

Bureau of Transportation Statistics

**Survey Documentation for the
Bureau of Transportation Statistics
Omnibus Survey Program**

(Public Use)

October 2009

**SURVEY DOCUMENTATION FOR THE
BUREAU OF TRANSPORTATION STATISTICS
OMNIBUS SURVEY PROGRAM**

(PUBLIC USE)

OCTOBER 2009

TABLE OF CONTENTS

List of Tables	iii
1. Introduction and Background	1
2. Sample Design	2
2.1 Target Population	2
2.2 Sampling Frame and Selection	2
2.2.1 RDD Landline Sample	4
2.2.2 Purging for Ineligible Numbers	4
2.2.3 Address Matching	5
2.3 Sample Administration	5
2.4 Precision of Estimates	5
3. Sampling Weights and Adjustments	7
3.1 Base Sampling Weights	7
3.2 Adjustment for Unit Non-Response	7
3.3 Adjustment for Households with Multiple Telephone Numbers	8
3.4 Adjustment for Number of Eligible Household Members	9
3.5 Post-Stratification Adjustments	9
3.6 Trimming of Final Analysis Weights	12
4. Variance Estimation	13
4.1 Variance Estimation Methodology	13
4.1.1 Software	13
4.1.2 Methods	13
4.2 Degrees of Freedom and Precision	14
5. Data Collection	15
5.1 Data Collection Schedule	15
5.2 Interview Procedures	15
5.2.1 Pre-Testing	15
5.2.2 Interviewer Training	17
5.2.3 Pre-Contact Letter	18
5.2.4 Call Attempts and Callbacks	18
5.2.5 Disposition Codes	19
5.2.6 Household Screening	21
5.2.7 Interviewing Methods	21
5.3 Data Quality Control Procedures	21
5.3.1 Interviewer Performance	22
5.3.2 Other Procedures	23
5.4 Summary of Data Cleaning	23
5.5 Coding of Missing Values	23
5.6 Response Rates	24

Appendix A: Final Annotated Survey Questionnaire	28
Appendix B: Data Dictionary	51
Appendix C: SAS Format Library	80
Appendix D: Frequency Tables – National Sample	85
Appendix E: Frequency Tables – Sample of Targeted MSAs	114
References	144

LIST OF TABLES

Table 1: Census Regions and Divisions.....	2
Table 2: Targeted Metropolitan Statistical Areas	3
Table 3: Number of Telephone Lines per Household.....	8
Table 4: Number of Eligible Household Members.....	9
Table 5: Post-Stratification Cells – National	10
Table 6: Post-Stratification Cells – MSA	11
Table 7: Interviewer Disposition Codes	20
Table 8: Summary of Codes for Missing Values by Data File Format	24
Table 9: Final Dispositions – National Sample	25
Table 10: Final Dispositions – Sample of Targeted MSAs	26

1. INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) conducts the Omnibus Household Survey (OHS) to monitor public expectations of and satisfaction with the transportation system and to gather event, issue, and mode-specific information. OHS, which is conducted annually, serves as an information source for the U.S. Department of Transportation (DOT) modal administrators to support congressional requests and to gauge internal DOT performance. Overall, OHS supports the collection of information on a wide range of transportation-related topics.

Each round of OHS contains a set of core questions that are based on critical information needs within DOT. In addition, supplemental questions are included in each round to correspond to DOT's five strategic goals: safety; reduced congestion; global connectivity; environmental stewardship; and security, preparedness, and response. Finally, specific questions posed by the various DOT modes are included in each survey.

This report presents the results of the October 2009 OHS. The October 2009 OHS has two components: one national sample and one sample of nine targeted metropolitan statistical areas (MSAs). The national sample survey was conducted from October 1, 2009, through November 6, 2009. The sample survey of targeted MSAs was conducted from October 1, 2009, through November 7, 2009. Data for both samples were collected from households in the United States using a random-digit-dialed telephone methodology. The final data include 1,082 cases in the national sample and 504 cases in the original sample of targeted MSAs. The final dataset for the survey of targeted MSAs has 720 cases, which include not only the 504 cases in the original sample of targeted MSAs but also 216 cases from the nine targeted MSAs in the national sample. The total number of variables in the public-use dataset is 129 for the national survey and 130 for the survey of targeted MSAs. Strategic Research Group collected the data under a subcontract with MacroSys, LLC.

The primary goal of this report is to document the background information, sampling procedures, data collection, data elements and survey variables, response rates, final weights, and standard error estimation for the October 2009 OHS.

This report contains the following information:

- Background of the survey initiative;
- A detailed description of how sample respondents were selected for the survey;
- Information on the data collection, the number of completed interviews, and response rates;
- Information on interviewer training, pre-testing, interviewing methods, household screening methods, and methods for call attempts and callbacks;
- Information on the number of cases in the file;
- Guidance on the use of weights for analyses;
- Instructions for calculating standard error estimates;
- The final survey questionnaire;
- A data dictionary that provides the names of survey variables, their codes, labels, and the associated response categories; and
- Frequency tables for both the national survey and the survey of targeted MSAs.

2. SAMPLE DESIGN

2.1 Target Population

The October 2009 OHS consists of a national survey effort and a survey effort of nine targeted MSAs. The target population for the national survey is the U.S. non-institutionalized adult population (18 years of age or older). The target population for the targeted MSA survey is the non-institutionalized adult population in nine targeted MSAs.

2.2 Sampling Frame and Selection

Both the national survey and the targeted MSA survey used the same questionnaire, but their samples were generated separately. To ensure that the October 2009 OHS is comparable to past OHS (November 2008 and earlier) the same methodology used for previous surveys was used for the current survey.

The samples for both the national survey and the targeted MSA survey were purchased from Survey Sampling International (SSI), a firm that provides samples for numerous government agencies and the private sector. The national sample included all 50 states and the District of Columbia. Using list-assisted random-digit-dialing (RDD) methodology, a national probability sample of telephone numbers was generated for the survey. All telephone numbers in the sampling frame – SSI's total active blocks – were divided into 18 strata by Census division (Table 1) and metropolitan status (i.e., inside MSA versus outside MSA) at the county level. The number of sampled telephone numbers for each stratum was proportionate to the size of the sampling population within the stratum. The national sampling rate was computed by dividing the number of RDD sample elements required by the total possible telephone numbers in the sampling frame.

Table 1: Census Regions and Divisions

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

SSI developed the sample by first imposing an implicit stratification on the telephone exchange areas by Census division and metropolitan status at the county level. Within each Census

division, counties and their associated telephone exchange areas located in MSAs were sorted by the size of the MSAs. The size of an MSA was measured by its population. After the MSAs were sorted according to the population, an indicator for metropolitan status (MSC) of the counties was created and added as a variable to the sample files. For the purpose of OHS, the MSC is defined as follows:

- 1 = Large MSA – 1 million population or more.
- 2 = Medium MSA – with 500,000–999,999 population.
- 3 = Small MSA – with less than 500,000 population.
- 5 = Outside MSA.

Counties and their associated telephone exchange areas within a Census division located outside of MSAs were first sorted by state. Within each state, the counties and their associated telephone exchange areas were sorted by geographic location. The sampling interval for all strata was the inverse of the national sampling rate computed above so that the number of intervals was equivalent to the number of sample elements required. Within each sampling interval, a single random number was generated between one and the interval size; the corresponding phone number within the interval was identified and written to an output file. This implicit stratification ensured that the sample of telephone numbers was geographically representative.

In addition to the national sample, a sample of targeted MSAs was also drawn with the same probability-proportionate-to-size sampling method from the following nine MSAs with a population of one million or more and rail transit (Table 2). The sampling rate was computed by dividing the number of RDD sample elements required for the survey of targeted MSAs by the total possible telephone numbers in the corresponding sampling frame. Each of the targeted MSAs was a stratum. Prior to sampling, counties and their associated telephone exchange areas within each MSA were first sorted by state. Within each state, the counties and their associated telephone exchange areas were sorted by geographic location.

Table 2: Targeted Metropolitan Statistical Areas

MSA Code (2008 CBSA code)	MSA Title
12060	Atlanta-Sandy Springs-Marietta, GA
14460	Boston-Cambridge-Quincy, MA-NH
16980	Chicago-Naperville-Joliet, IL-IN-WI
31100	Los Angeles-Long Beach- Santa Ana, CA
33100	Miami-Fort Lauderdale-Pompano Beach, FL
35620	New York-Northern New Jersey-Long Island, NY-NJ-PA
37980	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD
41860	San Francisco-Oakland-Fremont, CA
47900	Washington-Arlington-Alexandria, DC-VA-MD-WV

A total of 18,050 telephone numbers was purchased for the October 2009 OHS. Of those numbers, 6,964 were determined to be working numbers for the national survey and 7,326 for the targeted MSA survey. For survey administration, the working numbers for both surveys were

divided into five replicates, respectively. They were released by replicate over the period of data collection: the first replicates of 2,000 national and 1,000 MSA cases were released on the first day of interviewing; the second replicates of 1,953 national and 1,000 MSA cases were released on October 3; the third replicates of 1,047 national and 500 MSA cases were released on October 11; and the fourth replicates of 350 national and 330 MSA cases were released on October 19. The remaining replicates were not used. The following section describes the standard procedures for generating a RDD landline sample, which was used to generate samples for the October 2009 OHS.

2.2.1 RDD Landline Sample

To generate the RDD landline sample, SSI employed a list-assisted RDD system. List-assisted refers to the use of commercial lists of directory-listed telephone numbers, such as Telcordia, to increase the likelihood of dialing household residences. This method gives unlisted telephone numbers the same chance to be selected as directory-listed numbers.

The system utilizes a database of “working blocks.” A block (also known as a 100-bank or a bank) is a set of 100 contiguous numbers identified by the first two digits of the last four digits of a telephone number. A block is defined as working if it contains one or more listed telephone households. The database consists of all residential telephone exchanges, working block information, and various geographic service parameters such as state, county, primary zip code, etc. On a national basis, this definition covers an estimated 97.7 percent of all residential telephone numbers (noting that slightly over 20 percent of U.S. households had only wireless telephones in the second half of 2008), while the listed database covers 99.96 percent of directory listed landline phones. This database is updated on a quarterly basis.

The sampling frame consists of the set of all telephone exchanges that meet the geographic criteria. This geographic definition is made using one or more of the geographic codes included in the database. Following specification of the geographic area, the system selects all exchanges and associated working banks that meet those criteria.

Based on the sampling frame defined, the system computes an interval such that the number of intervals is equivalent to the desired number of sample elements. The interval is computed by dividing the total possible telephone numbers in the sampling frame (i.e., # of working banks × 100) by the number of RDD sample elements required. Within each interval, a single random number is generated between one and the interval size; the corresponding phone number within the interval is identified and written to an output file. The result is that every potential telephone number within the defined sampling frame has a known and equal probability of selection.

2.2.2 Purging for Ineligible Numbers

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

First, the file of generated numbers is passed against a database that is comprised of the business database and the listed household database. Business numbers are eliminated from the file of

generated numbers while listed household numbers are set aside so that they can be recombined after the active Dialer Phase.

Second, disconnected numbers are purged in a post-production process that identifies non-working or unassigned numbers, as well as modem and fax numbers in RDD telephone samples. It employs a proprietary technology that recognizes almost half of these numbers, thereby improving the effective working phones rate of random digit telephone samples by an average of 10–15 percent.

2.2.3 Address Matching

The Multi-Source Phone Data Product from CAS, Inc. was used for residential reverse matches (name and address). With this product, CAS collects millions of individuals' telephone numbers and associated address information from many different sources including telephone directories, subscription databases, government agencies, associations, court records, and internet databases that are updated on a weekly basis. This compiled listing of over 215 million individuals was then used to match telephone numbers with the most current address or vice versa depending on the client's needs.

2.3 Sample Administration

The national sample and the sample of targeted MSAs were administered separately during data collection for tracking purposes so that respective goals for both samples could be attained, respectively. The goal was to reach a minimum of 1,000 completed interviews for the national sample and a minimum of 500 for the sample of targeted MSAs and to achieve a 50 percent response rate for both samples. All the procedures for the national sample were followed for the sample of targeted MSAs. Since the questionnaires were the same for both the national sample and the sample of targeted MSAs, the interviews for both groups were conducted identically, but the files for the two samples were kept separately. After the data collection, the cases from the targeted MSAs in the national sample remained a part of the national sample. They were also combined with the original sample of targeted MSAs to achieve a larger sample size for the survey of targeted MSAs. The specific means for attaining the highest response rate possible, such as callbacks and refusal conversion, were the same for both samples. This is discussed in detail in the section on Data Collection (Section 5).

2.4 Precision of Estimates

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

$$p_s \pm Z_{\alpha/2} \sqrt{\text{Var}(p_s)}$$

Where:

p_s is the estimated (sample) proportion;

$Z_{\alpha/2}$ is the critical value of the normal distribution at $\alpha = 0.05$ significance level;
and

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

The calculation of the end points of the confidence interval can be rewritten as follows:

$$p_s \pm Z_{\alpha/2} \sqrt{\frac{p_s(1-p_s)}{n}}$$

or

$$p_s - Z_{\alpha/2} \sqrt{\frac{p_s(1-p_s)}{n}} \leq P \leq p_s + Z_{\alpha/2} \sqrt{\frac{p_s(1-p_s)}{n}}$$

Where:

P is the true population value of the proportion; and

n is the sample size.

Therefore, with a sample size of 1,082, $p_s = 50$ percent and $\alpha = 0.05$, the confidence interval range would be $47 \leq P \leq 53$, *approximately*.¹

¹ This method of confidence interval calculation is conservative.

3. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

1. Calculation of the base sampling weights;
2. Adjustment for unit non-response;
3. Adjustment for households with multiple voice telephone numbers;
4. Adjustment for selecting an adult within a sampled household; and
5. Post-stratification adjustments to the target population.

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

3.1 Base Sampling Weights

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

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

Where N is the total number of telephone numbers in the sampling frame and n is the total number of telephone numbers in the sample. For this survey, the total number of telephone numbers in the sampling frame, N , is 282,271,600 for the national survey and 69,120,100 for the survey of targeted MSAs. The total number of telephone numbers in the sample (numbers dialed) is 5,350 for the national survey and 4,229 for the survey of targeted MSAs, which eventually included 2,830 cases in the original sample of targeted MSAs and 1,399 cases that were sampled for the national survey and were from the nine targeted MSAs.

3.2 Adjustment for Unit Non-Response

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

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

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

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 stratum.

3.3 Adjustment for Households with Multiple Telephone Numbers

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

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

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

Table 3 provides the summary statistics for the number of telephone lines in the sampled households.

Table 3: Number of Telephone Lines per Household

	National	MSA
Mean	1.04	1.063
Standard error of mean	0.007	0.01
Minimum	1	1
25th percentile	1	1
Median	1	1
75th percentile	1	1
Maximum	4	4

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

3.4 Adjustment for Number of Eligible Household Members

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

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

Table 4 provides the summary statistics for the number of eligible members in the sampled households.

Table 4: Number of Eligible Household Members

	National	MSA
Mean	2.325	2.36
Standard error of mean	0.056	0.067
Minimum	1	1
25th percentile	2	2
Median	2	2
75th percentile	3	3
Maximum	9	7

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

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

3.5 Post-Stratification Adjustments

Adjusting weighted survey counts so that they agree with population counts provided by the Census Bureau can compensate for different response rates by demographic subgroups, increase the precision of survey estimates, and reduce the bias in the estimates due to the exclusion of households without telephones from sampling. The final adjustment to the survey weight is a post-stratification adjustment that allows the weights to sum to the target population (i.e., U.S. non-institutionalized persons 18 years of age or older) by age, gender, and race/ethnicity.

The outcome of post-stratification is a factor or multiplier (M) that scales W_{NRMTRA} within each age/gender/race cell, so that the weighted marginal sums for age, gender, and race/ethnicity agree with the corresponding Census Bureau distribution for these characteristics. The method used in the post-stratification adjustment is a simple ratio adjustment applied to the sampling weight

using the appropriate national population total for a given cell defined by the intersection of age, gender, and race/ethnicity.² The general method for ratio adjusting follows:

- A table of the sum of the weights for each cell denoted by each age, gender, and race/ethnicity combination is created. Each cell is denoted by $S(i,j,k)$, where i is the indicator for age, j is the indicator for gender, and k is the indicator for race/ethnicity.
- A similar table of national population controls is created, where each cell is denoted by $P(i,j,k)$.
- The ratio $R(i,j,k) = P(i,j,k) / S(i,j,k)$ is calculated; the cell ratio $R(i,j,k)$ is denoted as the multiplier M .
- Each weight, at the record level, is multiplied by the appropriate cell ratio of $R(i,j,k)$ to form the post-stratification adjustment.

For the national sample, cells used in the post-stratification are defined by the combination of age, gender, and race/ethnicity.³ Some race/ethnicity or, preferably, age categories may be merged if the number of completed interviews within the corresponding cells falls below 30. For this survey, many of the cells have less than 30 observations. After grouping and to remain consistent with what was done in previous surveys, a total of 16 cells are used for the national sample and 10 for the sample of targeted MSAs. For the sample of targeted MSAs, cells for post-stratification are defined only by the combination of gender and age due to the lack of information on race/ethnicity. The details are in the following two tables.

Table 5: Post-Stratification Cells – National

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male – Hispanic (age 18 and over)	37	16,025,259
2	Male – Black, non-Hispanic (age 18 and over)	24	12,295,956
3	Male – White, non-Hispanic (age 18–34)	26	21,569,336
4	Male – White, non-Hispanic (age 35–44)	35	13,569,404
5	Male – White, non-Hispanic (age 45–54)	75	15,668,930
6	Male – White, non-Hispanic (age 55–64)	73	12,513,255
7	Male – White, non-Hispanic (age 65 and over)	123	13,329,864
8	Male – Other race, non-Hispanic (age 18 and over)	54	6,918,128
9	Female – Hispanic (age 18 and over)	46	14,825,817
10	Female – Black, non-Hispanic (age 18 and over)	52	14,196,535
11	Female – White, non-Hispanic (age 18–34)	35	20,862,430
12	Female – White, non-Hispanic (age 35–44)	60	13,496,575
13	Female – White, non-Hispanic (age 45–54)	86	15,909,704
14	Female – White, non-Hispanic (age 55–64)	91	13,100,051
15	Female – White, non-Hispanic (age 65 and over)	169	17,908,073
16	Female – Other race, non-Hispanic (age 18 and over)	69	7,494,516
N/A	Missing demographic information	27	
	TOTAL	1,082	229,683,833

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

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

Table 6: Post-Stratification Cells – MSA

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male – age 18–34	30	8,289,508
2	Male – age 35–44	50	5,471,778
3	Male – age 45–54	66	5,305,946
4	Male – age 55–64	53	3,742,602
5	Male – age 65 and over	91	3,625,639
6	Female – age 18–34	55	8,072,874
7	Female – age 35–44	63	5,526,391
8	Female – age 45–54	100	5,512,983
9	Female – age 55–64	79	4,137,051
10	Female – age 65 and over	120	5,083,986
N/A	Missing demographic information	13	
	TOTAL	720	54,768,758

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

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

$$DEF = \frac{\sum_{i=1}^5 \sum_{j=1}^2 \sum_{k=1}^4 P(i, j, k)}{TW_{NRMTRA_NA} + \sum_{i=1}^5 \sum_{j=1}^2 \sum_{k=1}^4 P(i, j, k)}$$

Where:

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

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

The deflation factor DEF for the sample of targeted MSAs is calculated as follows:

$$DEF = \frac{\sum_{i=1}^5 \sum_{j=1}^2 P(i, j)}{TW_{NRMTRA_MSA} + \sum_{i=1}^5 \sum_{j=1}^2 P(i, j)}$$

Where:

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

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

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

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

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

3.6 Trimming of Final Analysis Weights

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

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

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

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

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

4. VARIANCE ESTIMATION

The data collected in the October 2009 OHS were obtained through a complex sample design involving stratification, and the final weights were subject to several adjustments. Any variance estimation methodology must involve some simplifying assumptions about the design and weighting, and so some simplified conceptual design structures are provided in this section.

