. How do you know when the desired air pressure has been reached?

Refused/Don't Know

No	207,466,305	100 (0.00)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

M23. How do you know when the desired air pressure has been reached?

Appropriate Skip

Yes	113,843,867	55 (2.46)
No	93,622,438	45 (2.46)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

A3a. In the past 30 days, have you purchased an item over the phone or Internet that required delivery?

Yes	59,726,598	29 (1.59)
No	147,675,762	71 (1.59)
Subtotal Valid Responses	207,402,360	100
Don't Know	63,945	
Total	207,466,305	

A3b. How many times in the past 30 days have you purchased an item over the phone or Internet that required delivery?

1	22,705,475	38 (2.93)
2	18,001,906	30 (1.19)
3	7,038,108	12 (1.80)
4	1,935,466	3 (0.61)
5 or More	10,045,643	17 (1.92)
Subtotal Valid Responses	59,726,598	100
Average (Arithmetic Mean)		3.1 (0.13) ^a
Appropriate Skip	147,739,707	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

Accident safety

Concern Level 1	17,890,437	9 (1.15)
Concern Level 2	10,312,429	5 (1.05)
Concern Level 3	29,381,286	14 (1.04)
Concern Level 4	27,262,127	13 (1.21)
Concern Level 5	122,377,856	59 (1.19)
Subtotal Valid Responses	207,224,136	100
Don't Know	242,169	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

The availability of transportation safety information

Concern Level 1	37,867,345	18 (1.44)
Concern Level 2	28,490,278	14 (1.04)
Concern Level 3	56,214,580	27 (1.47)
Concern Level 4	28,323,712	14 (1.21)
Concern Level 5	54,928,261	27 (1.15)
Subtotal Valid Responses	205,824,177	100
Don't Know	1,273,121	
Refused	369,007	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

Delays when you travel

Concern Level 1	33,147,193	16 (2.10)
Concern Level 2	25,031,157	12 (0.29)
Concern Level 3	49,551,259	24 (1.46)
Concern Level 4	31,577,537	15 (0.80)
Concern Level 5	67,482,876	33 (2.97)
Subtotal Valid Responses	206,790,022	100
Don't Know	676,283	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

Ease of use of the transportation system

Concern Level 1	50,280,711	25 (1.99)
Concern Level 2	24,926,603	12 (0.80)
Concern Level 3	44,664,408	22 (0.62)
Concern Level 4	29,314,089	14 (1.07)
Concern Level 5	55,229,700	27 (2.11)
Subtotal Valid Responses	204,415,512	100
Don't Know	2,874,808	
Refused	175,985	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

Air pollution from transportation sources

Concern Level 1	28,125,620	14 (2.77)
Concern Level 2	17,794,002	9 (1.41)
Concern Level 3	39,742,422	19 (0.66)
Concern Level 4	42,341,846	20 (0.77)
Concern Level 5	78,963,425	38 (1.14)
Subtotal Valid Responses	206,967,315	100
Don't Know	498,990	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

Noise from transportation sources

Concern Level 1	42,634,541	21 (2.27)
Concern Level 2	32,523,192	16 (1.83)
Concern Level 3	50,846,221	25 (0.75)
Concern Level 4	29,039,391	14 (1.46)
Concern Level 5	51,923,970	25 (1.33)
Subtotal Valid Responses	206,967,315	100
Don't Know	498,990	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

How much you spend on transportation

Concern Level 1	21,367,328	10 (1.45)
Concern Level 2	13,973,098	7 (1.12)
Concern Level 3	35,108,912	17 (0.64)
Concern Level 4	37,272,027	18 (1.31)
Concern Level 5	98,414,361	48 (0.72)
Subtotal Valid Responses	206,135,725	100
Don't Know	1,031,862	
Refused	298,718	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

How secure the transportation system is from acts of terrorism

Concern Level 1	42,747,307	21 (1.07)
Concern Level 2	28,511,088	14 (0.84)
Concern Level 3	34,748,173	17 (1.17)
Concern Level 4	23,973,317	12 (0.70)
Concern Level 5	74,992,302	37 (1.98)
Subtotal Valid Responses	204,972,187	100
Don't Know	2,494,118	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