4.1 Variance Estimation Methodology

4.1.1 Software

The software package SUDAAN[®] (Software for the Statistical Analysis of Correlated Data) Version 10.0.1 was used for computing standard errors. SUDAAN[®] is a statistical software package developed by the Research Triangle Institute to analyze data from complex sample surveys. SUDAAN[®] uses advanced statistical techniques to produce robust variance estimates under various survey design options. The software can handle stratification and numerous adjustments associated with weighting.

4.1.2 Methods

Overall, three variables, CENDIV (Census division), METRO (metropolitan status), and FNLWGT (final analysis weights), are needed for variance estimation in SUDAAN[®] for the analysis of the national survey data. Two variables, MSASTRAT (MSA) and FNLWGT (final analysis weights), are needed for variance estimation in SUDAAN[®] for the analysis of the MSA survey data. The method used in the present survey utilizes the variables CENDIV and METRO to create 18 (9 x 2) strata in the national survey data and the variable MSASTRAT to create nine strata, a single stage selection with replacement procedure, and the final analysis weights. This method provides somewhat conservative standard error estimates.

Assuming a simplified sample design structure, the following SUDAAN[®] statements can be used (note that the data file for the national survey must be sorted by the variables CENDIV and METRO before using it in SUDAAN[®], and the data file for the MSA survey must be sorted by the variable MSASTRAT before using it in SUDAAN[®]):

For the national data:

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

For the MSA data:

```
PROC ... DESIGN = STRWR;  
NEST MSASTRAT;  
WEIGHT FNLWGT;
```

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

For the national survey data:

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

For the MSA data:

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

4.2 Degrees of Freedom and Precision

A rule of thumb for degrees of freedom associated with a standard error is a quantity: the number of unweighted records in the dataset *minus* number of strata. Degrees of freedom for the method above fluctuate depending on the number of records in each dataset. Generally, the dataset for the national sample will yield degrees of freedom of around 1,000, and the dataset for the sample of targeted MSAs will yield degrees of freedom of around 500. For practical purposes, any degrees of freedom exceeding 120 are treated as infinite. Thus, one can use a normal distribution instead of a *t*-distribution for the statistic.

5. DATA COLLECTION

5.1 Data Collection Schedule

The survey was conducted over 37 days to enable 1,500 interviews to be completed. The survey period was initially from October 1 through October 31, 2009, but was extended by one week to November 7 to increase the response rate and number of completions.

5.2 Interview Procedures

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

5.2.1 Pre-Testing

Standard pre-testing protocols were utilized to ensure that the survey instrument was programmed correctly and to make sure each survey item was clear and easy to understand.

- The pre-test instrument was reviewed by a project manager together with the pre-testing interviewers to discuss question intent and any potential challenges and issues.
- A pre-test sample was created from a list of households in targeted areas.
- The listed households were called, and pre-test interviews for the survey were conducted when appropriate.
- The pre-test interviews were monitored by the project manager and data collection manager, and the interviewers were debriefed after an interview was conducted.
- Issues that emerged during survey administration such as respondent questions and confusions and interviewer mishaps were recorded by the project manager and data collection manager.
- Clients listened to interviews in interviews and provided feedback.
- All calls that lasted over one minute were recorded and placed into the archive for future reference.
- A Pre-Test Form was filled out by an interviewer to record any problems or issues that emerged during an interview.

Problems or issues that pre-testing interviewers were focused on included the amount of time to administer the survey, the wording and order of questions, respondent motivation, and transitions (i.e., whether changes in topics were smooth or abrupt). Questions that yielded high occurrences of the same behaviors (e.g., the respondent asked what a question meant) were carefully examined and recorded along with how long it took a respondent to answer them.

Two rounds of pre-tests were conducted for the October 2009 OHS. The first round of pre-tests consisted of 17 interviews. During these interviews, it was found that each interview took more than the 10–15 minutes that DOT specified for the interview time. As a result, Questions L1010 and L1030 were deleted from the questionnaire. The second round of pre-tests was conducted

using the shortened questionnaire. This round consisted of eight interviews. The two rounds of pre-tests also led to the rephrasing of a question and correction of typos in the questionnaire.

Timing

Certain items were only asked of individuals who gave a specific response to a previous question. Thus, the length of time it took to administer the survey varied among respondents. During pre-testing, time used for each pre-test was recorded, and the average time of administering the survey was calculated. The average time for an interview was 20 minutes in the first round of pre-tests; it was reduced to 16 minutes in the second round of pre-tests as a result of shortening the questionnaire and improving the wording of the questions.

Question Wording and Order

The following situations regarding question wording and order were recorded and examined by interviewers:

- Questions that had awkward wording.
- Questions that asked something other than what they were intended to ask.
- Questions that were difficult for the respondent to understand. (During the first round of pre-tests, it was found that respondents did not understand the meaning of “video monitor.” The question in concern was then rephrased and was tested in the second round of pre-tests.)
- Questions that appeared to be out of order.
- Questions that were redundant.
- Questions that were not applicable for a certain set of respondents.

Behavior Coding

Interviews were monitored to determine whether an interviewer read a question correctly and whether a respondent answered a question correctly and/or asked for clarification of a question as well as to determine how much time it took the respondent to answer a question. This was to ensure that all questions were clearly understood and that each question served its intended purpose. Questions that were not clearly understood were identified for modification in order to obtain the necessary information.

Respondent Motivation

Interviewers were asked to provide the respondent’s motivations for taking the survey on the Pre-Test Form. The information helped to determine whether “encouraging” statements needed to be inserted at any point during the survey to keep the respondent’s desire to complete it at the optimal level.

Transitions

Transitions were inserted throughout the survey to indicate to the respondent that they were progressing well and to make them aware of how many more sections of the survey remained. Through pre-testing, interviewers and managers noted when they believed such statements needed to be inserted based on their administration of the survey and how well the topics followed one another.

5.2.2 Interviewer Training

All interviewers were given general training in interviewing techniques and skills and in the use of Computer Assisted Survey Execution System (CASES) – a computer assisted telephone interviewing software developed by the University of California, Berkeley. They were provided an intensive training session tailored to the requirements of the October 2009 OHS. All interviewers were required to review and sign a confidentiality statement before working on the October 2009 OHS project.

The interviewer training first focused on identifying factors that can cause interviewer and respondent bias, as well as interviewing and record keeping techniques. Special attention was given to training interviewers on how to introduce themselves and the project to respondents and on how to make appointments and callbacks. They were taught correct interviewing and probing techniques, including how to read questions exactly as worded, record open-ended responses verbatim appropriately, and respond to respondents' questions. Interviewers were also trained on how to fill out call sheets and enter correct call disposition codes both on call sheets and in the data file.

Interviewers were then trained on how to use CASES to administer telephone interviews. They worked through a CASES training survey instrument to learn how to enter responses effectively and how to manipulate the survey instrument during an interview. As a part of the general training, they role played different interviewing scenarios with a supervisor, reviewing all of the common questions and responses by respondents.

All interviewers participated in a special training session for the October 2009 OHS project. The goals and the objectives of the project were reviewed with the interviewers. BTS staff members discussed confidentiality requirements, gave their perspective on the survey, and discussed the use of the survey data. The new survey instrument was reviewed and potential problems or issues were fully discussed with interviewers. A special role playing using the questionnaire for the October 2009 OHS was conducted with interviewers acting as both interviewer and respondent in turn.

A customized interviewing manual, the *2009 OHS Training Manual*, was prepared for training and was reviewed by interviewers during training. The manual provided information on the scope and potential issues that could arise during an interviewing session. The manual included the goals and objectives of the project, terms specific to the survey instrument, and information on administering the survey. Scripted responses to common questions regarding the OHS project were also included for the interviewers to use.

5.2.3 Pre-Contact Letter

Five calendar days prior to the start of data collection, a BTS-approved pre-contact letter was sent to households of sampled telephone numbers with an address. The intent was for each household with an address to receive the pre-contact letter several days before they received a call for an interview.

The pre-contact letters were sent out in four batches, with an interval of a week between two mailings. The first mailing was sent on September 25, 2009, consisting of 944 respondents in the national sample and 425 respondents in the sample of targeted MSAs. The second mailing went out on October 3, 2009, consisting of 964 in the national sample and 440 in the sample of targeted MSAs. The third mailing went out on October 11, 2009, with 511 in the national sample and 209 in the sample of targeted MSAs. The fourth mailing went out on October 19, 2009, with 179 in the national sample and 140 in the sample of targeted MSAs. In total, 2,598 pre-contact letters were sent to respondents in the national sample, and 1,214 pre-contact letters to the respondents in the sample of targeted MSAs, which accounted for approximately 49 percent of the national sample and 43 percent of the sample of targeted MSAs.

An “800” number was listed in each letter with the specific times to call (Monday through Friday, 9 a.m. to 12 a.m. EST; Saturday, 10 a.m. to 2 p.m.; and Sunday, 5 p.m. to 12 a.m. EST). Should respondents call outside the listed times, they would receive a phone message asking them to leave their name and number so that someone would contact them as soon as possible to conduct the interview.

5.2.4 Call Attempts and Callbacks

A standardized procedure of multiple call attempts and a three-phase message procedure were used to encourage participation. With the standardized calling procedure, a sampled telephone number was called up to as many as 30 times with calls in the day time and evening and on weekends. Standardized multiple call attempts were made in between voice messages, but a message was not left at each call attempt when encountering an answering machine (due to concern that people might avoid the call or feel “harassed” if they were away for a few days and found multiple messages on their answering machine upon returning home). Given the limited duration of fielding, a household with an answering machine was called two to three times per day during the October 2009 OHS. This number was established to strike a balance between perceived harassment and encouraging participation.

Messages were left to encourage households to at least pick up the telephone when they were called or to encourage them to call back when they were available. To avoid annoying a respondent by leaving multiple messages, a three-phase message procedure was implemented: the first message was left after reaching an answering machine two or three times; the second message was left halfway through the calling window; and the third message was left two or three days before the end of the calling window. Each message was progressively more earnest and urgent. This three-phase message procedure resulted in more call-ins from respondents after each successive message.

Toward the end of the survey, a more aggressive approach to reaching more respondents was employed in an effort to improve the final response rate. Daily multiple attempts (up to five times per day) were made to reach respondents.

5.2.5 Disposition Codes

Table 7 shows a list of disposition codes and their descriptions. They were used by interviewers to determine the scope of each call.

Table 7: Interviewer Disposition Codes

Out of Scope (ineligible for study participation)	
22	No one 18 years old or older in household
28	Respondent unavailable before and during the study period
40	Business
42	Disconnected number
43	Number changed
47	Computer/Fax/Pager
48	Cell Phone
Scope Undetermined	
11 – NQ	No answer after 5 rings – not qualified
12 – NQ	Busy – not qualified
15 – NQ	Answering machine – not qualified
16 – NQ	Left first message – not qualified
17 – NQ	Left second message – not qualified
18 – NQ	Left third message – not qualified
21 – NQ	Too ill/hearing disabled/Mental Incapacitation – not qualified
29 – NQ	Respondent does not speak English or Spanish – not qualified
30 – NQ	General callback – not qualified
31 – NQ	Callback at time/date by informant – not qualified
32 – NQ	Callback at time/date by respondent – not qualified
45 – NQ	Cannot complete call – not qualified
46 – NQ	Privacy manager on – not qualified
60 – NQ	First informant refusal – not qualified
70 – NQ	Second informant refusal – not qualified
80 – NQ	First respondent refusal – not qualified
90 – NQ	Second respondent refusal – not qualified
91 – NQ	Hard refusal/Take me off of your list – not qualified
In Scope	
01	Interview Completed
03	Partial complete: willing to finish
06	Partial complete: refused to finish
06, 60, 70, 80, 90, 91 → 01	Refusal Conversion
11 – Q	No answer – qualified
12 – Q	Busy – qualified
15 – Q	Answering machine – qualified
16 – Q	Left first message – qualified
17 – Q	Left second message – qualified
18 – Q	Left third message – qualified
21 – Q	Too ill/hearing disabled/Mental Incapacitation – qualified
23 – Q	Respondent deceased prior to completion of the interview – qualified
28 – Q	Respondent not available during study – qualified
29 – Q	Respondent does not speak English or Spanish – qualified
30 – Q	General callback – qualified
31 – Q	Callback at time/date by informant – qualified
32 – Q	Callback at time/date by respondent – qualified
44 – Q	Area code changed, but not the number
45 – Q	Cannot complete call – qualified
46 – Q	Privacy manager on – qualified
60 – Q	First informant refusal – qualified
70 – Q	Second informant refusal – qualified
80 – Q	First respondent refusal – qualified
90 – Q	Second respondent refusal – qualified
91 – Q	Hard refusal/Take me off of your list – qualified

Note: For our purposes, Q (qualified) indicates that a respondent was screened and was an individual that was 18+ years old who resided in an eligible household according to the parameters of the study. NQ (Not qualified) indicates that an eligible respondent was not been selected, so it was unknown whether or not they were eligible for participation in this study.

5.2.6 Household Screening

A qualified respondent must be a household member 18 years of age or older. While a household member who answered the phone – the informant – might be 18 or older, the survey was not conducted with him or her to avoid potential bias. Instead, the informant was asked to identify as the qualified respondent another household member whose birthday is immediately after his or hers. A randomized selection was made when the informant did not know the birthdays of any household members. The next-birthday method of respondent selection has been proven as a relatively efficient procedure for selecting a sample that is representative of all household members. If the selected household member was not available at the time of the call, a callback was scheduled to screen and/or interview the respondent. On average, it took less than four minutes for screening respondents and for reviewing the required confidentiality statement.

5.2.7 Interviewing Methods

Incentives were not offered to potential respondents in exchange for their participation in the survey. Interviews were conducted in both English and Spanish. When a potential respondent refused to be interviewed, the reason for refusal was recorded. The average length of completing an interview was about 15 minutes in addition to the time for screening and recruiting a potential respondent.

At the beginning of an interview, interviewers introduced themselves, specifying who they worked for and the purpose of the survey, and assured the potential respondent this was not a sales call. Interviewers then determined whether there was an eligible person in the household. Once contact was made with the eligible household member, the interviewers reintroduced themselves as needed and explained the purpose of the survey. The interviewers also indicated to the respondents that the survey took 15 minutes to complete, all information would remain confidential, and it was a voluntary study so respondents could refuse to answer any question.

If a potential respondent agreed to participate in the survey, the respondent was provided an opportunity to ask any questions to be answered by the interviewer, and then the interview was conducted. However, if it was not a convenient time, a callback was scheduled. When a respondent refused to participate in or complete the survey, the case was moved to a “refusal buster” who was trained to overcome refusals. The “refusal buster” called the respondent back after waiting two days. Refusal conversion efforts helped to increase the number of valid cases in the final samples. In the final data of the October 2009 OHS, over 13 percent of cases in the national sample and about 15 percent of cases in the original sample of targeted MSAs resulted from refusal conversions.

5.3 Data Quality Control Procedures

Standard procedures were implemented for data quality control. Data were reviewed and examined by senior analysts for any outliers, entry errors, or missing variables. Each variable was examined to ensure that responses fell within expected parameters. Potentially invalid responses and outliers were further investigated. Variables were cross checked to each other to ensure internal consistency between responses to interrelated variables.

When inconsistencies or outliers were found, related call sheet logs and notes and the actual recordings of the interview in question were reviewed to determine if data had been incorrectly interpreted or entered by the interviewer. While the survey was still in the field, callbacks were made by supervisors to respondents for cases that could not be reconciled through a review of the logs or recordings. Once the survey interval ended, these cases were flagged and reported.

5.3.1 Interviewer Performance

Interviewer performance was ensured through the implementation of standard procedures of survey interviewing, constant monitoring, and a process of verification. The implementation of standard procedures of survey interviewing provided the prerequisites for high-level interviewer performance. Each interviewing shift began with a staff meeting to review any issues that had emerged from previous calling efforts. Interviewers were then assigned a set of call sheets to cover that shift. All call dispositions (date, time, interviewer number, and result) were captured in two ways. First, the survey questionnaire was programmed in CASES to capture the results of each call and to place the information into a database for analysis. Second, call disposition results were collected electronically, and the interviewer identification number, date and time of the call, final disposition, and any comments that the interviewer determined to be relevant were entered on paper call sheets. The use of paper call sheets allowed interviewers to quickly assess each case and determine when was best to call the respondent again. Call sheets were reviewed by a supervisor before each shift who then passed out the call sheets to interviewers to call at all standard times. Analysis of the call dispositions from previous shifts helped to determine when a respondent was most likely to be available to complete the interview. At the end of each shift, a supervisor log was filled out by the head supervisor to document any events and issues that emerged during the shift. The log sheets were reviewed by the survey manager each day. The supervisor log was made available to the BTS OHS project team upon request.

Throughout the survey, a one-to-five supervisor/interviewer ratio was maintained, and each interviewer was monitored at least once each shift. Supervisors were always on the floor with the interviewers and were always available to answer questions or handle problems throughout all phases of interviewing. All interviewers were also monitored via a monitoring station in the survey unit to assure unbiased and reliable data were collected. A silent monitoring process allowed supervisors to listen to interviews live without interviewers' knowledge. Corrective feedback was promptly provided to interviewers whenever needed, and appropriate actions were taken when necessary. At least once a week, the interviewer's progress was evaluated through discussion with supervisors, and the interviewers were provided with written evaluations documenting both positive and inappropriate behaviors. All completed surveys were reviewed by supervisors for completeness of responses.

In addition, verification of completed interviews was conducted through callbacks to respondents. About 15 percent of all completed interviews from the previous day were selected by supervisors for verification. The respondents were asked a set of questions to ensure that the appropriate respondent was interviewed and to obtain feedback on the interviewer's administration of the questionnaire. The verification process was completed by a supervisor alongside the interviewers, further reminding them of the importance of obtaining quality data while treating all respondents with respect.

5.3.2 Other Procedures

In addition to general checking and cleaning, responses to “other specify” items were pulled out to determine if they could be back-coded into the pre-existing response codes for close-ended questions. During an interview, the interviewer must make quick decisions regarding the correct response code to use for any item. While most items were easily coded, the coding of responses to some types of questions such as race or ethnicity could be difficult to determine. For this survey, when a response was not easily placed into a pre-existing code, the verbatim response was recorded instead. A review of the verbatim responses helped determine if it could be recoded back into the initial codes. If the responses in the “other specify” category were not matched with any code, they were left unchanged and were provided to the client along with any open-ended question responses. All open-ended verbatim responses were reviewed to ensure that they were complete and understandable. In cases where the response was not complete, the interviewer was asked to call the respondent to re-ask the question.

For call-in interviews, telephones were manned by day-time interviewers and by staff who were trained to conduct interviews. Interviewers were available Monday through Friday, 9 a.m. to 12 a.m.; Saturdays, 10 a.m. to 2 p.m.; and Sundays, 5 p.m. to 12 a.m. in each time zone.

5.4 Summary of Data Cleaning

The use of the survey interviewing software CASES greatly facilitates the process of data cleaning because it is designed to only allow pre-programmed codes for responses to be entered into the system. Thus, it effectively prevents invalid responses from being entered erroneously during the process of interviewing. CASES is also extremely flexible in that it allows for continuous internal data quality checks. Once interviewing was completed for the survey, all data were sent through a cleaning process that checked for data inconsistencies. All substantive and disposition result data were then extracted into an ASCII file format several times so that the quality checking process was continuous throughout the survey effort.

After the data were extracted, they were reviewed by research analysts to check for internal consistency according to the interrelationship between variables and to identify any potential error. When an error was identified during the data checking and cleaning process, original data files were reviewed for verification. Corrections were made once the error was confirmed. Detailed notes and records of all changes and corrections were kept and maintained.

5.5 Coding of Missing Values

The OHS contains questions that are not asked of certain respondents based on their response(s) to other questions. In addition, there are usually some respondents who do not know the answer to or choose not to answer some questions 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. To preserve the unique characteristics of these responses, three categories of responses are given special codes for easy identification. Table 8

presents the response categories and how they are represented in each data file for October 2009 OHS.

Table 8: Summary of Codes for Missing Values by Data File Format

RESPONSE CATEGORY	DATASET FORMAT		
	SAS® VERSION 9.1	MICROSOFT EXCEL®	TEXT COMMA DELIMITED
Appropriate skip	-9	-9	-9
Refused	-7	-7	-7
Don't know	-8	-8	-8

5.6 Response Rates

The procedures for response rate calculation are based on the guidelines established by the Council of American Survey Research Organizations (CASRO) in defining a response rate. The response rates are the proportion of completed interviews to the total number of eligible respondents. The total number of eligible respondents is the sum of respondents in scope and the eligible portion of scope-undetermined respondents that is determined by the percentage of respondents in scope in the total number of respondents in scope and out of scope.

The final response rate for the survey is obtained using the following formula:

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

A total of 1,082 interviews were completed during the survey period for the national survey and 504 interviews for the survey of targeted MSAs. The numbers of households in scope and out of scope and scope-undetermined households are shown in Table 9 for the national sample and in Table 10 for the sample of targeted MSAs. As shown below, the response rates for both the national sample and the sample of targeted MSAs were below the targeted response rate of 50 percent despite a variety of efforts made to increase responses.

For the national sample, a response rate of 44.1 percent was achieved in the following manner:

$$RR = \frac{CI}{[HHIS + (SU * (HHIS / HHIOS))]} \quad .4413 = \frac{1,082}{[1,580 + (1,902 * (1,580 / 3,448))]}$$

For the original sample of targeted MSAs, a response rate of 43.3 percent was achieved in the following manner:

$$RR = \frac{CI}{[HHIS + (SU * (HHIS / HHIOS))]} \quad .4333 = \frac{504}{[755 + (993 * (755 / 1,837))]}$$

Table 9: Final Dispositions – National Sample

Summary of disposition			
Telephone numbers available			6,964
# Telephone No. released			5,350
Telephone numbers not dialed			0
Telephone number dialed			5,350
CASRO Response rate (%)			44.1%
Distribution of household cases by disposition code			
Interviewer Disposition Code ⁴	Final Disposition Code	Disposition Description	Number of Households
In-Scope Numbers			1,580
01	1	Interview Completed	940
03, 06	2	Partial Complete	57
06, 60, 70, 80, 90, 91 → 01	3	Refusal Conversion	142
15, 16, 17, 18 – Q	4	Answering Machine/Message – Q	0
21, 29 – Q	5	Deaf/Lang/Ill/Mental Incap – Q	36
60, 70, 80, 90 – Q	6	Refusal – Q	173
91 – Q	7	Hard refusal – Q	79
28 – Q	8	R not available during study – Q	16
23 – Q	9	R deceased prior to completion of the interview – Q	0
44 – Q	10	Area code changed, but not the number – Q	0
30, 31, 32 – Q	31	Callback – Q	137
45 – Q	12	Cannot complete call – Q	0
46 – Q	13	Privacy Manager – Q	0
Out-of-Scope Numbers			1,868
40	14	Business	674
47, 48	15	Computer/Fax/Pager/Cell Phone	751
42	16	Disconnected number	410
43	17	Number change	24
22	18	No one 18 years old or older in HH	2
28	19	Respondent unavailable before and during study	7
Scope-Undetermined Numbers			1,902
11 – NQ	32	No answer – NQ	367
12 – NQ	21	Busy – NQ	29
15 – NQ	33	Answering Machine – NQ	119
16, 17, 18 – NQ	23	Left Message – NQ	0
45 – NQ	24	Cannot complete call – NQ	2
46 – NQ	25	Privacy Manager – NQ	0
21, 29 – NQ	26	Deaf/Lang/Ill/Mental Incap – NQ	33
60, 70, 80, 90 – NQ	27	Refusal – NQ	136
91 – NQ	28	Hard refusal – NQ	199
03, 06 – NQ	29	Partial Complete – NQ	0
44 – NQ	30	Area code changed, but not the number – NQ	1
30, 31, 32 – NQ	34	Callback – NQ	1,016
Total			5,350

⁴ See Table 7 for code descriptions.

Table 10: Final Dispositions – Sample of Targeted MSAs

Summary of disposition			
Telephone numbers available			7,326
# Telephone No. released			2,830
Telephone numbers not dialed			0
Telephone number dialed			2,830
CASRO Response rate (%)			43.3
Distribution of household cases by disposition code			
Interviewer Disposition Code⁵	Final Disposition Code	Disposition Description	Number of Households
In-Scope Numbers			755
01	1	Interview Completed	429
03, 06	2	Partial Complete	15
06, 60, 70, 80, 90, 91 → 01	3	Refusal Conversion	75
15, 16, 17, 18 – Q	4	Answering Machine/Message – Q	0
21, 29 – Q	5	Deaf/Lang/Ill/Mental Incap – Q	25
60, 70, 80, 90 – Q	6	Refusal – Q	78
91 – Q	7	Hard refusal – Q	54
28 – Q	8	R not available during study – Q	3
23 – Q	9	R deceased prior to completion of the interview – Q	0
44 – Q	10	Area code changed, but not the number – Q	0
30, 31, 32 – Q	31	Callback – Q	76
45 – Q	12	Cannot complete call – Q	0
46 – Q	13	Privacy Manager – Q	0
Out-of-Scope Numbers			1,082
40	14	Business	393
47, 48	15	Computer/Fax/Pager/Cell Phone	413
42	16	Disconnected number	257
43	17	Number change	12
22	18	No one 18 years old or older in HH	3
28	19	Respondent unavailable before and during study	4
Scope-Undetermined Numbers			993
11 – NQ	32	No answer – NQ	242
12 – NQ	21	Busy – NQ	6
15 – NQ	33	Answering Machine – NQ	27
16, 17, 18 – NQ	23	Left Message – NQ	0
45 – NQ	24	Cannot complete call – NQ	5
46 – NQ	25	Privacy Manager – NQ	4
21, 29 – NQ	26	Deaf/Lang/Ill/Mental Incap – NQ	46
60, 70, 80, 90 – NQ	27	Refusal – NQ	83
91 – NQ	28	Hard refusal – NQ	131
03, 06 – NQ	29	Partial Complete – NQ	0
44 – NQ	30	Area code changed, but not the number – NQ	0
30, 31, 32 – NQ	34	Callback – NQ	449
Total			2,830

⁵ See Table 7 for code descriptions.

OHS contains questions that ask respondents to supply the demographic information necessary to categorize their age, gender, and/or education. There are usually some respondents who choose not to answer some of these questions in the survey. For respondents that do not want to provide this information, the most common reasons for non-responses are:

- *I don't like giving my age*
- *I would rather not say*
- *I don't like to be labeled, and*
- *that is personal information.*

Common reasons for non-responses when asked questions regarding contacts they may have had with any government agencies and/or why they contacted the agencies are:

- *I don't want to say because I don't trust the government,*
- *I don't want to answer because I have an issue pending, and*
- *I would rather not say.*

APPENDIX A: FINAL ANNOTATED SURVEY QUESTIONNAIRE

2009 Omnibus Household Survey (OHS)

F = Introduction

F1000. Hello, my name is _____ and I'm calling on behalf of the United States Department of Transportation. We're conducting a survey on transportation issues including security of the transportation system, commuting to work and congestion. Your household has been randomly selected for this study and your opinions will help to strengthen our nation's transportation system.

F = Determining Eligible Household

F0080. Have I reached you at [telephone number]?

- 1) Yes
- 2) No – I am very sorry, I must have dialed incorrectly. Thank you, goodbye.

F1010. Are you a member of this household and at least 18 years old?

- 1) YES (Go to F1030)
- 2) NO
- 3) BUSINESS ADDRESS (Go to F1140)

F1020. May I speak to a member of this household who is at least 18 years old?

- 1) AVAILABLE (Go to F1000)
- 2) NOT AVAILABLE (MAKE APPOINTMENT)
When would be a good time to call back?
- 3) THERE ARE NONE (Go to F1140)

F1030. Is this phone number used for. . .

- 1) home use only
 - 2) home and business use, or
 - 3) business use only
- (If 3) – I am very sorry; I'm trying to reach a residence. Thank you. Goodbye.

F = Within Household Sample Selection

F1040. Including you, how many people aged 18 or older currently live in this household?

[IF NEEDED: "Include people who usually stay in this household, but are temporarily away on business, vacation, or in the hospital. Do not include persons who are away on full-time active military duty with the armed forces, students living away from home in their own apartment, or any other family member who may be in a nursing home or other institution."]

|_|_|# OF ADULT HH MEMBERS

INTERVIEWER: IF NEEDED, SAY "Include people who usually stay in this household, but are temporarily away on business, vacation, or in the hospital. Do not include persons who are away on full-time active military duty with the armed forces, students living away from home in their own apartment, or any other family member who may be in a nursing home or other institution."

IF PERSON ON THE PHONE IS CHOSEN GO TO F1075 IF NOT GO TO F1050

F1075. A Federal agency may not collect information from a private citizen nor is a person required to respond to an information collection unless the collection displays a valid Office of Management and Budget number. The OMB number for this collection is 2139-0012. All responses to this information collection are voluntary. The information you provide about yourself and your household will be used for statistical purposes only. In accordance with the Confidential Information Protection provisions in Public Law 107-347, your responses will be kept confidential and will not be disclosed in identifiable form. By law, everyone working on this DOT survey is subject to a jail term, a fine, or both if he or she discloses ANY information that could identify any confidential survey response. Your participation in this study will only take about 15 minutes. If you would like to make comments on any aspect of this information collection, including the length of the survey, I would be happy to provide you with the appropriate address. Would you like the address?

INTERVIEWER: READ ADDRESS IF NECESSARY

Information Collection Clearance Officer, U.S. Department of Transportation, Research and Innovative Technology Administration, RTAD-21, Room E35-116, 1200 New Jersey Avenue, SE, Washington, DC 20590.

F1080. What is your first name?

NAME: _____

GENDER:

1) MALE

AGE: |_|_|

2) FEMALE

AGE: |_|_|

(Skip to question M1000)

IF PERSON ON THE PHONE IS NOT CHOSEN CONTINUE:

F1050. The computer has randomly determined that one of the [F1040 answer minus 1] adults other than you should be selected for the rest of the interview. To help us select this person, do you know who has the NEXT birthday among these adults?

1) YES

2) NO

(Go to F1070)

F1060. Other than you then, which adult has the NEXT birthday?
(A FIRST NAME IS SUFFICIENT IF IT UNIQUELY IDENTIFIES THE HH MEMBER. IF NEEDED – “We need some way to ask for this person should we need to call back. If you prefer, just give me that person’s gender and age.”)

NAME AND AGE: _____

OR GENDER:

1) MALE

AGE:

2) FEMALE

AGE:

(Go to F1110)

INTERVIEWER: A FIRST NAME IS SUFFICIENT IF IT UNIQUELY IDENTIFIES THE HH MEMBER. IF NEEDED SAY, “We need some way to ask for this person should we need to call back. If you prefer, just give me that person’s gender and age.”

F1070. So that the computer can choose someone to interview, please tell me the first names and ages of the [FILL # FROM F1040 MINUS 1] adults currently living in this household. Please do not include yourself.
[IF NEEDED: “Include people who usually stay in this household, but are temporarily away on business, vacation, or in the hospital. Do not include persons who are away on full-time active military duty with the armed forces, students living away from home in their own apartment, or any other family member who may be in a nursing home or other institution.”]

IF NOT OBVIOUS, ASK: “Is {NAME} male or female?”

IF R ANSWERS DK OR RF TO IDENTIFY HH MEMBERS, EXIT INTERVIEW.

FIRST NAME

GENDER

AGE

1) MALE

2) FEMALE

1) MALE

2) FEMALE

1) MALE

2) FEMALE

F1081. This study is designed to select one household adult to answer the questions. The computer has chosen the other adult in the household to participate in the next part of the study. What is the other adult’s name?

INTERVIEWER: PROBE FOR INFORMATION THAT UNIQUELY IDENTIFIES THE HH MEMBER SELECTED.

NAME: _____

GENDER:

- 1) MALE
- 2) FEMALE

AGE:
AGE:

(If extended respondent = screener respondent, go to F1120. Otherwise, continue.)

F1110. (HH MEMBER) has been selected to participate in the next part of the study. May I speak to (HH MEMBER)?

- 1) AVAILABLE *(Go to F1130)*
- 2) NOT AVAILABLE (MAKE APPOINTMENT)

F1130. Hello, my name is _____ and I'm calling on behalf of the U. S Department of Transportation. We're conducting a survey on transportation issues including security of the transportation system, commuting to work and congestion and would like to include your opinions and experiences. For quality purposes only, a supervisor may be monitoring this call.

A Federal agency may not collect information from a private citizen nor is a person required to respond to an information collection unless the collection displays a valid Office of Management and Budget number. The OMB number for this collection is 2139-0012. All responses to this information collection are voluntary. The information you provide about yourself and your household will be used for statistical purposes only. In accordance with the Confidential Information Protection provisions in Public Law 107-347, your responses will be kept confidential and will not be disclosed in identifiable form. By law, everyone working on this DOT survey is subject to a jail term, a fine, or both if he or she discloses ANY information that could identify any confidential survey response. Your participation in this study will only take about 15 minutes. If you would like to make comments on any aspect of this information collection, including the length of the survey, I would be happy to provide you with the appropriate address. Would you like the address?

INTERVIEWER: READ ADDRESS IF NECESSARY

Information Collection Clearance Officer, U.S. Department of Transportation, Research and Innovative Technology Administration, RTAD-21, Room E35-116, 1200 New Jersey Avenue, SE, Washington, DC 20590.

(Skip to question M1000)

FINAL QUESTION:

F1140. Those are all of the questions that I have. If you have questions about transportation issues or just want some information, you can call 1-800-853-1351 email questions to RITAinfo@dot.gov or visit the www.bts.gov/omnibus web site for additional information. Thank you for your time today.

M=Mode Use Questions

M1000. First I'd like to ask about the types of transportation you use during a TYPICAL WEEK. We are defining a typical week beginning on Sunday ending the following Saturday.
____ CONTINUE

M1010. During a typical week, on how many DAYS do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle?

ENTER NUMBER
____ DAYS

M1020. During a typical week, on how many DAYS do you travel by taxi or limousine?

ENTER NUMBER
____ DAYS

M1030. During a typical week, on how many DAYS do you use public transportation?

ENTER NUMBER
____ DAYS

M1040. During a typical week, on how many DAYS do you ride a bicycle outdoors for any reason?

ENTER NUMBER
____ DAYS

INTERVIEWER READ IF NECESSARY: "In this instance, riding a bicycle outdoors does not have to be for transportation purposes."

L = Community Livability Questions

L1000. The next few questions are about the transportation-related characteristics of the community that you live in. First, which of these categories would you say best represents the type of community where you live?

INTERVIEWER: READ ALL CATEGORIES. MARK ONLY ONE

- 1) Urban Area in Downtown or the City Center
- 2) Urban Area NOT in the Downtown or City Center
- 3) Suburban
- 4) Rural

L1020. Next I am going to read a list of transportation options or features available in some communities. Please tell me how important each is to have in your community – “very important,” “somewhat important,” “somewhat unimportant,” or “not important” to you.

- 1) Sidewalks, paths or other safe walking routes to shopping, work, or schools?
- 2) Bike lanes or paths to shopping, work, or schools?
- 3) Reliable local bus, rail or ferry transportation that can be reached without driving?
- 4) Reliable long-distance bus or train transportation to and from major metropolitan areas?
- 5) Major roads or highways that access and serve your community?
- 6) Easy access to an airport?
- 7) Pedestrian-friendly streets or boulevards in the downtown or central business district?
- 8) Adequate parking in the downtown or central business district?

L1040. The next few questions are about activities that sometimes happen while people are driving a motor vehicle. For each statement, please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree.

- 1) Drivers of motor vehicles should be allowed to talk on a hand-held cell phone while driving...
- 2) Drivers of motor vehicles should be allowed to talk on a cell phone using a hands-free device while driving...
- 3) Drivers of motor vehicles should be allowed to text message on a cell phone, blackberry or similar device while driving...
- 4) Drivers of motor vehicles should be allowed to eat while driving...
- 5) Controls on new cars should be mounted on the steering wheel so that drivers do not have to reach across to operate the radio or other audio player...
- 6) Television and video monitors in cars should be allowed to be mounted in a way that they are visible to drivers of OTHER cars...

J = Journey to Work Items

J1000. The next questions are about traveling to and from work.
_____ CONTINUE

J1010. LAST WEEK, did you work for pay OUTSIDE YOUR HOME?

- 1) Yes (*Skip to question J1030*)
- 2) No
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

J1020. LAST WEEK, did you perform any volunteer work OUTSIDE YOUR HOME?

- 1) Yes (*Skip to question J1035*)
- 2) No (*Skip to question T1000*)
- 8) Don't know (DON'T READ)

9) Refused (DON'T READ)

J1030. For the next questions, please use your main job. By main job we mean the one at which you usually work the most hours.

LAST WEEK, on how many DAYS did you travel from home to work?

_____ days ENTER NUMBER

CATI program should ensure that response is less than 8.

(Skip to question J1040)

J1035. For the next question, please use your main volunteer work place. By main volunteer work place we mean the one at which you usually work the most hours

LAST WEEK, on how many DAYS did you travel from home to your volunteer work place?

_____ days ENTER NUMBER

CATI program should ensure that response is less than 8.