How safe you feel from crime while traveling

Concern Level 1	30,575,307	15 (1.94)
Concern Level 2	29,997,665	15 (0.50)
Concern Level 3	42,540,187	21 (1.87)
Concern Level 4	34,002,949	16 (0.68)
Concern Level 5	69,380,165	34 (2.91)
Subtotal Valid Responses	206,496,273	100
Don't Know	932,457	
Refused	37,575	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

The accessibility of transportation services for people with disabilities

Concern Level 1	24,708,747	12 (1.37)
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Concern Level 2	22,041,273	11 (0.49)
Concern Level 3	35,598,097	17 (1.64)
Concern Level 4	39,466,455	19 (1.58)
Concern Level 5	82,324,396	40 (2.06)
Subtotal Valid Responses	204,138,968	100
Don't Know	3,109,686	
Refused	217,651	
Total	207,466,305	

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation.

The availability of public transportation, such as transit buses and trains, in your area

Concern Level 1	53,334,298	26 (2.74)
Concern Level 2	24,770,545	12 (0.66)
Concern Level 3	42,475,653	21 (1.81)
Concern Level 4	28,394,745	14 (0.92)
Concern Level 5	56,082,637	27 (2.01)
Subtotal Valid Responses	205,057,877	100
Don't Know	2,277,864	
Refused	130,563	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Accident safety

Satisfaction Level 1	27,748,353	14 (1.00)
Satisfaction Level 2	26,826,136	13 (0.94)
Satisfaction Level 3	77,915,080	39 (1.96)
Satisfaction Level 4	32,197,161	16 (1.37)
Satisfaction Level 5	35,784,150	18 (1.06)
Subtotal Valid Responses	200,470,881	100
Don't Know	6,868,587	
Refused	126,838	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Providing you with safety information

Satisfaction Level 1	29,326,642	14 (0.45)
Satisfaction Level 2	37,063,438	18 (0.78)
Satisfaction Level 3	67,520,959	33 (1.26)
Satisfaction Level 4	32,685,425	16 (0.29)
Satisfaction Level 5	36,017,769	18 (1.70)
Subtotal Valid Responses	202,614,234	100
Don't Know	4,852,071	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Minimizing delays when you travel

Satisfaction Level 1	35,460,079	18 (2.61)
Satisfaction Level 2	42,566,815	21 (1.01)
Satisfaction Level 3	62,065,104	31 (1.09)
Satisfaction Level 4	30,186,088	15 (0.91)
Satisfaction Level 5	30,027,528	15 (1.49)
Subtotal Valid Responses	200,305,613	100
Don't Know	7,032,098	
Refused	128,594	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Helping you use the transportation system

Satisfaction Level 1	30,682,122	16 (0.50)
Satisfaction Level 2	33,850,726	17 (1.46)
Satisfaction Level 3	71,947,351	36 (1.36)
Satisfaction Level 4	28,079,487	14 (1.29)
Satisfaction Level 5	32,571,797	17 (1.19)
Subtotal Valid Responses	197,131,483	100
Don't Know	10,138,408	
Refused	196,414	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Minimizing air pollution from transportation sources

Satisfaction Level 1	35,923,026	18 (0.86)
Satisfaction Level 2	37,044,002	18 (1.11)
Satisfaction Level 3	60,579,576	30 (1.23)
Satisfaction Level 4	38,473,488	19 (0.75)
Satisfaction Level 5	29,620,241	15 (0.88)
Subtotal Valid Responses	201,640,333	100
Don't Know	5,688,291	
Refused	137,680	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Minimizing noise from transportation sources

Satisfaction Level 1	30,797,775	15 (0.87)
Satisfaction Level 2	35,963,224	18 (1.16)
Satisfaction Level 3	74,102,411	37 (1.43)
Satisfaction Level 4	33,339,036	17 (1.16)
Satisfaction Level 5	27,428,107	14 (0.86)
Subtotal Valid Responses	201,630,553	100
Don't Know	5,835,752	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