(Skip to question J1045)

J1040. LAST WEEK, which of the following types of transportation did you use while traveling from home to work? Did you:

INTERVIEWER: READ LIST

	YES	NO
01) drive alone in a company vehicle	1	2
02) drive with others in a company vehicle	1	2
03) drive alone in a non-company vehicle	1	2
04) drive with others in a non-company vehicle	1	2
05) drive or ride in a carpool or vanpool	1	2
06) ride a bus	1	2
07) ride a subway	1	2
08) ride a train	1	2
09) ride a ferry	1	2
10) ride a bicycle	1	2
11) walk	1	2

INTERVIEWER: Do not include short walks, e.g.,
from the house to the car/parking lot to the office.

12) Used some other mode (SPECIFY) 1 2

(Skip to question J1050)

J1045. LAST WEEK, which of the following types of transportation did you use while traveling from home to your volunteer work place? Did you:

INTERVIEWER: READ LIST

	YES	NO
01) drive alone in a company vehicle	1	2
02) drive with others in a company vehicle	1	2
03) drive alone in a non-company vehicle	1	2
04) drive with others in a non-company vehicle	1	2
05) drive or rode in a carpool or vanpool	1	2
06) ride a bus	1	2
07) ride the subway	1	2
08) ride a train	1	2
09) ride a ferry	1	2
10) ride a bicycle	1	2
11) walk	1	2

INTERVIEWER: Do not include short walks, e.g.,
from the house to the car/parking lot to the office.

12) Used some other mode (SPECIFY)	1	2
------------------------------------	---	---

J1050. IF J1020 = 1, INTERVIEWER WILL READ:
Please consider “work” as your main volunteer work place.

LAST WEEK, how would you rate the level of traffic congestion on your commute to work?

INTERVIEWER: READ 1–4 ONLY

- 1) Very congested
- 2) Moderately congested
- 3) Slightly congested
- 4) Not at all congested
- 8) Don’t know (DON’T READ)
- 9) Refused (DON’T READ)

J1060. Now I’d like to ask you about your commute to work over the LAST 12 MONTHS.

Thinking about the LAST 12 MONTHS, have you done any of the following to improve your commute to work? Have you:

INTERVIEWER: READ LIST

	Yes	No
1) Changed your schedule or work hours to improve your commute	1	2
2) Moved to a home closer to work to improve your commute	1	2
3) Moved to a home closer to public transportation to improve your commute	1	2
4) Changed jobs or left a job to improve your commute	1	2
5) Changed office locations to improve your commute	1	2
6) Worked at home instead of your usual work site to improve your commute	1	2
7) Paid to use a toll road or toll lane to improve your commute	1	2
8) Made any other change to improve your commute?	1	2
(SPECIFY: _____)		

J1065. Thinking about your commute trips in the LAST 12 MONTHS, about how often would you say that you made additional stops for some other purpose during your trip to or from work? Include stops to go to the store, purchase gas, pick someone up from work or school, or perform some other non-work related business.

INTERVIEWER: READ ALL – MARK ONE

- 1) Made additional stops on at least half of all commute trips
- 2) Made additional stops on some but fewer than half of all commute trips
- 3) Did not make any additional trips or almost none

J1070. Again, thinking about the LAST 12 MONTHS, would you say the traffic congestion on your commute to work has gotten...

INTERVIEWER: READ 1–5 ONLY

- 1) Much better
- 2) Somewhat better
- 3) Stayed about the same
- 4) Somewhat worse
- 5) Much worse
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

(If J1020 = 1, skip to T1000)

J1080. Is at least part of the work that you do in your main job something you could do at home?

- 1) Yes
- 2) No *(Skip to T1000)*
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

J1090. Does your main employer allow workers to sometimes work at home instead of coming into the work place?

- 1) Yes
- 2) No *(Skip to T1000)*
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

J1100. LAST WEEK, did you work at home instead of traveling to your usual workplace of your main job? This does not include taking work home at night or over the weekend, working at home while sick, or self-employed persons who work at home.

- 1) Yes
- 2) No *(Skip to T1000)*
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

J1110. LAST WEEK, on how many days did you work at home instead of going to your usual workplace of your main job?
(CATI programmed to accept less than 8.)

_____ Days

IF THE RESPONDENT GIVES ANY 1 “Yes” RESPONSES to J1040 and J1110 HAS “7” as a RESPONSE, THEN INTERVIEWER SAYS: You stated that you commuted to the workplace of your main job last week, and you worked from home for your main job for 7 days last week. Please tell me why you commuted and worked from home during the same day(s).

TYPE COMMENT _____

J1120. What is your primary reason for working at home instead of traveling to your usual work place of your main job?

INTERVIEWER: DO NOT READ LIST.

01) Convenience

(INTERVIEWER PROBE: Why is working at home more convenient?—
ENTER RESPONSE AS A NOTE

02) Saves the company money

03) Saves me money

04) Saves me time

05) To avoid congestion

06) Allows me to take care of family members/be home when kids come home

07) I don't live in the same area as the company I work for

08) I work for multiple businesses

09) I get more work done at home

10) For health reasons – disability reasons

11) Lack of transportation

12) Any other reason: (SPECIFY: _____)

98) Don't know

99) Refused

T = TSA Items

T1000. The next few questions are about commercial air travel.
_____ CONTINUE

T1010 During the LAST 12 MONTHS (since October of 2008), have you flown on a commercial airline?

1) Yes

2) No (Skip to T1160)

8) Don't know (DON'T READ)

9) Refused (DON'T READ)

T1020. During September 2009 did you fly on a commercial airline?

- 1) Yes
- 2) No (*Skip to T1040*)
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1030. How many DAYS in September 2009 did you fly on a commercial airline?
ENTER NUMBER

____ days

T1040. In what month and year was your most recent commercial airline flight that departed from a U. S. airport?

____ MONTH ____ YEAR
(*Skip to question T1160 if before October 2008*)

T1050. Please let me verify your last answer as [insert respondent's last answer]

- 1) Yes, correct – CONTINUE
- 2) No, incorrect

T1060. Please think about your MOST RECENT FLIGHT that departed from a U.S. airport.

For your most recent flight, how long did you wait in line to get to the first passenger security screening checkpoint where you walked through a metal detector and your carry-on items were x-rayed. Don't include the time required to get through the checkpoint – ONLY the time you waited in line to get to the checkpoint. How long did you wait?
Computer Assisted Telephone Interviewing (CATI) system must ensure entry for both hours and minutes – cannot have zero for both fields. CATI system to ask for verification if more than 4 hours 59 minutes. Probe why wait was so long and enter information into open-end box.

____ hours and ____ minutes

INTERVIEWER PROBE/COMMENT: IF OVER 4 HOURS, Please consider the question reads: "how long did you wait in line to get to the first passenger security screening checkpoint where you walked through a metal detector and your carry-on items were x-rayed. Don't include the time required to get through the checkpoint – ONLY the time you waited in line to get to the checkpoint."

T1080. For your most recent flight, thinking about the amount of time you spent waiting in line to get to the passenger security screening checkpoint, would you say that it was

INTERVIEWER: READ 1–5 ONLY

- 1) Much shorter than expected
- 2) Shorter than expected
- 3) About what you expected
- 4) Longer than you expected
- 5) Much longer than you expected

INTERVIEWER: DO NOT READ, IF PROVIDED, RECORD

- 6) You had no expectation
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1070. For your most recent flight, how satisfied were you overall with your experience at the passenger security screening check point? Were you

INTERVIEWER: READ 1–4 ONLY

- 1) Very satisfied
- 2) Satisfied
- 3) Dissatisfied
- 4) Very dissatisfied
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1090. For your most recent flight, how satisfied were you with the time it took to screen you and your carry-on items? This is the length of time between placing your carry-on items on the x-ray table and exiting the security screening area in the direction of the boarding gates. This does not include the time you spent waiting in line to get to the passenger security screening checkpoint.

INTERVIEWER: READ 1–4 ONLY

- 1) Very satisfied
- 2) Satisfied
- 3) Dissatisfied
- 4) Very dissatisfied
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1100. For your most recent flight, were you selected for additional screening at the passenger security screening checkpoint such as body wand screening and/or a body pat-down?

INTERVIEWER: READ IF NEEDED: A body wand search is when a hand held electronic device in the shape of a slender stick is held very close and moved over the front, back and sides of your body. A body pat down is when the front, back and sides of your body are lightly hand patted for the purpose of detecting something concealed under your clothing.

- 1) Yes
- 2) No (*Skip to T1110*)
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1102. Now I'd like you to think about why you believe you were selected for additional screening. Would you say it was for...

INTERVIEWER: READ 1-5 ONLY

- 1) Medical Reasons
- 2) Travel Documents
- 3) Clothing
- 4) Randomly Selected
- 5) Another Reason: Specify: _____
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1104. For your most recent flight, did you make a complaint about receiving additional passenger screening at the security checkpoint?

- 1) Yes
- 2) No (*Skip to T1110*)

T1106. How satisfied are you with the resolution of your complaint?

INTERVIEWER: READ 1-5 ONLY

- 1) Very satisfied
- 2) Satisfied
- 3) Dissatisfied
- 4) Very dissatisfied
- 5) Does not apply; there was/has been no resolution
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1110. For your most recent flight, would you say the passenger screening you experienced at the security checkpoint was...

INTERVIEWER: READ 1-3 ONLY

- 1) Excessive
- 2) Appropriate
- 3) Inadequate
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1120. For your most recent flight, how satisfied were you with the courtesy of the Transportation Security Officer at the passenger security screening checkpoint?

INTERVIEWER: READ 1-4 ONLY

- 1) Very satisfied
- 2) Satisfied
- 3) Dissatisfied
- 4) Very dissatisfied
- 8) Don't know (DON'T READ)

9) Refused (DON'T READ)

T1170. What is your level of confidence in the ability of the Transportation Security Officer to keep air travel secure?

INTERVIEWER: READ 1–5 ONLY

- 1) No confidence
- 2) A small amount of confidence
- 3) A moderate amount of confidence
- 4) A great deal of confidence
- 5) Total confidence
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1124. How confident are you in the ability of the equipment used to screen passengers and carry-on bags to keep air travel secure? Would you say you have...

INTERVIEWER: READ 1–5 ONLY

- 1) No confidence
- 2) A small amount of confidence
- 3) A moderate amount of confidence
- 4) A great deal of confidence
- 5) Total confidence
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

INTERVIEWER: READ IF NEEDED: Examples of equipment used to screen passengers and carry-on baggage are x-ray machines and hand-held metal detectors.

T1128. How confident are you in the ability of the equipment used to screen checked bags. Would you say you have...

INTERVIEWER: READ 1–5 ONLY

- 1) No confidence
- 2) A small amount of confidence
- 3) A moderate amount of confidence
- 4) A great deal of confidence
- 5) Total confidence
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

INTERVIEWER: READ IF NEEDED: An example of equipment used to screen checked baggage is an x-ray machine.

T1130. How informed do you feel you are about passenger security screening procedures? Are you...

INTERVIEWER: READ 1–4 ONLY

- 1) Very well informed
- 2) Moderately well informed
- 3) Slightly informed
- 4) Not at all informed
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1140. Where have you received information about the airport passenger security screening process?

INTERVIEWER DO NOT READ LIST – RECORD ALL ANSWERS

- 1) Transportation Security Administration website/blog
- 2) My own travel experience
- 3) Airline or travel agent website
- 4) Placed a call or email to the airline
- 5) Placed a call or email to a travel agent
- 6) Printed material such as a brochure or pamphlet
- 7) Signs displayed at airport
- 8) Radio, television or newspaper
- 9) Friends, family, word of mouth
- 10) Some other source: Specify: _____

INTERVIEWER: (RECORD ANY COMMENT IN T1150 THAT COULD NOT BE CATEGORIZED AS "Other" IN QUESTION T1140) EXAMPLE : "CHANGES SO OFTEN WHY BOTHER TO CHECK" or "NO ONE CAN EVER GIVE YOU A STRAIGHT ANSWER"

T1150. Comment _____

T1154. How satisfied are you with your accessibility to information about airport screening procedures?

INTERVIEWER: READ 1–4 ONLY

- 1) Very satisfied
- 2) Satisfied
- 3) Dissatisfied
- 4) Very dissatisfied
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1156. For your most recent flight, did you request an explanation of security procedures?

- 1) Yes
- 2) No (*Skip to T1160*)

T1158 For your most recent flight, how satisfied were you with the way security procedures were explained to you at the security screening checkpoint?

INTERVIEWER: READ 1–4 ONLY

- 1) Very satisfied
- 2) Satisfied
- 3) Dissatisfied
- 4) Very dissatisfied
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

Questions T1160, T1165 and T1180 are asked of all respondents including those that have not flown in the last 12 months.

T1160. What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers from individuals with hostile intentions?

INTERVIEWER: READ 1-5 ONLY

- 1) No confidence
- 2) A small amount of confidence
- 3) A moderate amount of confidence
- 4) A great deal of confidence
- 5) Total confidence
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

INTERVIEWER: READ IF NEEDED: Flight Crew refers to all employees working on an aircraft including pilot and flight attendants.

T1165. Federal Air Marshals are routinely assigned to randomly selected flights for security purposes. What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers from individuals with hostile intentions?

INTERVIEWER: READ 1-5 ONLY

- 1) No confidence
- 2) A small amount of confidence
- 3) A moderate amount of confidence
- 4) A great deal of confidence
- 5) Total confidence
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1180. If cell phones did not interfere with airplane communications systems, do you think that passengers should be allowed to use their cell phones during a flight?

INTERVIEWER: READ 1-5 ONLY

- 1) Definitely should
- 2) Probably should
- 3) Not sure
- 4) Probably should not
- 5) Definitely should not
- 8) Don't know (DON'T READ)

9) Refused (DON'T READ)

INTERVIEWER: READ: During September 2009, did you use any of the following types of public transportation system either in your area of residence or while visiting somewhere else within the U.S. ?

T1200. During September 2009, did you use a subway system or elevated train?

- 1) Yes
- 2) No (*Skip to T1210*)

T1205. The next question refers to terrorism; not crime in general.

How secure did you feel when you used subway system or elevated train?

INTERVIEWER: READ 1-4 ONLY

- 1) Very secure
- 2) Moderately secure
- 3) Somewhat secure
- 4) Not at all secure
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1210. During September 2009, did you use any of the following types of public transportation system? Water ferry or water taxi?

- 1) Yes
- 2) No (*Skip to T1220*)

T1215. The next question refers to terrorism; not crime in general.

How secure did you feel when you used water ferry or water taxi.

INTERVIEWER: READ 1-4 ONLY

- 1) Very secure
- 2) Moderately secure
- 3) Somewhat secure
- 4) Not at all secure
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1220. During September 2009, did you use any of the following types of public transportation system? Light rail or street car?

- 1) Yes
- 2) No (*Skip to T1230*)

T1225. The next question refers to terrorism; not crime in general.

How secure did you feel when you used light rail or street car?

INTERVIEWER: READ 1–4 ONLY

- 1) Very secure
- 2) Moderately secure
- 3) Somewhat secure
- 4) Not at all secure
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1230. During September 2009, did you use any of the following types of public transportation system? Commuter rail or long distance train?

- 1) Yes
- 2) No (*Skip to T1250*)

T1235. The next question refers to terrorism; not crime in general.

How secure did you feel when you used commuter rail or long distance train.

INTERVIEWER: READ 1–4 ONLY

- 1) Very secure
- 2) Moderately secure
- 3) Somewhat secure
- 4) Not at all secure
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1250. During September 2009, did you use any of the following types of public transportation system? Transit Bus, commuter bus, or intercity motor coach.

INTERVIEWER: READ IF NEEDED: Transit bus refers to city buses; commuter bus refers to buses that run within a metropolitan area (usually from suburban areas to city center), stop only at specified locations rather than at every bus stop, and that bring people to work and back home (usually morning and evening rush hours); and intercity motor coaches are scheduled large comfortable buses that make trips between cities.

- 1) Yes
- 2) No (*Skip to T1280*)

T1255. How secure did you feel when you travelled by transit bus, commuter bus, or intercity motor coach?

INTERVIEWER: READ 1–4 ONLY

- 1) Very secure
- 2) Moderately secure
- 3) Somewhat secure
- 4) Not at all secure
- 8) Don't know (DON'T READ)

9) Refused (DON'T READ)

INTERVIEWER: If the respondent did not use any of these modes (replied "NO" to each of questions T1200, T1210, T1220, T1230, and T1250), skip to question D1000.

T1280. The next question refers to terrorism; not crime in general.

What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile intentions?

INTERVIEWER: READ 1-4 ONLY

- 1) No confidence
- 2) A small amount of confidence
- 3) A moderate amount of confidence
- 4) A great deal of confidence
- 5) Total confidence
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

T1300. How much additional time would you be willing to spend in transit (on public transportation) for increased security measures under elevated threat conditions?

INTERVIEWER: DO NOT READ LIST

- 1) No additional time
- 2) 1-5 minutes
- 3) 6-10 minutes
- 4) 11-15 minutes
- 5) 16-20 minutes
- 6) More than 20 minutes
- 8) Don't know
- 9) Refused

D = Demographic Questions

D1000. This final section asks for information to help us summarize the study results. No identifying information about you or your household will ever be released or published.

_____ CONTINUE

D1010. How many vehicles are owned, leased, or available for regular use by the people who currently live in your household? Please be sure to include motorcycles, mopeds, and RVs?

ENTER NUMBER _____

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

D1020. Do you have a medical condition that makes it difficult to travel outside the home?

- 1) Yes
- 2) No

D1040. Please tell me the month and year you were born.

_____ MONTH _____ YEAR

*CATI system make sure the respondent is at least 18 years of age
CATI system ask for interviewer to verify if respondent is 100 or greater.
CATI system to match age with F1060 or F1070 if age is entered.*

INTERVIEWER: If respondent refuses, use the question below to attempt to get their age.

If I read some age ranges, would you be willing to stop me when I get to the category that includes your age?

INTERVIEWER: READ LIST UNTIL RESPONDENT STOPS YOU.

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

CATI system to match age category with F1060 or F1070 if age is entered

D1050. Are you male or female?

RECORD GENDER; ASK ONLY IF NECESSARY

- 1) Male
- 2) Female

D1060. Do you consider yourself to be Spanish, Hispanic or Latino?

- 1) Yes

(If "Yes," INTERVIEWER MUST READ: "People who identify themselves as Spanish, Hispanic or Latino origin may be of any race.")

(INTERVIEWER: READ ONLY IF NEEDED: "Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States.")

- 2) No
- 8) Don't know
- 9) Refused

D1070. What is your race? Please select one or more.

INTERVIEWER: READ 1–5 ONLY. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION. RECORD ALL THAT APPLY

- 1) White
- 2) Black or African American
- 3) American Indian or Alaska Native (Eskimo, Aleut)
- 4) Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)
- 5) Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)

INTERVIEWER: DO NOT READ LAST OPTION. ENTER ONLY IF RESPONDENT PROVIDES A DIFFERENT OPTION THAN LISTED ABOVE.

- 6) Other – SPECIFY _____
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

D1080. What is the highest level of education you've completed?

INTERVIEWER: DO NOT READ LIST

- 1) LESS THAN HIGH SCHOOL GRADUATE
- 2) HIGH SCHOOL GRADUATE (OR GED)
- 3) SOME COLLEGE (OR TECHNICAL VOCATIONAL SCHOOL/PROFESSIONAL BUSINESS SCHOOL)
- 4) TWO-YEAR COLLEGE DEGREE (A.A.: ASSOCIATE IN ARTS)
- 5) FOUR-YEAR COLLEGE DEGREE (B.A. OR B.S.: BACHELOR OF ARTS/SCIENCE DEGREE)
- 6) GRADUATE DEGREE (MASTER'S, PH.D., LAWYER, MEDICAL DOCTOR)
- 8) DON'T KNOW
- 9) REFUSED

D1090. Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2008:

INTERVIEWER: READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY

- 1) Under \$15,000
- 2) From \$15,000 to less than \$30,000
- 3) From \$30,000 to less than \$50,000
- 4) From \$50,000 to less than \$75,000
- 5) From \$75,000 to less than \$100,000
- 6) From \$100,000 to less than \$125,000
- 7) \$125,000 or more
- 8) Don't know (DON'T READ)
- 9) Refused (DON'T READ)

D1160. How many home telephone numbers do you have in your household? Please do not count numbers for cell phones, or phone lines that are used exclusively for business purposes, computers or fax machines.

- 1) One
- 2) Two
- 3) Three
- 4) Four or more
- 8) Don't know
- 9) Refused

D1170 INTERVIEWER: READ AFTER RESPONDENT HAS GIVEN ANSWER: "So, you have _____ phone numbers that are not used exclusively for business, computers, fax machines or cell phones?"

D1180. In order to classify your household for statistical purposes, what is your ZIP code?
ENTER NUMBER

___ _

D1190. Did your household receive an advance notice in the mail concerning this study?

- 1) Yes
- 2) No
- 3) Not sure

D1200. This concludes the study questions. On behalf of the United States Department of Transportation, I thank you for your time. Goodbye.
_____ CONTINUE

Interviewer Close Out Questions

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

I0050. HOW WELL DID THE RESPONDENT SEEM TO UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

- 1) English

- 2) Spanish
- 3) Both English and Spanish
- 10) Other – SPECIFY _____

PLEASE NOTE ANYTHING ELSE YOU FEEL IS HELPFUL OR IMPORTANT ABOUT THIS INTERVIEW. CONTINUE TO ENTER TEXT OF RESPON

APPENDIX B: DATA DICTIONARY

Question Code	Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set	Format
	CASEID	Case Identification Number	Char	6	6	
	CENDIV	Census division	Num	8	8	cendivf
		1 = New England				
		2 = Middle Atlantic				
		3 = East North Central				
		4 = West North Central				
		5 = South Atlantic				
		6 = East South Central				
		7 = West South Central				
		8 = Mountain				
		9 = Pacific				
	CREGION	Census region		8	8	regionf
		1 = Northeast				
		2 = Midwest				
		3 = South				
		4 = West				
	METRO	Metropolitan status	Num	8	8	metrof
		1 = Inside MSA				
		2 = Outside MSA				
	MSASTRAT	Numeric code for nine targeted MSAs			Not available	
		1 = Atlanta-Sandy Springs-Marietta, GA	Num	8		msaf
		2 = Boston-Cambridge-Quincy, MA-NH				
		3 = Chicago-Naperville-Joliet, IL-IN-WI				
		4 = Los Angeles-Long Beach- Santa Ana , CA				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		5 = Miami-Fort Lauderdale-Pompano Beach, FL				
		6 = New York-Northern New Jersey-Long Island, NY-NJ-PA				
		7 = Philadelphia-Camden-Wilmington, PA-NJ-DE-MD				
		8 = San Francisco-Oakland-Fremont, CA				
		9 = Washington-Arlington-Alexandria, DC-VA-MD-WV				
M1010	M1010	During a typical week on how many days do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle	Num	3	3	fornumf
		0 = MIN VALUE				
		7 = MAX VALUE				
		-7 = Refused				
		-8 = Don't know				
M1020	M1020	During a typical week on how many days do you travel by taxi or limousine	Num	3	3	fornumf
		0 = MIN VALUE				
		7 = MAX VALUE				
		-7 = Refused				
		-8 = Don't know				
M1030	M1030	During a typical week on how many days do you use public transportation	Num	3	3	fornumf
		0 = MIN VALUE				
		7 = MAX VALUE				
		-7 = Refused				
		-8 = Don't know				
M1040	M1040	During a typical week on how many days do you ride a bicycle outdoors for any reason	Num	3	3	fornumf
		0 = MIN VALUE				
		7 = MAX VALUE				
		-7 = Refused				
		-8 = Don't know				
L1000	L1000	Which of the categories would you say best represents the type of community where you live?	Num	3	3	L1000f
		1 = Urban Area in Downtown or the City Center				
		2 = Urban Area NOT in the Downtown or City Center				
		3 = Suburban				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		4 = Rural				
		-7 = Refused				
		-8 = Don't know				
L1020	L1020_A	How important are sidewalks, paths or other safe walking routes to shopping, work, or schools?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				
		-8 = Don't know				
L1020	L1020_B	How important are bike lanes or bike paths to shopping, work, or schools?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				
		-8 = Don't know				
L1020	L1020_C	How important is reliable local public transportation (e.g., bus, rail or ferry) that can be reached without driving?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				
		-8 = Don't know				
L1020	L1020_D	How important is reliable long-distance public transportation (e.g., intercity bus or train) to and from major metropolitan areas?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-8 = Don't know				
L1020	L1020_E	How important are major roads or highways that access and serve your community?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				
		-8 = Don't know				
L1020	L1020_F	How important is easy access to an airport?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				
		-8 = Don't know				
L1020	L1020_G	How important are pedestrian-friendly streets or boulevards in the downtown or central business district?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				
		-8 = Don't know				
L1020	L1020_H	How important is adequate parking in the downtown or central business district?	Num	3	3	L1020f
		1 = Very important				
		2 = Somewhat important				
		3 = Somewhat unimportant				
		4 = Not important				
		-7 = Refused				
		-8 = Don't know				
L1040	L1040_A	Drivers of motor vehicles should be allowed to talk on a hand-held cell phone while driving...	Num	3	3	L1040f

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		1 = Strongly agree				
		2 = Somewhat agree				
		3 = Somewhat disagree				
		4 = Strongly disagree				
		-7 = Refused				
		-8 = Don't know				
L1040	L1040_B	Drivers of motor vehicles should be allowed to talk on a cell phone using a hands-free device while driving...	Num	3	3	L1040f
		1 = Strongly agree				
		2 = Somewhat agree				
		3 = Somewhat disagree				
		4 = Strongly disagree				
		-7 = Refused				
		-8 = Don't know				
L1040	L1040_C	Drivers of motor vehicles should be allowed to text message on a cell phone, blackberry or similar device while driving...	Num	3	3	L1040f
		1 = Strongly agree				
		2 = Somewhat agree				
		3 = Somewhat disagree				
		4 = Strongly disagree				
		-7 = Refused				
		-8 = Don't know				
L1040	L1040_D	Drivers of motor vehicles should be allowed to eat while driving...	Num	3	3	L1040f
		1 = Strongly agree				
		2 = Somewhat agree				
		3 = Somewhat disagree				
		4 = Strongly disagree				
		-7 = Refused				
		-8 = Don't know				
L1040	L1040_E	Controls on new cars should be mounted on the steering wheel so that drivers do not have to reach across to operate the radio or other audio player...	Num	3	3	L1040f
		1 = Strongly agree				
		2 = Somewhat agree				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		3 = Somewhat disagree				
		4 = Strongly disagree				
		-7 = Refused				
		-8 = Don't know				
L1040	L1040_F	Video monitors in cars should be allowed to be mounted in a way that they are visible to drivers of OTHER cars...	Num	3	3	L1040f
		1 = Strongly agree				
		2 = Somewhat agree				
		3 = Somewhat disagree				
		4 = Strongly disagree				
		-7 = Refused				
		-8 = Don't know				
J1010	J1010	Last week did you work for pay outside your home?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
J1020	J1020	Last week did you perform any volunteer work outside your home?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1030	J1030	Last week on how many days did you travel from home to work	Num	3	3	fornumf
		0 = MIN VALUE				
		7 = MAX VALUE				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1035	J1035	Last week on how many days did you travel from home to your volunteer work place	Num	3	3	fornumf
		0 = MIN VALUE				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		6 = MAX VALUE (MSA) ; 7 = MAX VALUE (National)				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_A	While travelling from home to work: Drive alone in a company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_B	While travelling from home to work: Drive with others in a company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_C	While travelling from home to work: Drive alone in a non-company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_D	While travelling from home to work: Drive with others in a non-company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_E	While travelling from home to work: Drive or ride in a carpool or vanpool	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_F	While travelling from home to work: Ride a bus	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_G	While travelling from home to work: Ride a subway	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_H	While travelling from home to work: Ride a train	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_I	While travelling from home to work: Ride a ferry	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_J	While travelling from home to work: Ride a bicycle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
J1040	J1040_K	While travelling from home to work: Walk	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1040	J1040_L	While travelling from home to work: Used some other mode SPECIFY	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_A	While traveling from home to volunteer work place: Drive alone in a company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_B	While traveling from home to volunteer work place: Drive with others in a company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_C	While traveling from home to volunteer work place: Drive alone in a non-company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
J1045	J1045_D	While traveling from home to volunteer work place: Drive with others in a non-company vehicle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_E	While traveling from home to volunteer work place: Drive or rode in a carpool or vanpool	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_F	While traveling from home to volunteer work place: Ride a bus	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_G	While traveling from home to volunteer work place: Ride the subway	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_H	While traveling from home to volunteer work place: Ride a train	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
J1045	J1045_I	While traveling from home to volunteer work place: Ride a ferry	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_J	While traveling from home to volunteer work place: Ride a bicycle	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_K	While traveling from home to volunteer work place: Walk	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1045	J1045_L	While traveling from home to volunteer work place: Used some other mode SPECIFY	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1050	J1050	Last week how would you rate the level of traffic congestion on your commute to work?	Num	3	3	J1050f
		1 = Very Congested				
		2 = Moderately congested				
		3 = Slightly congested				
		4 = Not at all congested				
		-7 = Refused				
		-8 = Don't know				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-9 = Appropriate Skip				
J1060	J1060_A	Have you changed your schedule or work hours to improve your commute?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1060	J1060_B	Have you moved to a home closer to work to improve your commute?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1060	J1060_C	Have you moved to a home closer to public transportation to improve your commute	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1060	J1060_D	Have you changed jobs or left a job to improve your commute	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1060	J1060_E	Have you changed office locations to improve your commute	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1060	J1060_F	Have you worked at home instead of your usual work site to improve your commute	Num	3	3	yesornof

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1060	J1060_G	Have you paid to use a toll road or toll lane to improve your commute	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1060	J1060_H	Have you made any other change to improve your commute: SPECIFY	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1065	J1065	How often would you say that you made additional stops for some other purpose during your trip to or from work?	Num	3	3	J1065f
		1 = At least half of all commute trips				
		2 = Some but fewer than half of all commute trips				
		3 = No additional trips or almost none				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1070	J1070	Thinking about the last 12 months would you say the traffic congestion on your commute to work has gotten	Num	3	3	J1070f
		1 = Much better				
		2 = Somewhat better				
		3 = Stayed about the same				
		4 = Somewhat worse				
		5 = Much worse				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1080	J1080	Is at least part of the work that you do in your main job something you could do at home	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1090	J1090	Does your main employer allow workers to sometimes work at home instead of coming into the work place	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1100	J1100	Last week did you work at home instead of traveling to your usual workplace of your main job	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1110	J1110_A	Last week on how many days did you work at home instead of going to your usual workplace of your main job	Num	3	3	fornumf
		0 = MIN VALUE				
		7= MAX VALUE				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
J1120	J1120_A	What is your primary reason for working at home instead of traveling to your usual work place of your main job	Num	3	3	J1120f

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		1 = Convenience				
		2 = Saves the company money				
		3 = Saves me money				
		4 = Saves me time				
		5 = To avoid congestion				
		6 = Allows me to take care of family members to be home when kids come home				
		7 = I don't live in the same area as the company I work for				
		8 = I work for multiple businesses				
		9 = I get more work done at home				
		10 = For health reasons/disability reasons				
		11 = Lack of transportation				
		12 = Other specify				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1010	T1010	During the last 12 months have you flown on a commercial airline	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
T1020	T1020	During September 2009 did you fly on a commercial airline	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1030	T1030	How many days in September 2009 did you fly on a commercial airline	Num	3	3	fornumf
		0 = MIN VALUE				
		20 = MAX VALUE (MSA); 15 = MAX VALUE (National)				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
T1040	T1040	In what month and year was your most recent commercial airline flight that departed from a U.S. airport?	Num	8	8	T1040f
		1 = Less than three month ago				
		2 = More than three month ago but less than a year ago				
		3 = One year ago				
		4 = More than one year ago				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1060	T1060	Total time waiting for security screening in minutes	Num	8	8	fornumf
		0 = MIN VALUE				
		300 = MAX VALUE (MSA); 120 = MAX VALUE (National)				
		-9 = Appropriate Skip				
T1080	T1080	For your most recent flight was the amount of time you spent waiting in line to get to the passenger security screening checkpoint	Num	3	3	T1080f
		1 = Much shorter than expected				
		2 = Shorter than expected				
		3 = About what you expected				
		4 = Longer than you expected				
		5 = Much longer than you expected				
		6 = You had no expectation				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1070	T1070	For your most recent flight how satisfied were you overall with your experience at the passenger security screening checkpoint	Num	3	3	satisfyf
		1 = Very satisfied				
		2 = Satisfied				
		3 = Dissatisfied				
		4 = Very dissatisfied				
		-7 = Refused				
		-8 = Don't know				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-9 = Appropriate Skip				
T1090	T1090	For your most recent flight how satisfied were you with the time it took to screen you and your carry-on items	Num	3	3	satisfyf
		1 = Very satisfied				
		2 = Satisfied				
		3 = Dissatisfied				
		4 = Very dissatisfied				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1100	T1100	For your most recent flight were you selected for additional screening at the passenger security screening checkpoint	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1102	T1102_A	Why do you think you were selected for additional screening	Num	3	3	T1102f
		1 = Medical Reasons				
		2 = Travel Documents				
		3 = Clothing				
		4 = Randomly Selected				
		5 = Another Reason – specify				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1104	T1104	Did you make a complaint about receiving additional passenger screening at the security checkpoint?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
T1106	T1106	How satisfied are you with the resolution of your complaint?	Num	3	3	T1106f
		1 = Very satisfied				
		2 = Satisfied				
		3 = Dissatisfied				
		4 = Very dissatisfied				
		5 = Doesn't apply. There was/has been no resolution.				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1110	T1110	For your most recent flight would you say the passenger screening you experienced at the security checkpoint was	Num	3	3	T1110f
		1 = Excessive				
		2 = Appropriate				
		3 = Inadequate				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1120	T1120	How satisfied were you with the courtesy of the Transportation Security Officers at the passenger security screening checkpoint	Num	3	3	satisfyf
		1 = Very satisfied				
		2 = Satisfied				
		3 = Dissatisfied				
		4 = Very dissatisfied				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1170	T1170	What is your level of confidence in the ability of the Transportation Security Officers to keep air travel secure	Num	3	3	confidef
		1 = No confidence				
		2 = A small amount of confidence				
		3 = A moderate amount of confidence				
		4 = A great deal of confidence				
		5 = Total confidence				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1124	T1124	What is your level of confidence in the ability of the equipment used to screen passengers and carry-on bags to keep air travel secure?	Num	3	3	confidef
		1 = No confidence				
		2 = A small amount of confidence				
		3 = A moderate amount of confidence				
		4 = A great deal of confidence				
		5 = Total confidence				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1128	T1128	What is your level of confidence in the ability of the equipment used to screen checked bags.	Num	3	3	confidef
		1 = No confidence				
		2 = A small amount of confidence				
		3 = A moderate amount of confidence				
		4 = A great deal of confidence				
		5 = Total confidence				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1130	T1130	How informed do you feel you are about passenger security screening procedures	Num	3	3	T1130f
		1 = Very well informed				
		2 = Moderately well informed				
		3 = Slightly informed				
		4 = Not at all informed				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
T1140	T1140_A	Where have you received information about the airport passenger security screening process: TSA website/blog	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_B	Where have you received information about the airport passenger security screening process: My own travel experience	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_C	Where have you received information about the airport passenger security screening process: Airline or travel agent website	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_D	Where have you received information about the airport passenger security screening process: Placed a call or email to the airline	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_E	Where have you received information about the airport passenger security screening process: Placed a call or email to a travel agent	Num	3	3	yesornof
		1 = Yes				
		2 = No				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_F	Where have you received information about the airport passenger security screening process: Printed material brochure or pamphlet	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_G	Where have you received information about the airport passenger security screening process: Signs displayed at airport	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_H	Where have you received information about the airport passenger security screening process: Radio, television, or newspaper	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_I	Where have you received information about the airport passenger security screening process: Friends, family, word of mouth	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1140	T1140_J	Where have you received information about the airport passenger security screening process: Some other source	Num	3	3	yesornof