How much you spend on transportation

Satisfaction Level 1	56,433,803	28 (0.55)
Satisfaction Level 2	43,850,502	22 (0.56)
Satisfaction Level 3	49,285,163	24 (1.40)
Satisfaction Level 4	22,105,774	11 (1.20)
Satisfaction Level 5	30,520,381	15 (1.51)
Subtotal Valid Responses	202,195,622	100
Don't Know	4,230,538	
Refused	1,040,145	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level

of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

How secure the transportation system is from acts of terrorism

Satisfaction Level 1	26,901,328	13 (1.11)
Satisfaction Level 2	28,050,656	14 (0.93)
Satisfaction Level 3	57,260,710	29 (2.21)
Satisfaction Level 4	45,986,529	23 (1.59)
Satisfaction Level 5	41,656,304	21 (1.57)
Subtotal Valid Responses	199,855,527	100
Don't Know	7,610,778	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

How safe you feel from crime while traveling

Satisfaction Level 1	25,781,596	13 (0.25)
Satisfaction Level 2	29,700,792	15 (0.58)
Satisfaction Level 3	63,683,445	31 (1.67)
Satisfaction Level 4	47,220,125	23 (0.82)
Satisfaction Level 5	36,802,835	18 (1.36)
Subtotal Valid Responses	203,188,793	100
Don't Know	4,277,512	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Providing accessible transportation for people with disabilities

Satisfaction Level 1	27,332,676	14 (0.94)
Satisfaction Level 2	30,379,016	15 (1.92)
Satisfaction Level 3	53,444,324	27 (0.89)
Satisfaction Level 4	45,155,382	23 (1.25)
Satisfaction Level 5	43,889,070	22 (1.07)
Subtotal Valid Responses	200,200,469	100
Don't Know	7,128,156	
Refused	137,680	
Total	207,466,305	

B2. I just asked how concerned you are with various transportation issues. Now, please rate your level

of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied.

Providing public transportation, such as transit buses and trains, in your area

Satisfaction Level 1	43,477,169	22 (3.11)
Satisfaction Level 2	32,217,959	16 (1.87)
Satisfaction Level 3	48,505,695	24 (2.52)
Satisfaction Level 4	33,086,561	17 (2.11)
Satisfaction Level 5	40,984,328	21 (1.68)
Subtotal Valid Responses	198,271,711	100
Don't Know	8,633,372	
Refused	561,221	
Total	207,466,305	

B4a. In the past year, have you requested a product or service from an agency of the U.S. Department of Transportation?

Yes	14,851,527	7 (0.24)
No	192,382,356	93 (0.24)
Subtotal Valid Responses	207,233,883	100
Don't Know	232,422	
Total	207,466,305	

B4b. Which of the following agencies did you contact?

The National Highway Traffic Safety Administration

Yes	2,120,816	1 (0.22)
No	205,345,489	99 (0.22)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

U.S. Coast Guard

Yes	559,707	0 (0.20)
No	206,906,598	100 (0.20)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

Federal Aviation Administration

Yes	1,141,673	1 (0.33)
No	206,324,632	99 (0.33)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

Maritime Administration		
Yes	175,721	0 (0.08)
No	207,290,584	100 (0.08)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Federal Highway Administration		
Yes	1,750,577	1 (0.28)
No	205,715,728	99 (0.28)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Federal Railroad Administration		
Yes	364,350	0 (0.16)
No	207,101,955	100 (0.16)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Federal Transit Administration		
Yes	1,528,433	1 (0.29)
No	205,937,872	99 (0.29)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Federal Motor Carrier Safety Administration		
Yes	678,697	0 (0.16)
No	206,787,608	100 (0.16)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Research and Special Programs Administration		
Yes	176,953	0 (0.07)
No	207,289,352	100 (0.07)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Bureau of Transportation Statistics		
Yes	758,694	0 (0.19)
No	206,707,611	100 (0.19)

Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
St. Lawrence Seaway Development Corporation		
No	207,466,305	100 (0.00)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Office of the Secretary of Transportation		
Yes	983,237	0 (0.08)
No	206,483,068	100 (0.08)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Some other way-SPECIFY		
Yes	6,258,960	3 (0.56)
No	201,207,345	97 (0.56)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Appropriate Skip		
Yes	192,382,356	93 (0.26)
No	15,083,949	7 (0.26)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Refused/Don't Know		
Yes	390,141	0 (0.12)
No	207,076,164	100 (0.12)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
B5. How did you first contact the Department of Transportation?		
Telephone	8,344,669	58 (7.22)
Internet/World Wide Web	1,691,488	12 (3.16)
(Regular) Mail	1,385,554	10 (4.52)
In Person	2,764,827	19 (6.98)
Other	274,848	2 (1.40)
Subtotal Valid Responses	14,461,386	100
Don't Know	272,591	

Refused	117,550	
Appropriate Skip	192,614,778	
Total	207,466,305	

B6. On a scale of 1 to 5, with 1 being very dissatisfied and 5 being very satisfied, please rate your overall satisfaction with the level of service you received.

Satisfaction Level 1	2,503,949	17 (5.04)
Satisfaction Level 2	2,393,454	17 (6.59)
Satisfaction Level 3	2,529,565	17 (7.47)
Satisfaction Level 4	2,117,999	15 (5.53)
Satisfaction Level 5	4,916,419	34 (9.33)
Subtotal Valid Responses	14,461,386	100
Don't Know	272,591	
Refused	117,550	
Appropriate Skip	192,614,778	
Total	207,466,305	

M3. Please tell me if you disagree, agree, or feel neutral about the following statements:

Most truck drivers on the highway drive safely

Disagree	71,477,338	35 (1.25)
Neutral	37,826,719	18 (1.56)
Agree	97,794,068	47 (2.40)
Subtotal Valid Responses	207,098,125	100
Don't Know	368,180	
Total	207,466,305	

I feel very concerned about my safety when travelling in an automobile near large trucks

Disagree	48,649,276	24 (1.63)
Neutral	40,673,769	20 (0.89)
Agree	117,565,426	57 (1.86)
Subtotal Valid Responses	206,888,472	100
Don't Know	577,833	
Total	207,466,305	

When I am driving, I make a special effort to driving near large trucks

Disagree	52,278,244	25 (1.57)
Neutral	33,389,957	16 (0.79)
Agree	120,575,611	58 (2.29)
Subtotal Valid Responses	206,243,813	100

Don't Know	694,445	
Refused	528,047	
Total	207,466,305	

M10. What should a motorist do when approaching a railroad crossing that has no gates or lights? I will read you four choices.

Proceed through the Crossing	1,097,734	1 (0.26)
Approach the Crossing, Look to See if a Train is Approaching, and be Prepared to Stop	61,843,070	30 (1.61)
Stop and Look for the Train, then Proceed if it is Safe to do so	136,245,315	66 (1.65)
Slow Down because of a Bumpy Crossing	8,139,372	4 (0.50)
Subtotal Valid Responses	207,325,492	100
Don't Know	140,813	
Total	207,466,305	

M14. Think about things that may or may not be allowed on airplanes. Tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage.

Motor oil

Never Allowed	135,477,633	74 (1.82)
Allowed with some Restrictions	31,119,515	17 (1.79)
Always Allowed	16,381,975	9 (0.69)
Subtotal Valid Responses	182,979,123	100
Don't Know	23,598,057	
Refused	889,124	
Total	207,466,305	

Gas-powered stoves or tools

Never Allowed	161,426,051	82 (0.94)
Allowed with some Restrictions	27,344,498	14 (0.64)
Always Allowed	8,033,218	4 (1.06)
Subtotal Valid Responses	196,803,768	100
Don't Know	10,341,044	
Refused	321,493	
Total	207,466,305	

Pepper spray

Never Allowed	108,436,151	56 (2.00)
Allowed with some Restrictions	57,078,698	30 (1.70)
Always Allowed	26,468,604	14 (1.53)