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1154	T1154	How satisfied are you with your accessibility to information about airport screening procedures?	Num	3	3	satisfyf
		1 = Very satisfied				
		2 = Satisfied				
		3 = Dissatisfied				
		4 = Very dissatisfied				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1156	T1156	For your most recent flight did you request an explanation of security procedures?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1158	T1158	How satisfied were you with the way the security procedures were explained to you?	Num	3	3	satisfyf
		1 = Very satisfied				
		2 = Satisfied				
		3 = Dissatisfied				
		4 = Very dissatisfied				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1160	T1160	What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers from individuals with hostile intentions?	Num	3	3	confidef
		1 = No confidence				
		2 = A small amount of confidence				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		3 = A moderate amount of confidence				
		4 = A great deal of confidence				
		5 = Total confidence				
		-7 = Refused				
		-8 = Don't know				
T1165	T1165	What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers from individuals with hostile intentions?	Num	3	3	confidef
		1 = No confidence				
		2 = A small amount of confidence				
		3 = A moderate amount of confidence				
		4 = A great deal of confidence				
		5 = Total confidence				
		-7 = Refused				
		-8 = Don't know				
T1180	T1180	Should passengers be allowed to use their cell phones during a flight?	Num	3	3	T1180f
		1 = Definitely should				
		2 = Probably should				
		3 = Not sure				
		4 = Probably should not				
		5 = Definitely should not				
		-7 = Refused				
		-8 = Don't know				
T1200	T1200	During September 2009 did you use a subway system or elevated train?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
T1205	T1205	How secure did you feel when you used the subway or elevated train?	Num	3	3	securef
		1 = Very secure				
		2 = Moderately secure				
		3 = Somewhat secure				
		4 = Not at all secure				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1210	T1210	During September 2009 did you use a water ferry or water taxi?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
T1215	T1215	How secure did you feel when you used the water ferry or water taxi?	Num	3	3	securef
		1 = Very secure				
		2 = Moderately secure				
		3 = Somewhat secure				
		4 = Not at all secure				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1220	T1220	During September 2009 did you use a light rail or streetcar?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
T1225	T1225	How secure did you feel when you used the light rail or streetcar?	Num	3	3	securef
		1 = Very secure				
		2 = Moderately secure				
		3 = Somewhat secure				
		4 = Not at all secure				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1230	T1230	During September 2009 did you use a commuter rail or long distance train?	Num	3	3	yesornof
		1 = Yes				
		2 = No				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-7 = Refused				
		-8 = Don't know				
T1235	T1235	How secure did you feel when you used the commuter rail or long distance train?	Num	3	3	securef
		1 = Very secure				
		2 = Moderately secure				
		3 = Somewhat secure				
		4 = Not at all secure				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1250	T1250	During September 2009 did you use a transit bus, commuter bus, or intercity motor coach?	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
T1255	T1255	How secure did you feel when you used the transit bus, commuter bus, or intercity motor coach?	Num	3	3	securef
		1 = Very secure				
		2 = Moderately secure				
		3 = Somewhat secure				
		4 = Not at all secure				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
T1280	T1280	What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile intentions?	Num	3	3	confidef
		1 = No confidence				
		2 = A small amount of confidence				
		3 = A moderate amount of confidence				
		4 = A great deal of confidence				
		5 = Total confidence				
		-7 = Refused				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-8 = Don't know				
		-9 = Appropriate Skip				
T1300	T1300	How much additional time would you be willing to spend in transit on public transportation for increased security measures under elevated threat conditions?	Num	3	3	T1300f
		1 = No additional time				
		2 = 1 to 5 minutes				
		3 = 6 to 10 minutes				
		4 = 11 to 15 minutes				
		5 = 16 to 20 minutes				
		6 = More than 20 minutes				
		-7 = Refused				
		-8 = Don't know				
		-9 = Appropriate Skip				
D1010	D1010	How many vehicles are owned, leased, or available for regular use by the people who currently live in your household	Num	3	3	fornumf
		0 = MIN VALUE				
		10 = MAX VALUE				
		-7 = Refused				
		-8 = Don't know				
D1020	D1020	Do you have a medical condition that makes it difficult to travel outside the home	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
D1040	D1040	Range of age	Num	8	8	D1040f
		1 = 18 to 24				
		2 = 25 to 34				
		3 = 35 to 44				
		4 = 45 to 54				
		5 = 55 to 64				
		6 = 65 to 74				
		7 = 75 or older				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		-7 = Refused				
		-8 = Don't know				
D1050	D1050	Gender	Num	3	3	D1050f
		1 = Male				
		2 = Female				
		-7 = Refused				
		-8 = Don't know				
D1060	D1060	Do you consider yourself to be Spanish Hispanic or Latino	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
D1070	D1070_A	White	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
D1070	D1070_B	Black or African American	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
D1070	D1070_C	American Indian or Alaska Native (Eskimo, Aleut)	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
D1070	D1070_D	Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
D1070	D1070_E	Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
D1070	D1070_F	Other race	Num	3	3	yesornof
		1 = Yes				
		2 = No				
		-7 = Refused				
		-8 = Don't know				
D1070	RACEETH	Race/ethnicity of respondents - created variable based on D1060 and D1070_A - D1070_F	Num	8	8	racef
		1 = Hispanic				
		2 = White, non-Hispanic				
		3 = Black, non-Hispanic				
		4 = Other race, non-Hispanic				
D1080	D1080	What is the highest level of education you have completed	Num	3	3	D1080f
		1 = Less than high school graduate				
		2 = High school graduate or GED				
		3 = Some college (or technical vocational school professional business school)				
		4 = Two year college degree				
		5 = Four year college degree				
		6 = Graduate degree				
		-7 = Refused				
		-8 = Don't know				
D1090	D1090	Please stop me when I reach the category that includes your households total annual income for last calendar year	Num	3	3	D1090f
		1 = Under 15,000				
		2 = 15,000 to less than 30,000				
		3 = 30,000 to less than 50,000				
		4 = 50,000 to less than 75,000				
		5 = 75,000 to less than 100,000				
		6 = 100,000 to less than 125,000				

Question Code	Variable Name	Variable label and description	Type	Length - MSA Data Set	Length - National Data Set	Format
		7 = 125,000 or more				
		-7 = Refused				
		-8 = Don't know				
		-7 = Refused				
		-8 = Don't know				
	BASEWGT	Base weight	Num	8	8	
	FNLWGT	Final analysis weight	Num	8	8	

APPENDIX C: SAS FORMAT LIBRARY

```
proc format library=OHS ctnlout=ohsfmt;

  value metrof
    1="Inside an MSA"
    2="Outside an MSA";

  value regionf
    1 = "Northeast"
    2 = "Midwest"
    3 = "South"
    4 = "West";

  value cendivf
    1="New England"
    2="Middle Atlantic"
    3="East North Central"
    4="West North Central"
    5="South Atlantic"
    6="East South Central"
    7="West South Central"
    8="Mountain"
    9="Pacific";

  value msaf
    1="Atlanta-Sandy Springs-Marietta, GA"
    2="Boston-Cambridge-Quincy, MA-NH"
    3="Chicago-Naperville-Joliet, IL-IN-WI"
    4="Los Angeles-Long Beach- Santa Ana, CA"
    5="Miami-Fort Lauderdale-Pompano Beach, FL"
    6="New York-Northern New Jersey-Long Island, NY-NJ-PA"
    7="Philadelphia-Camden-Wilmington, PA-NJ-DE-MD"
    8="San Francisco-Oakland-Fremont, CA"
    9="Washington-Arlington-Alexandria, DC-VA-MD-WV";

  value fornumf
    -9 = "Appropriate Skip"
    -8 = "Do not know"
    -7 = "Refused";

  value yesornof
    1 = "Yes"
    2 = "No"
    -9 = "Appropriate Skip"
    -8 = "Do not know"
    -7 = "Refused";
```

```

value L1000f
  1 = "Urban Area in Downtown or the City Center"
  2 = "Urban Area NOT in the Downtown or City Center"
  3 = "Suburban"
  4 = "Rural"
  -8 = "Do not know"
  -7 = "Refused";

value L1020f
  1 = "Very important"
  2 = "Somewhat important"
  3 = "Somewhat unimportant"
  4 = "Not important"
  -8 = "Do not know"
  -7 = "Refused";

value L1040f
  1 = "Strongly agree"
  2 = "Somewhat agree"
  3 = "Somewhat disagree"
  4 = "Strongly disagree"
  -8 = "Do not know"
  -7 = "Refused";

value J1050f
  1 = "Very congested"
  2 = "Moderately congested"
  3 = "Slightly congested"
  4 = "Not at all congested"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";

value J1065f
  1 = "Made additional stops on at least half of all commute trips"
  2 = "Made additional stops on some but fewer than half of all com"
  3 = "Did not make any additional trips or almost none"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";

value J1070f
  1 = "Much better"
  2 = "Somewhat better"
  3 = "Stayed about the same"
  4 = "Somewhat worse"
  5 = "Much worse"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";

value J1120f
  1 = "Convenience"
  2 = "Saves the company money"
  3 = "Saves me money"
  4 = "Saves me time"
  5 = "To avoid congestion"

```

```

6 = "Allows me to take care of family members - be home when kids"
7 = "I do not live in the same area as the company I work for"
8 = "I work for multiple businesses"
9 = "I get more work done at home"
10 = "For health reasons - disability reasons"
11 = "Lack of transportation"
12 = "Other - specify"
-9 = "Appropriate Skip";

value T1080f
1 = "Much shorter than expected"
2 = "Shorter than expected"
3 = "About what you expected"
4 = "Longer than you expected"
5 = "Much longer than you expected"
6 = "You had no expectation"
-9 = "Appropriate Skip"
-8 = "Do not know"
-7 = "Refused";

value satisfyf
1 = "Very satisfied"
2 = "Satisfied"
3 = "Dissatisfied"
4 = "Very dissatisfied"
-9 = "Appropriate Skip"
-8 = "Do not know"
-7 = "Refused";

value T1102f
1 = "Medical Reasons"
2 = "Travel Documents"
3 = "Clothing"
4 = "Randomly Selected"
5 = "Another Reason - specify"
-9 = "Appropriate Skip"
-8 = "Do not know"
-7 = "Refused";

value T1106f
1 = "Very satisfied"
2 = "Satisfied"
3 = "Dissatisfied"
4 = "Very dissatisfied"
5 = "Does not apply; there was or has been no resolution"
-9 = "Appropriate Skip"
-8 = "Do not know"
-7 = "Refused";

value T1110f
1 = "Excessive"
2 = "Appropriate"
3 = "Inadequate"
-9 = "Appropriate Skip"
-8 = "Do not know"
-7 = "Refused";

```

```
value confidef
  1 = "No confidence"
  2 = "A small amount of confidence"
  3 = "A moderate amount of confidence"
  4 = "A great deal of confidence"
  5 = "Total confidence"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";
```

```
value T1130f
  1 = "Very well informed"
  2 = "Moderately well informed"
  3 = "Slightly informed"
  4 = "Not at all informed"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";
```

```
value T1180f
  1 = "Definitely should"
  2 = "Probably should"
  3 = "Not sure"
  4 = "Probably should not"
  5 = "Definitely should not"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";
```

```
value securef
  1 = "Very secure"
  2 = "Moderately secure"
  3 = "Somewhat secure"
  4 = "Not at all secure"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";
```

```
value T1300f
  1 = "No additional time"
  2 = "1 to 5 minutes"
  3 = "6 to 10 minutes"
  4 = "11 to 15 minutes"
  5 = "16 to 20 minutes"
  6 = "More than 20 minutes"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";
```

```
value D1050F
  1 = "Male"
  2 = "Female"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";
```



```

value D1060f
  -8 = "Don't know"
  -7 = "Refused"
  1 = "Yes, Hispanic"
  2 = "No, not Hispanic" ;

value D1080f
  1 = "Less than high school graduate"
  2 = "High school graduate (or GED)"
  3 = "Some college (or technical vocational school - professional"
  4 = "Two-year college degree"
  5 = "Four-year college degree"
  6 = "Graduate degree"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";

value D1090f
  1 = "Under $15,000"
  2 = "From $15,000 to less than $30,000"
  3 = "From $30,000 to less than $50,000"
  4 = "From $50,000 to less than $75,000"
  5 = "From $75,000 to less than $100,000"
  6 = "From $100,000 to less than $125,000"
  7 = "$125,000 or more"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";

value D1040f
  1 = "18 - 24"
  2 = "25 - 34"
  3 = "35 - 44"
  4 = "45 - 54"
  5 = "55 - 64"
  6 = "65 - 74"
  7 = "75 or over"
  -8 = "Do not know"
  -7 = "Refused";

value T1040f
  1 = "Less than three month ago"
  2 = "More than three month ago but less than a year ago"
  3 = "One year ago"
  4 = "More than one year ago"
  -9 = "Appropriate Skip"
  -8 = "Do not know"
  -7 = "Refused";

value racef
  0="Total"
  1 = "Hispanic"
  2 = "White, nonhispanic"
  3 = "Black, nonhispanic"
  4 = "Other, nonhispanic";

```

RUN;

APPENDIX D: FREQUENCY TABLES – NATIONAL SAMPLE

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
METRO				
Inside an MSA	848	186575485	81.23	0.989
Outside an MSA	234	43108348	18.77	0.989
Total	1082	229683833	100	0
CENDIV Census Division				
New England	65	13031787	5.67	0.618
Middle Atlantic	160	33665239	14.66	0.875
East North Central	212	41436550	18.04	1.01
West North Central	90	18362411	7.99	0.807
South Atlantic	210	47135621	20.52	1.05
East South Central	51	12661500	5.51	0.556
West South Central	89	17253542	7.51	0.654
Mountain	65	12803699	5.57	0.572
Pacific	140	33333484	14.51	0.953
Total	1082	229683833	100	0
CREGION Census Region				
Northeast	225	46697026	20.33	1.021
Midwest	302	59798961	26.04	1.186
South	350	77050663	33.55	1.217
West	205	46137183	20.09	1.061
Total	1082	229683833	100	0

Section M – Mode Use Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1010 During a typical week on how many days do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle				
Count	1079	229422618		
Mean	5.462	5.687		
Standard error of mean	0.065	0.077		
Minimum	0	0		
25th percentile	4	5		
Median	7	7		
75th percentile	7	7		
Maximum	7	7		
M1020 During a typical week on how many days do you travel by taxi or limousine				
Count	1081	229595684		
Mean	0.073	0.097		
Standard error of mean	0.015	0.027		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		
M1030 During a typical week on how many days do you use public transportation				
Count	1080	229334689		
Mean	0.354	0.42		
Standard error of mean	0.036	0.053		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		
M1040 During a typical week on how many days do you ride a bicycle outdoors for any reason				
Count	1079	229182687		
Mean	0.422	0.489		
Standard error of mean	0.035	0.048		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		

Section L - Community Livability Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1000 Which of these categories would you say best represents the type of community where you live?				
Urban area in downtown or city center	104	22089662	9.74	1.206
Urban area not in downtown or city center	237	51916087	22.9	1.725
Suburban	395	87253898	38.48	1.962
Rural	328	65488601	28.88	1.741
Subtotal valid responses	1064	226748248	100	
Don't know	18	2935586		
Refused	0	0		
Total	1082	229683833		
L1020_A How important each transportation option is to have in your community: Side walks, paths or other safe walking routes to shopping, work or schools?				
Very important	677	151931836	66.29	1.834
Somewhat important	216	42859960	18.7	1.514
Somewhat unimportant	18	2889001	1.26	0.377
Not important	166	31495349	13.74	1.306
Subtotal valid responses	1077	229176146	100	
Don't know	5	507688		
Refused	0	0		
Total	1082	229683833		
L1020_B How important each transportation option is to have in your community: Bike lanes or paths to shopping, work or schools?				
Very important	356	83751967	36.61	1.964
Somewhat important	354	75846285	33.16	1.897
Somewhat unimportant	67	15502846	6.78	1.055
Not important	297	53641886	23.45	1.587
Subtotal valid responses	1074	228742984	100	
Don't know	8	940850		
Refused	0	0		
Total	1082	229683833		
L1020_C How important each transportation option is to have in your community: Reliable local bus, rail or ferry transportation that can be reached without driving?				
Very important	506	113397579	49.67	1.99
Somewhat important	261	58395117	25.58	1.737
Somewhat unimportant	56	11110965	4.87	0.832
Not important	251	45404014	19.89	1.475
Subtotal valid responses	1074	228307675	100	
Don't know	6	1191264		
Refused	2	184893		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1020_D How important each transportation option is to have in your community: Reliable long-distance bus or train transportation to and from major metropolitan areas?				
Very important	425	91711386	40.45	1.983
Somewhat important	290	63460737	27.99	1.815
Somewhat unimportant	62	15242556	6.72	1.07
Not important	290	56309805	24.84	1.676
Subtotal valid responses	1067	226724484	100	
Don't know	13	2774456		
Refused	2	184893		
Total	1082	229683833		

L1020_E How important each transportation option is to have in your community: Major roads or highways that access and serve your community?				
Very important	842	178808773	78.17	1.655
Somewhat important	164	37175508	16.25	1.508
Somewhat unimportant	18	4351170	1.9	0.556
Not important	50	8418569	3.68	0.647
Subtotal valid responses	1074	228754020	100	
Don't know	7	766748		
Refused	1	163065		
Total	1082	229683833		

L1020_F How important each transportation option is to have in your community: Easy access to an airport?				
Very important	539	118217187	51.67	2.01
Somewhat important	326	72216285	31.56	1.874
Somewhat unimportant	44	8439695	3.69	0.739
Not important	165	29918813	13.08	1.246
Subtotal valid responses	1074	228791980	100	
Don't know	7	728788		
Refused	1	163065		
Total	1082	229683833		

L1020_G How important each transportation option is to have in your community: Pedestrian-friendly streets or boulevards in the downtown or central business district?				
Very important	610	136290967	59.74	1.943
Somewhat important	274	57991522	25.42	1.739
Somewhat unimportant	38	7121167	3.12	0.636
Not important	152	26734419	11.72	1.178
Subtotal valid responses	1074	228138075	100	
Don't know	7	1382693		
Refused	1	163065		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1020_H How important each transportation option is to have in your community: Adequate parking in the downtown or central business district?				
Very important	674	143532236	62.77	1.95
Somewhat important	270	60406870	26.42	1.816
Somewhat unimportant	26	6329263	2.77	0.678
Not important	105	18379648	8.04	0.986
Subtotal valid responses	1075	228648017	100	
Don't know	6	872750		
Refused	1	163065		
Total	1082	229683833		

L1040_A Drivers of motor vehicles should be allowed to talk on a hand-held cell phone while driving...				
Strongly agree	44	12211198	5.32	0.958
Somewhat agree	130	33608145	14.64	1.511
Somewhat disagree	165	39140637	17.05	1.571
Strongly Disagree	741	144590326	62.99	1.98
Subtotal valid responses	1080	229550306	100	
Don't know	2	133528		
Refused	0	0		
Total	1082	229683833		

L1040_B... Drivers of motor vehicles should be allowed to talk on a cell phone using a hands-free device while driving..				
Strongly agree	247	62788443	27.47	1.866
Somewhat agree	337	76754210	33.58	1.938
Somewhat disagree	191	36965972	16.17	1.405
Strongly Disagree	300	52080467	22.78	1.596
Subtotal valid responses	1075	228589092	100	
Don't know	7	1094741		
Refused	0	0		
Total	1082	229683833		

L1040_C... Drivers of motor vehicles should be allowed to text message on a cell phone, blackberry or similar device while driving...				
Strongly agree	18	4837687	2.11	0.618
Somewhat agree	10	3933051	1.72	0.646
Somewhat disagree	53	13354355	5.83	1.069
Strongly Disagree	995	206888002	90.34	1.347
Subtotal valid responses	1076	229013095	100	
Don't know	6	670738		
Refused	0	0		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1040_D... Drivers of motor vehicles should be allowed to eat while driving...				
Strongly agree	96	23475276	10.36	1.332
Somewhat agree	288	63442841	28.01	1.797
Somewhat disagree	265	54543658	24.08	1.719
Strongly Disagree	421	85055818	37.55	1.953
Subtotal valid responses	1070	226517593	100	
Don't know	12	3166239		
Refused	0	0		
Total	1082	229683833		
L1040_E... Controls on new cars should be mounted on the steering wheel so that drivers do not have to reach across to operate the radio or other audio player...				
Strongly agree	328	79836314	35.88	2.039
Somewhat agree	398	81954712	36.83	1.969
Somewhat disagree	180	34229266	15.38	1.377
Strongly Disagree	131	26487124	11.9	1.258
Subtotal valid responses	1037	222507416	100	
Don't know	43	6883927		
Refused	2	292489		
Total	1082	229683833		
L1040_F... Television and video monitors in cars should be allowed to be mounted in a way that they are visible to drivers of OTHER cars...				
Strongly agree	55	15102720	6.79	1.219
Somewhat agree	63	15582816	7.01	1.106
Somewhat disagree	183	44284555	19.91	1.706
Strongly Disagree	743	147419654	66.29	2.017
Subtotal valid responses	1044	222389745	100	
Don't know	36	6918393		
Refused	2	375694		
Total	1082	229683833		