Subtotal Valid Responses	191,983,452	100
Don't Know	14,967,694	
Refused	515,159	
Total	207,466,305	
Flares and fireworks		
Never Allowed	189,847,510	94 (1.08)
Allowed with some Restrictions	9,178,451	5 (0.98)
Always Allowed	3,374,999	2 (0.46)
Subtotal Valid Responses	202,400,961	100
Don't Know	4,844,937	
Refused	220,407	
Total	207,466,305	
Loaded pistols		
Never Allowed	185,777,566	91 (1.22)
Allowed with some Restrictions	15,683,608	8 (1.16)
Always Allowed	2,316,350	1 (0.55)
Subtotal Valid Responses	203,777,524	100
Don't Know	3,688,781	
Total	207,466,305	
Batteries		
Never Allowed	50,588,041	26 (2.47)
Allowed with some Restrictions	67,686,223	34 (0.97)
Always Allowed	78,166,443	40 (1.94)
Subtotal Valid Responses	196,440,707	100
Don't Know	10,510,439	
Refused	515,159	
Total	207,466,305	
Magnets		
Never Allowed	64,746,884	35 (2.93)
Allowed with some Restrictions	56,091,450	30 (3.11)
Always Allowed	64,622,746	35 (2.24)
Subtotal Valid Responses	185,461,080	100
Don't Know	21,256,415	
Refused	748,810	
Total	207,466,305	

Aerosol hair spray

Never Allowed	52,595,950	27 (1.05)
Allowed with some Restrictions	42,921,791	22 (0.80)
Always Allowed	100,015,939	51 (1.69)
Subtotal Valid Responses	195,533,679	100
Don't Know	11,712,219	
Refused	220,407	
Total	207,466,305	

Personal use oxygen generators

Never Allowed	33,162,832	17 (1.32)
Allowed with some Restrictions	88,035,701	46 (1.92)
Always Allowed	70,481,916	37 (2.37)
Subtotal Valid Responses	191,680,450	100
Don't Know	15,198,027	
Refused	587,829	
Total	207,466,305	

Cigarette lighters

Never Allowed	67,622,134	34 (1.75)
Allowed with some Restrictions	39,842,258	20 (0.83)
Always Allowed	90,879,916	46 (2.09)
Subtotal Valid Responses	198,344,309	100
Don't Know	8,522,118	
Refused	599,878	
Total	207,466,305	

M15. We would like to know what you think about possible threats to our transportation system, not including air travel. Please tell me whether you disagree, agree, or feel neutral about the following statements:

The US is vulnerable to terrorism that threatens the safety of its transportation system

Disagree	31,355,303	15 (0.62)
Neutral	46,165,529	22 (1.35)
Agree	128,313,871	62 (1.06)
Subtotal Valid Responses	205,834,703	100
Don't Know	1,351,470	
Refused	280,132	
Total	207,466,305	

To date I have not been concerned about terrorist acts threatening my own personal safety while

traveling		
Disagree	54,898,885	27 (1.73)
Neutral	27,153,102	13 (1.26)
Agree	124,610,128	60 (1.04)
Subtotal Valid Responses	206,662,115	100
Don't Know	804,190	
Total	207,466,305	

I would support airport-type security measures at bus and rail stations to address the threat of terrorist acts		
Disagree	18,830,539	9 (0.54)
Neutral	22,457,120	11 (0.84)
Agree	164,954,838	80 (1.13)
Subtotal Valid Responses	206,242,497	100
Don't Know	1,223,808	
Total	207,466,305	

B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home?		
Yes	19,913,707	10 (0.42)
No	186,818,283	90 (0.42)
Subtotal Valid Responses	206,731,990	100
Refused	734,315	
Total	207,466,305	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

By car as a driver		
Yes	10,385,583	5 (0.67)
No	197,080,722	95 (0.67)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

By car as a passenger		
Yes	3,634,288	2 (0.40)
No	203,832,017	98 (0.40)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	

By public transportation

Yes	8,214,631	4 (0.86)
No	199,251,674	96 (0.86)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
By bicycle		
Yes	9,137,049	4 (0.56)
No	198,329,256	96 (0.56)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
As a pedestrian		
Yes	7,740,945	4 (0.44)
No	199,725,360	96 (0.44)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
By airplane		
Yes	5,439,502	3 (0.35)
No	202,026,803	97 (0.35)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
By other		
Yes	3,100,457	100 (0.00)
Subtotal Valid Responses	3,100,457	100
Appropriate Skip	204,365,848	
Total	207,466,305	
Refused/Don't Know		
No	207,466,305	100 (0.00)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
Appropriate Skip		
Yes	186,818,283	90 (0.37)
No	20,648,022	10 (0.37)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
D2. Are you a licensed commercial transportation operator?		

Yes	25,955,076	13 (1.41)
No	180,840,477	87 (1.41)
Subtotal Valid Responses	206,795,553	100
Refused	670,752	
Total	207,466,305	
D3. Do you own or operate a business from your home?		
Yes	16,494,472	8 (1.08)
No	189,725,287	92 (1.08)
Subtotal Valid Responses	206,219,760	100
Refused	1,246,545	
Total	207,466,305	
D4. Please stop me when I reach the category that best describes your age.		
Less than 18	3,131,431	2 (0.85)
18 - 24	30,201,558	15 (1.89)
25 - 34	36,290,088	18 (1.18)
35 - 44	44,115,214	21 (1.18)
45 - 54	36,693,266	18 (1.84)
55 - 64	23,840,328	12 (0.56)
65 or Older	32,900,008	16 (1.47)
Subtotal Valid Responses	207,171,895	100
Don't Know	50,527	
Refused	243,883	
Total	207,466,305	
D5. Are you male or female?		
Male	99,218,038	48 (1.61)
Female	108,248,267	52 (1.61)
Subtotal Valid Responses	207,466,305	100
Total	207,466,305	
D6. What is the last grade of school you completed?		
Less than High School	22,600,077	11 (1.36)
High School Graduate/GED	87,468,831	42 (2.42)
Some College	38,736,027	19 (1.04)

College Graduate (BA Or BS: Bachelor of Arts or Sciences Degree)	30,329,705	15 (2.05)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	13,859,536	7 (1.00)
Technical School/Professional Business School	2,689,470	1 (0.14)
Subtotal Valid Responses	207,154,215	100
Don't Know	128,314	
Refused	183,776	
Total	207,466,305	

D7. Are you of Hispanic origin?

Yes	12,630,596	6 (1.64)
No	193,006,832	94 (1.64)
Subtotal Valid Responses	205,637,429	100
Don't Know	217,082	
Refused	1,611,794	
Total	207,466,305	

D8. What is your race?

White	170,266,043	84 (1.53)
Black or African-American	22,697,167	11 (1.75)
American Indian or Alaska Native	3,791,130	2 (0.49)
Asian (E.G., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)	4,812,759	2 (0.99)
Subtotal Valid Responses	201,567,099	100
Refused/Don't Know	5,899,206	
Total	207,466,305	

D9. Do you have any other telephone lines in your house that someone would answer? This does not include dedicated computer or fax lines or cellular phones.

Yes	11,750,502	6 (0.72)
No	195,129,145	94 (0.72)
Subtotal Valid Responses	206,879,647	100
Refused	586,658	
Total	207,466,305	

D9a. How many other telephone lines are there?

1	8,110,602	69 (2.52)
2	2,785,035	24 (2.61)

3	655,491	6 (1.15)
4	63,573	1 (0.54)
5 or More	135,800	1 (1.07)
Subtotal Valid Responses	11,750,502	100
Average (Arithmetic Mean)		1.4 (0.03) ^a
Appropriate Skip	195,715,803	
Total	207,466,305	

D9b. What is the primary use of this (these) phone lines?

Home Use Only	8,088,551	69 (2.61)
Business and Home Use	2,773,148	24 (3.60)
Business Use Only	888,803	8 (3.22)
Subtotal Valid Responses	11,750,502	100
Appropriate Skip	195,715,803	
Total	207,466,305	

^a The values presented are the mean and its associated standard error, rather than the percent that is presented in the majority of the cells.