Section J - Journey to Work Items

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1010 Last week did you work for pay outside your home				
Yes	501	130098123	56.7	1.956
No	580	99361224	43.3	1.956
Subtotal valid responses	1081	229459347	100	
Don't know	1	224487		
Refused	0	0		
Total	1082	229683833		
J1020 Last week did you perform any volunteer work outside your home				
Yes	141	26142567	26.25	2.507
No	440	73443143	73.75	2.507
Subtotal valid responses	581	99585710	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	501	130098123		
Total	1082	229683833		
J1030 Last week on how many days did you travel from home to work				
Count	499	129771383		
Mean	4.691	4.8		
Standard error of mean	0.057	0.067		
Minimum	0	0		
25th percentile	5	5		
Median	5	5		
75th percentile	5	5		
Maximum	7	7		
J1035 Last week on how many days did you travel from home to your volunteer work place				
Count	139	26075306		
Mean	2.129	2.111		
Standard error of mean	0.123	0.136		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	7	7		
J1040_A While travelling from home to work: Drive alone in a company vehicle				
Yes	40	11084300	8.52	1.546
No	461	119013823	91.48	1.546
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_B While travelling from home to work Drive with others in a company vehicle				
Yes		8175553	6.28	1.569
No		121922570	93.72	1.569
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_C While travelling from home to work Drive alone in a non-company vehicle				
Yes	418	107387144	82.54	2.159
No	83	22710979	17.46	2.159
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_D While travelling from home to work Drive with others in a non-company vehicle				
Yes	73	22555223	17.34	2.239
No	428	107542900	82.66	2.239
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_E While travelling from home to work Drive or ride in a carpool or vanpool				
Yes	25	8737456	6.72	1.559
No	475	121202335	93.28	1.559
Subtotal valid responses	500	129939791	100	
Don't know	1	158331		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_F While travelling from home to work Ride a bus				
Yes	19	6139643	4.72	1.225
No	482	123958479	95.28	1.225
Subtotal valid responses	501	130098122	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_G While travelling from home to work Ride a subway				
Yes	16	4419051	3.4	1.075
No	485	125679071	96.6	1.075
Subtotal valid responses	501	130098122	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_H While travelling from home to work Ride a train				
Yes	14	2676278	2.06	0.649
No	487	127421845	97.94	0.649
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_I While travelling from home to work Ride a ferry				
Yes	4	1244244	0.96	0.507
No	497	128853879	99.04	0.507
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_J While travelling from home to work Ride a bicycle				
Yes	15	4155815	3.19	1.053
No	486	125942308	96.81	1.053
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		
J1040_K While travelling from home to work Walk				
Yes	39	10485470	8.06	1.606
No	462	119612653	91.94	1.606
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_L While travelling from home to work Used some other mode SPECIFY				
Yes	14	3231332	2.48	0.774
No	487	126866791	97.52	0.774
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		

J1045_A While traveling from home to volunteer work place Drive alone in a company vehicle				
Yes	1	128281	0.49	0.492
No	139	25968852	99.51	0.492
Subtotal valid responses	140	26097133	100	
Don't know	1	45434		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_B While traveling from home to volunteer work place Drive with others in a company vehicle				
Yes	1	140554	0.54	0.538
No	140	26002013	99.46	0.538
Subtotal valid responses	141	26142567	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_C While traveling from home to volunteer work place Drive alone in a non-company vehicle				
Yes	104	18264822	69.87	5.212
No	37	7877745	30.13	5.212
Subtotal valid responses	141	26142567	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_D While traveling from home to volunteer work place Drive with others in a non-company vehicle				
Yes	47	9689676	37.06	5.511
No	94	16452891	62.94	5.511
Subtotal valid responses	141	26142567	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_E While traveling from home to volunteer work place Drive or rode in a carpool or vanpool				
Yes	6	821922	3.14	1.354
No	135	25320646	96.86	1.354
Subtotal valid responses	141	26142568	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_F While traveling from home to volunteer work place Ride a bus				
Yes	9	1416585	5.42	2.262
No	132	24725982	94.58	2.262
Subtotal valid responses	141	26142567	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_G While traveling from home to volunteer work place Ride the subway				
Yes	0	0	0	0
No	141	26142567	100	0
Subtotal valid responses	141	26142567	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_H While traveling from home to volunteer work place Ride a train				
Yes	1	352597	1.35	1.339
No	140	25789971	98.65	1.339
Subtotal valid responses	141	26142568	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_I While traveling from home to volunteer work place Ride a ferry				
Yes	0	0	0	0
No	141	26142567	100	0
Subtotal valid responses	141	26142567	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_J While traveling from home to volunteer work place Ride a bicycle				
Yes	7	1885666	7.21	2.907
No	134	24256902	92.79	2.907
Subtotal valid responses	141	26142568	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_K While traveling from home to volunteer work place Walk				
Yes	26	4359142	16.67	3.611
No	115	21783425	83.33	3.611
Subtotal valid responses	141	26142567	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1045_L While traveling from home to volunteer work place Used some other mode SPECIFY				
Yes	4	374756	1.43	0.768
No	137	25767812	98.57	0.768
Subtotal valid responses	141	26142568	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	203541266		
Total	1082	229683833		

J1050 Last week how would you rate the level of traffic congestion on your commute to work				
Very congested	75	18411758	11.86	1.654
Moderately congested	170	45114637	29.05	2.362
Slightly congested	139	35755429	23.03	2.221
Not at all congested	252	55995787	36.06	2.371
Subtotal valid responses	636	155277611	100	
Don't know	5	880991		
Refused	1	82088		
Appropriate skip	440	73443143		
Total	1082	229683833		

J1060_A Have you changed your schedule or work hours to improve your commute				
Yes	133	35175142	22.54	2.143
No	508	120853400	77.46	2.143
Subtotal valid responses	641	156028542	100	
Don't know	1	212148		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1060_B Have you moved to a home closer to work to improve your commute				
Yes	31	9677200	6.19	1.358
No	611	146563490	93.81	1.358
Subtotal valid responses	642	156240690	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		
J1060_C Have you moved to a home closer to public transportation to improve your commute				
Yes	16	5363080	3.43	1.067
No	626	150877610	96.57	1.067
Subtotal valid responses	642	156240690	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		
J1060_D Have you changed jobs or left a job to improve your commute				
Yes	29	8007745	5.13	1.135
No	613	148232945	94.87	1.135
Subtotal valid responses	642	156240690	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		
J1060_E Have you changed office locations to improve your commute				
Yes	21	5571863	3.57	0.988
No	621	150668827	96.43	0.988
Subtotal valid responses	642	156240690	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		
J1060_F Have you worked at home instead of your usual work site to improve your commute				
Yes	69	15424031	9.88	1.54
No	572	140640361	90.12	1.54
Subtotal valid responses	641	156064392	100	
Don't know	1	176298		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1060_G Have you paid to use a toll road or toll lane to improve your commute				
Yes	41	11512578	7.37	1.42
No	601	144728112	92.63	1.42
Subtotal valid responses	642	156240690	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		

J1060_H Have you made any other change to improve your commute SPECIFY				
Yes	42	13044048	8.36	1.608
No	599	142969854	91.64	1.608
Subtotal valid responses	641	156013902	100	
Don't know	1	226789		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		

J1065 How often would you say that you made additional stops for some other purpose during your trip to or from work?				
At least half of all commute trips	277	70233234	45.13	2.545
Some but fewer than half of all commute trips	238	57241757	36.78	2.483
No additional trips or almost none	122	28154700	18.09	1.911
Subtotal valid responses	637	155629691	100	
Don't know	4	482543		
Refused	1	128456		
Appropriate skip	440	73443143		
Total	1082	229683833		

J1070 Thinking about the last 12 months would you say the traffic congestion on your commute to work has gotten				
Much better	13	3128281	2.01	0.608
Somewhat better	64	19817093	12.75	1.93
Stayed about the same	419	96534668	62.1	2.527
Somewhat worse	114	28433756	18.29	1.978
Much worse	27	7546856	4.85	1.164
Subtotal valid responses	637	155460654	100	
Don't know	5	780035		
Refused	0	0		
Appropriate skip	440	73443143		
Total	1082	229683833		

J1080 Is at least part of the work that you do in your main job something you could do at home				
Yes	150	33227168	25.54	2.335
No	351	96870955	74.46	2.335
Subtotal valid responses	501	130098123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	581	99585710		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1090 Does your main employer allow workers to sometimes work at home instead of coming into the work place				
Yes	93	20338402	62.65	5.075
No	53	12126809	37.35	5.075
Subtotal valid responses	146	32465211	100	
Don't know	4	761956		
Refused	0	0		
Appropriate skip	932	196456665		
Total	1082	229683833		

J1100 Last week did you work at home instead of traveling to your usual workplace of your main job				
Yes	25	5642580	26.74	5.927
No	72	15457778	73.26	5.927
Subtotal valid responses	97	21100358	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	985	208583475		
Total	1082	229683833		

J1110_A Last week on how many days did you work at home instead of going to your usual workplace of your main job				
Count	25	5642580		
Mean	2.56	1.945		
Standard error of mean	0.424	0.477		
Minimum	0	0		
25th percentile	1	1		
Median	2	1		
75th percentile	4.5	2		
Maximum	7	7		

J1120_A What is your primary reason for working at home instead of traveling to your usual work place of your main job				
Convenience	5	705779	12.51	6.133
Saves the company money	0	0	0	0
Saves me money	1	88149	1.56	1.594
Saves me time	3	1226764	21.74	12.995
To avoid congestion	0	0	0	0
Allows me to take care of family members to be home when kids come home	3	1262446	22.37	13.616
I don't live in the same area as the company I work for	0	0	0	0
I work for multiple businesses	1	155587	2.76	2.784
I get more work done at home	2	263969	4.68	4.033
For health reasons/disability reasons	1	232540	4.12	4.105
Lack of transportation	0	0	0	0
Other	9	1707347	30.26	10.843
Subtotal valid responses	25	5642581	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1057	224041253		
Total	1082	229683833		

Section T - TSA Items

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1010 During the last 12 months have you flown on a commercial airline				
Yes	414	91510523	39.85	1.961
No	667	138115726	60.15	1.961
Subtotal valid responses	1081	229626249	100	
Don't know	1	57583		
Refused	0	0		
Total	1082	229683833		
T1020 During September 2009 did you fly on a commercial airline				
Yes	126	27733651	30.29	2.96
No	289	63834456	69.71	2.96
Subtotal valid responses	415	91568107	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	667	138115726		
Total	1082	229683833		
T1030 How many days in September 2009 did you fly on a commercial airline				
Count	126	27733651		
Mean	2.81	2.981		
Standard error of mean	0.214	0.32		
Minimum	0	0		
25th percentile	2	2		
Median	2	2		
75th percentile	3	3		
Maximum	15	15		
T1040 In what month and year was your most recent commercial airline flight that departed from a U.S. airport?				
Less than three month ago	111	24931443	27.37	2.901
More than three month ago but less than a year ago	273	60634090	66.57	3.042
One year ago	10	2191511	2.41	1.116
More than one year ago	19	3321375	3.65	1.026
Subtotal valid responses	413	91078419	100	
Don't know	1	374521		
Refused	1	115166		
Appropriate skip	667	138115726		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1060 Created variable for total time waiting for security screening in minutes				
Count	395	87872211		
Mean	13.294	15.433		
Standard error of mean	0.754	1.346		
Minimum	0	0		
25th percentile	5	5		
Median	10	10		
75th percentile	15	20		
Maximum	120	120		

T1080 For your most recent flight was the amount of time you spent waiting in line to get to the passenger security screening checkpoint				
Much shorter than expected	44	10135308	11.55	2.083
Shorter than expected	108	22372600	25.51	2.893
About what you expected	214	47963869	54.68	3.289
Longer than you expected	21	5201687	5.93	1.668
Much longer than you expected	7	2043158	2.33	0.991
You had no expectation	0	0	0	0
Subtotal valid responses	394	87716622	100	
Don't know	2	530108		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

T1070 For your most recent flight how satisfied were you overall with your experience at the passenger security screening checkpoint				
Very satisfied	130	28980194	33.04	3.125
Satisfied	224	51122124	58.28	3.23
Dissatisfied	28	5750888	6.56	1.475
Very dissatisfied	12	1870499	2.13	0.669
Subtotal valid responses	394	87723705	100	
Don't know	2	523027		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

T1090 For your most recent flight how satisfied were you with the time it took to screen you and your carry-on items				
Very satisfied	138	30137506	34.3	3.091
Satisfied	232	52765868	60.05	3.179
Dissatisfied	15	3107231	3.54	1.046
Very dissatisfied	10	1861606	2.12	0.797
Subtotal valid responses	395	87872211	100	
Don't know	1	374521		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1100 For your most recent flight were you selected for additional screening at the passenger security screening checkpoint				
Yes	65	12990620	14.8	2.173
No	329	74756611	85.2	2.173
Subtotal valid responses	394	87747231	100	
Don't know	2	499501		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

T1102_A Why you believe you were selected for additional screening. Would you say it was for...				
Medical reasons	19	2901185	22.36	6.088
Travel documents	0	0	0	0
Clothing	9	2282342	17.59	5.867
Randomly selected	24	5565793	42.9	7.971
Another reason	12	2224076	17.14	5.756
Subtotal valid responses	64	12973396	100	
Don't know	3	516724		
Refused	0	0		
Appropriate skip	1015	216193712		
Total	1082	229683833		

T1104 Did you make a complaint about receiving additional passenger screening at the security checkpoint?				
Yes	2	192766	1.42	1.03
No	64	13342562	98.58	1.03
Subtotal valid responses	66	13535328	100	
Don't know	2	499501		
Refused	0	0		
Appropriate skip	1014	215649004		
Total	1082	229683833		

T1106 How satisfied are you with the resolution of your complaint				
Very satisfied	0	0	0	0
Satisfied	0	0	0	0
Dissatisfied	0	0	0	0
Very dissatisfied	1	80650	41.84	34.413
Does not apply	1	112117	58.16	34.413
Subtotal valid responses	2	192767	100	
Don't know	2	499501		
Refused	0	0		
Appropriate skip	1078	228991566		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1110 For your most recent flight would you say the passenger screening you experienced at the security checkpoint was				
Excessive	20	4786587	5.45	1.585
Appropriate	364	81601235	92.93	1.674
Inadequate	10	1423810	1.62	0.572
Subtotal valid responses	394	87811632	100	
Don't know	2	435099		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

T1120 How satisfied were you with the courtesy of the Transportation Security Officers at the passenger security screening checkpoint				
Very satisfied	135	27504068	31.3	2.961
Satisfied	229	54219875	61.7	3.12
Dissatisfied	26	5171073	5.88	1.35
Very dissatisfied	5	977194	1.11	0.529
Subtotal valid responses	395	87872210	100	
Don't know	1	374521		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

T1170 What is your level of confidence in the ability of the Transportation Security Officers to keep air travel secure				
No confidence	11	1482909	1.69	0.608
A small amount of confidence	51	11723763	13.33	2.155
A moderate amount of confidence	195	41511460	47.18	3.26
A great deal of confidence	113	28260210	32.12	3.227
Total confidence	24	4998998	5.68	1.434
Subtotal valid responses	394	87977340	100	
Don't know	2	269392		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

T1124 How confident are you in the ability of the equipment used to screen passengers and carry-on bags to keep air travel secure?				
No confidence	4	418707	0.48	0.254
A small amount of confidence	40	8492300	9.8	1.778
A moderate amount of confidence	206	43497789	50.18	3.325
A great deal of confidence	114	28368115	32.72	3.181
Total confidence	24	5911941	6.82	1.92
Subtotal valid responses	388	86688852	100	
Don't know	8	1557879		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1128 How confident are you in the ability of the equipment used to screen checked bags?				
No confidence	9	2324587	2.74	1.125
A small amount of confidence	42	9998308	11.78	2.217
A moderate amount of confidence	191	38507754	45.37	3.326
A great deal of confidence	110	28525939	33.61	3.254
Total confidence	23	5525119	6.51	1.9
Subtotal valid responses	375	84881707	100	
Don't know	21	3365024		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1130 How informed do you feel you are about passenger security screening procedures				
Very well informed	138	30017337	34.04	3.121
Moderately well informed	175	39222126	44.48	3.249
Slightly informed	69	15785517	17.9	2.425
Not at all informed	13	3156391	3.58	1.235
Subtotal valid responses	395	88181371	100	
Don't know	1	65359		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_A Where have you received information about the airport passenger security screening process?: Transportation Security Administration website blog				
Yes	47	13345552	15.12	2.531
No	349	74901180	84.88	2.531
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_B Where have you received information about the airport passenger security screening process?: My own travel experience				
Yes	89	23365551	26.48	3.133
No	307	64881181	73.52	3.133
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_C Where have you received information about the airport passenger security screening process?: Airline or travel agent website				
Yes	115	25911129	29.36	2.942
No	281	62335602	70.64	2.942
Subtotal valid responses	396	88246731	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_D Where have you received information about the airport passenger security screening process?: Placed a call or email to the airline				
Yes	7	1356073	1.54	0.639
No	389	86890658	98.46	0.639
Subtotal valid responses	396	88246731	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_E Where have you received information about the airport passenger security screening process?: Placed a call or email to a travel agent				
Yes	3	319187	0.36	0.224
No	393	87927545	99.64	0.224
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_F Where have you received information about the airport passenger security screening process?: Printed material such as brochure or pamphlet				
Yes	30	6030253	6.83	1.583
No	366	82216479	93.17	1.583
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_G Where have you received information about the airport passenger security screening process?: Signs displayed at airport				
Yes	106	24928224	28.25	2.911
No	290	63318508	71.75	2.911
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_H Where have you received information about the airport passenger security screening process?: Radio, television, or newspaper				
Yes	137	28014001	31.75	2.975
No	259	60232731	68.25	2.975
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_I Where have you received information about the airport passenger security screening process?: Friends, family, word of mouth				
Yes	60	11237272	12.73	1.954
No	336	77009460	87.27	1.954
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1140_J Where have you received information about the airport passenger security screening process?: Some other source: specify				
Yes	56	9916101	11.24	1.874
No	340	78330631	88.76	1.874
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		
T1154 How satisfied are you with your accessibility to information about airport screening procedures				
Very satisfied	86	19421659	22.9	2.87
Satisfied	244	54044040	63.73	3.261
Dissatisfied	36	8124477	9.58	1.891
Very dissatisfied	11	3206558	3.78	1.528
Subtotal valid responses	377	84796734	100	
Don't know	18	3377222		
Refused	1	72776		
Appropriate skip	686	141437101		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1156 For your most recent flight did you request an explanation of security procedures				
Yes	17	2153399	2.44	0.674
No	379	86093333	97.56	0.674
Subtotal valid responses	396	88246732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	141437101		
Total	1082	229683833		

T1158 How satisfied were you with the way the security procedures were explained to you				
Very satisfied	3	380541	17.67	10.466
Satisfied	8	886264	41.16	13.175
Dissatisfied	4	468805	21.77	10.558
Very dissatisfied	2	417789	19.4	12.988
Subtotal valid responses	17	2153399	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1065	227530434		
Total	1082	229683833		

T1160 What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers				
No confidence	68	15730791	7.21	1.09
A small amount of confidence	197	48411254	22.17	1.782
A moderate amount of confidence	434	89950951	41.2	2.031
A great deal of confidence	234	46350553	21.23	1.643
Total confidence	90	17875807	8.19	1.121
Subtotal valid responses	1023	218319356	100	
Don't know	57	10567933		
Refused	2	796543		
Total	1082	229683833		

T1165 What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers				
No confidence	38	8417044	3.83	0.774
A small amount of confidence	103	20147213	9.17	1.131
A moderate amount of confidence	372	80338459	36.57	2.008
A great deal of confidence	378	82030361	37.34	2.009
Total confidence	139	28752598	13.09	1.354
Subtotal valid responses	1030	219685675	100	
Don't know	48	8928097		
Refused	4	1070061		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1180 Should passengers be allowed to use their cell phones during a flight				
Definitely should	201	47882778	20.96	1.659
Probably should	289	62282045	27.27	1.815
Not sure	131	27837489	12.19	1.325
Probably should not	180	40989366	17.95	1.636
Definitely should not	268	49404867	21.63	1.571
Subtotal valid responses	1069	228396545	100	
Don't know	12	1178810		
Refused	1	108479		
Total	1082	229683833		
T1200 During September 2009 did you use a subway system or elevated train				
Yes	109	25146137	10.95	1.25
No	973	204537696	89.05	1.25
Subtotal valid responses	1082	229683833	100	
Don't know	0	0		
Refused	0	0		
Total	1082	229683833		
T1205 How secure did you feel when you used the subway or elevated train				
Very secure	47	10109228	40.2	6.014
Moderately secure	27	5117161	20.35	4.834
Somewhat secure	25	6864899	27.3	5.678
Not at all secure	10	3054849	12.15	4.06
Subtotal valid responses	109	25146137	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	973	204537696		
Total	1082	229683833		
T1210 During September 2009 did you use a water ferry or water taxi				
Yes	42	10234432	4.46	0.855
No	1039	219376624	95.54	0.855
Subtotal valid responses	1081	229611056	100	
Don't know	1	72776		
Refused	0	0		
Total	1082	229683833		
T1215 How secure did you feel when you used water ferry or water taxi				
Very secure	30	6780863	68.77	9.705
Moderately secure	9	2823839	28.64	9.668
Somewhat secure	2	255209	2.59	1.97
Not at all secure	0	0	0	0
Subtotal valid responses	41	9859911	100	
Don't know	1	374521		
Refused	0	0		
Appropriate skip	1040	219449401		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1220 During September 2009 did you use a light rail or streetcar				
Yes	66	13498234	5.89	0.931
No	1014	215636686	94.11	0.931
Subtotal valid responses	1080	229134920	100	
Don't know	2	548912		
Refused	0	0		
Total	1082	229683833		
T1225 How secure did you feel when you used light rail or streetcar				
Very secure	29	6879041	50.96	8.197
Moderately secure	21	3574229	26.48	6.481
Somewhat secure	11	1651270	12.23	4.192
Not at all secure	5	1393694	10.33	5.459
Subtotal valid responses	66	13498234	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1016	216185599		
Total	1082	229683833		
T1230 During September 2009 did you use a commuter rail or long distance train				
Yes	63	14265027	6.21	1.009
No	1019	215418806	93.79	1.009
Subtotal valid responses	1082	229683833	100	
Don't know	0	0		
Refused	0	0		
Total	1082	229683833		
T1235 How secure did you feel when you used commuter rail or long distance train?				
Very secure	32	7864687	55.13	8.338
Moderately secure	17	3297495	23.12	6.88
Somewhat secure	12	2540306	17.81	6.058
Not at all secure	2	562538	3.94	2.814
Subtotal valid responses	63	14265026	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1019	215418806		
Total	1082	229683833		
T1250 During September 2009 did you travel by transit bus, commuter bus, or inter-city motor coach?				
Yes	135	30670726	13.35	1.392
No	947	199013107	86.65	1.392
Subtotal valid responses	1082	229683833	100	
Don't know	0	0		
Refused	0	0		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1255 How secure did you feel when you travelled by transit bus, commuter bus, or inter-city motor coach?				
Very secure	78	19195224	62.58	5.306
Moderately secure	35	6382228	20.81	3.972
Somewhat secure	15	3267935	10.65	3.318
Not at all secure	7	1825339	5.95	3.146
Subtotal valid responses	135	30670726	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	947	199013107		
Total	1082	229683833		

T1280 What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile intentions				
No confidence	29	4682651	7.93	1.682
A small amount of confidence	60	13546263	22.95	3.352
A moderate amount of confidence	103	26119074	44.26	4.175
A great deal of confidence	50	11793964	19.98	3.329
Total confidence	13	2872561	4.87	1.705
Subtotal valid responses	255	59014513	100	
Don't know	6	1368567		
Refused	1	134158		
Appropriate skip	820	169166594		
Total	1082	229683833		

T1300 How much additional time would you be willing to spend in transit on public transportation for increased security measures under elevated threat conditions				
No additional time	46	10632556	19.11	3.318
1 - 5 minutes	32	9329322	16.77	3.429
6 - 10 minutes	37	9819149	17.65	3.366
11 - 15 minutes	27	7452115	13.4	3.185
16 - 20 minutes	8	2030025	3.65	1.769
More than 20 minutes	86	16369113	29.42	3.603
Subtotal valid responses	236	55632280	100	
Don't know	26	4884958		
Refused	0	0		
Appropriate skip	820	169166594		
Total	1082	229683833		

Section D - Demographic Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1010 How many vehicles are owned, leased or available for regular use by the people who currently live in your household				
Count	1079	229298562		
Mean	2.092	2.39		
Standard error of mean	0.04	0.061		
Minimum	0	0		
25th percentile	1	2		
Median	2	2		
75th percentile	3	3		
Maximum	10	10		
D1020 Do you have a medical condition that makes it difficult to travel outside the home				
Yes	133	20821847	9.1	1.007
No	946	207984584	90.9	1.007
Subtotal valid responses	1079	228806431	100	
Don't know	2	184970		
Refused	1	692432		
Total	1082	229683833		
D1040 Age Range of Respondents				
18 to 24	30	16877525	7.43	1.455
25 to 34	81	41730189	18.36	1.995
35 to 44	137	36965182	16.26	1.433
45 to 54	226	47530841	20.91	1.496
55 to 64	214	38669427	17.01	1.342
65 to 74	198	25697638	11.31	1.014
75 or older	179	19811178	8.72	0.767
Subtotal valid responses	1065	227281980	100	
Don't know	2	336730		
Refused	15	2065123		
Total	1082	229683833		
D1050 Gender				
Male	460	111884514	48.71	2.02
Female	622	117799319	51.29	2.02
Subtotal valid responses	1082	229683833	100	
Don't know	0	0		
Refused	0	0		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1060 Do you consider yourself to be Spanish Hispanic or Latino				
Yes	84	30460043	13.37	1.494
No	990	197375614	86.63	1.494
Subtotal valid responses	1074	227835657	100	
Don't know	4	637573		
Refused	4	1210603		
Total	1082	229683833		
D1070_A White				
Yes	917	182604615	80.29	1.72
No	152	44813982	19.71	1.72
Subtotal valid responses	1069	227418597	100	
Don't know	3	545406		
Refused	10	1719831		
Total	1082	229683833		
D1070_B Black or African American				
Yes	103	30096740	13.29	1.474
No	963	196306678	86.71	1.474
Subtotal valid responses	1069	227418597	100	
Don't know	4	590839		
Refused	12	2689575		
Total	1082	229683833		
D1070_C American Indian or Alaska Native (Eskimo, Aleut)				
Yes	60	8378270	3.71	0.625
No	1003	217333591	96.29	0.625
Subtotal valid responses	1063	225711861	100	
Don't know	6	1051587		
Refused	13	2920386		
Total	1082	229683833		
D1070_D Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	28	4365492	1.93	0.417
No	1036	221571159	98.07	0.417
Subtotal valid responses	1064	225936651	100	
Don't know	5	826795		
Refused	13	2920386		
Total	1082	229683833		
D1070_E Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)				
Yes	9	1793233	0.79	0.321
No	1054	223971138	99.21	0.321
Subtotal valid responses	1063	225764371	100	
Don't know	5	883910		
Refused	14	3035552		
Total	1082	229683833		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1070_F Other race				
Yes	72	12677331	5.61	0.882
No	991	213235391	94.39	0.882
Subtotal valid responses	1063	225912722	100	
Don't know	6	886956		
Refused	13	2884155		
Total	1082	229683833		
RACEETH Race/ethnicity				
Hispanic	84	30460043	13.44	1.501
White, nonhispanic	780	155654907	68.67	1.906
Black, nonhispanic	77	26086935	11.51	1.431
Other, nonhispanic	125	14464873	6.38	0.68
Total	1066	226666759	100	0
D1080 What is the highest level of education you have completed				
Less than high school graduate	86	15408093	6.74	0.897
High school graduate (or GED)	287	63597991	27.81	1.829
Some college (or technical vocational school/professional business school	226	48262319	21.1	1.667
Two-year college degree (AA: Associate in Arts)	107	23196589	10.14	1.258
Four-year college degree (BA or BS: Bachelor of Arts/Science degree)	199	42639226	18.64	1.543
Graduate degree (Master's PhD, Lawyer, Medical Doctor)	171	35608024	15.57	1.432
Subtotal valid responses	1076	228712242	100	
Don't know	2	341111		
Refused	4	630479		
Total	1082	229683833		
D1090 Please stop me when I reach the category that includes your households total annual income for last calendar year				
Under \$15,000	110	20227565	10.4	1.328
From \$15,000 to less than \$30,000	156	33947969	17.45	1.744
From \$30,000 to less than \$50,000	189	38205731	19.64	1.731
From \$50,000 to less than \$75,000	177	38523235	19.8	1.714
From \$75,000 to less than \$100,000	112	27407946	14.09	1.572
From \$100,000 to less than \$125,000	63	13795426	7.09	1.1
\$125,000 or more	93	22429365	11.53	1.345
Subtotal valid responses	900	194537237	100	
Don't know	65	15886507		
Refused	117	19260088		
Total	1082	229683833		

APPENDIX E: FREQUENCY TABLES – SAMPLE OF TARGETED MSAs

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MSASTRAT Numeric code for metropolitan statistical area				
Atlanta-Sandy Springs-Marietta, GA	55	4944458	9.03	0.948
Boston-Cambridge-Quincy, MA-NH	51	4194024	7.66	0.848
Chicago-Naperville-Joliet, IL-IN-WI	109	7131487	13.02	1.038
Los Angeles-Long Beach- Santa Ana , CA	99	9322967	17.02	1.15
Miami-Fort Lauderdale-Pompano Beach, FL	46	3149320	5.75	0.716
New York-Northern New Jersey-Long Island, NY-NJ-PA	170	13300858	24.29	1.234
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	83	4426808	8.08	0.776
San Francisco-Oakland-Fremont, CA	42	3075706	5.62	0.675
Washington-Arlington-Alexandria, DC-VA-MD-WV	65	5223131	9.54	0.92
Total	720	54768758	100	0
METRO				
Inside an MSA	720	54768758	100	0
Outside an MSA	0	0	0	0
Total	720	54768758	100	0
CENDIV Census Division				
New England	51	4194024	7.66	0.848
Middle Atlantic	245	17336110	31.65	1.384
East North Central	109	7131487	13.02	1.038
West North Central	0	0	0	0
South Atlantic	174	13708464	25.03	1.376
East South Central	0	0	0	0
West South Central	0	0	0	0
Mountain	0	0	0	0
Pacific	141	12398673	22.64	1.269
Total	720	54768758	100	0
CREGION Census Region				
Northeast	296	21530134	39.31	1.481
Midwest	109	7131487	13.02	1.038
South	174	13708464	25.03	1.376
West	141	12398673	22.64	1.269
Total	720	54768758	100	0

Section M – Mode Use Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1010 During a typical week on how many days do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle				
Count	720	54768758		
Mean	5.157	5.251		
Standard error of mean	0.09	0.121		
Minimum	0	0		
25th percentile	4	4		
Median	7	7		
75th percentile	7	7		
Maximum	7	7		
M1020 During a typical week on how many days do you travel by taxi or limousine				
Count	720	54768758		
Mean	0.117	0.106		
Standard error of mean	0.021	0.022		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		
M1030 During a typical week on how many days do you use public transportation				
Count	719	54671882		
Mean	0.854	1.059		
Standard error of mean	0.066	0.099		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	1		
Maximum	7	7		
M1040 During a typical week on how many days do you ride a bicycle outdoors for any reason				
Count	720	54768758		
Mean	0.425	0.455		
Standard error of mean	0.042	0.054		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		

Section L - Community Livability Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1000 Which of these categories would you say best represents the type of community where you live?				
Urban area in downtown or city center	93	8060646	14.96	1.813
Urban area not in downtown or city center	173	13562732	25.17	2.145
Suburban	375	27217113	50.52	2.419
Rural	69	5038466	9.35	1.354
Subtotal valid responses	710	53878957	100	
Don't know	10	889801		
Refused	0	0		
Total	720	54768758		
L1020_A How important each transportation option is to have in your community: Side walks, paths or other safe walking routes to shopping, work or schools?				
Very important	549	41344757	75.54	2.084
Somewhat important	112	9789536	17.89	1.951
Somewhat unimportant	8	423062	0.77	0.29
Not important	50	3177921	5.81	0.976
Subtotal valid responses	719	54735276	100	
Don't know	1	33482		
Refused	0	0		
Total	720	54768758		
L1020_B How important each transportation option is to have in your community: Bike lanes or paths to shopping, work or schools?				
Very important	288	21472445	39.68	2.329
Somewhat important	245	20447795	37.79	2.397
Somewhat unimportant	35	2623495	4.85	1.097
Not important	143	9564973	17.68	1.71
Subtotal valid responses	711	54108708	100	
Don't know	9	660049		
Refused	0	0		
Total	720	54768758		
L1020_C How important each transportation option is to have in your community: Reliable local bus, rail or ferry transportation that can be reached without driving?				
Very important	424	31530638	57.66	2.395
Somewhat important	173	14594459	26.69	2.196
Somewhat unimportant	27	2299163	4.2	1.126
Not important	94	6263136	11.45	1.353
Subtotal valid responses	718	54687396	100	
Don't know	2	81362		
Refused	0	0		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1020_D How important each transportation option is to have in your community: Reliable long-distance bus or train transportation to and from major metropolitan areas?				
Very important	398	30296988	55.38	2.388
Somewhat important	190	14409115	26.34	2.116
Somewhat unimportant	36	3674539	6.72	1.385
Not important	94	6323579	11.56	1.399
Subtotal valid responses	718	54704221	100	
Don't know	2	64537		
Refused	0	0		
Total	720	54768758		
L1020_E How important each transportation option is to have in your community: Major roads or highways that access and serve your community?				
Very important	570	42887078	78.46	2.033
Somewhat important	113	8784457	16.07	1.8
Somewhat unimportant	8	617882	1.13	0.453
Not important	27	2374326	4.34	1.093
Subtotal valid responses	718	54663743	100	
Don't know	2	105014		
Refused	0	0		
Total	720	54768758		
L1020_F How important each transportation option is to have in your community: Easy access to an airport?				
Very important	414	31127558	56.87	2.398
Somewhat important	227	17777959	32.48	2.258
Somewhat unimportant	19	1741720	3.18	0.972
Not important	59	4088279	7.47	1.212
Subtotal valid responses	719	54735516	100	
Don't know	1	33242		
Refused	0	0		
Total	720	54768758		
L1020_G How important each transportation option is to have in your community: Pedestrian-friendly streets or boulevards in the downtown or central business district?				
Very important	456	35201632	64.55	2.288
Somewhat important	189	14506131	26.6	2.139
Somewhat unimportant	23	1858862	3.41	0.922
Not important	47	2967584	5.44	0.922
Subtotal valid responses	715	54534209	100	
Don't know	5	234549		
Refused	0	0		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1020_H How important each transportation option is to have in your community: Adequate parking in the downtown or central business district?				
Very important	509	39178565	71.78	2.103
Somewhat important	146	11034158	20.22	1.867
Somewhat unimportant	12	1164652	2.13	0.801
Not important	49	3202951	5.87	0.953
Subtotal valid responses	716	54580326	100	
Don't know	4	188432		
Refused	0	0		
Total	720	54768758		
L1040_A Drivers of motor vehicles should be allowed to talk on a hand-held cell phone while driving...				
Strongly agree	19	1141988	2.09	0.553
Somewhat agree	76	7782326	14.21	1.824
Somewhat disagree	78	7147833	13.05	1.714
Strongly Disagree	547	38696612	70.65	2.277
Subtotal valid responses	720	54768759	100	
Don't know	0	0		
Refused	0	0		
Total	720	54768758		
L1040_B... Drivers of motor vehicles should be allowed to talk on a cell phone using a hands-free device while driving..				
Strongly agree	167	15026029	27.59	2.246
Somewhat agree	241	19020657	34.92	2.328
Somewhat disagree	103	7496905	13.76	1.575
Strongly Disagree	204	12923103	23.73	1.943
Subtotal valid responses	715	54466694	100	
Don't know	5	302064		
Refused	0	0		
Total	720	54768758		
L1040_C... Drivers of motor vehicles should be allowed to text message on a cell phone, blackberry or similar device while driving...				
Strongly agree	14	686130	1.25	0.387
Somewhat agree	13	1861228	3.4	1.105
Somewhat disagree	33	3661349	6.69	1.438
Strongly Disagree	659	48526808	88.66	1.78
Subtotal valid responses	719	54735515	100	
Don't know	1	33242		
Refused	0	0		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
L1040_D... Drivers of motor vehicles should be allowed to eat while driving...				
Strongly agree	57	5227567	9.56	1.443
Somewhat agree	178	15206591	27.82	2.218
Somewhat disagree	179	12843989	23.5	1.986
Strongly Disagree	303	21380733	39.12	2.344
Subtotal valid responses	717	54658880	100	
Don't know	3	109878		
Refused	0	0		
Total	720	54768758		
L1040_E... Controls on new cars should be mounted on the steering wheel so that drivers do not have to reach across to operate the radio or other audio player...				
Strongly agree	238	18434373	34.46	2.363
Somewhat agree	272	21226556	39.68	2.413
Somewhat disagree	102	7254589	13.56	1.589
Strongly Disagree	85	6582439	12.3	1.598
Subtotal valid responses	697	53497957	100	
Don't know	21	1206456		
Refused	2	64344		
Total	720	54768758		
L1040_F... Television and video monitors in cars should be allowed to be mounted in a way that they are visible to drivers of OTHER cars...				
Strongly agree	37	3395149	6.37	1.319
Somewhat agree	43	4273245	8.02	1.486
Somewhat disagree	124	11533168	21.65	2.177
Strongly Disagree	491	34071583	63.96	2.482
Subtotal valid responses	695	53273145	100	
Don't know	25	1495612		
Refused	0	0		
Total	720	54768758		

Section J - Journey to Work Items

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1010 Last week did you work for pay outside your home				
Yes	397	34715598	63.5	2.268
No	321	19953390	36.5	2.268
Subtotal valid responses	718	54668988	100	
Don't know	2	99770		
Refused	0	0		
Total	720	54768758		
J1020 Last week did you perform any volunteer work outside your home				
Yes	82	5196378	25.95	3.207
No	240	14828019	74.05	3.207
Subtotal valid responses	322	20024397	100	
Don't know	1	28762		
Refused	0	0		
Appropriate skip	397	34715598		
Total	720	54768758		
J1030 Last week on how many days did you travel from home to work				
Count	396	34668087		
Mean	4.591	4.74		
Standard error of mean	0.065	0.076		
Minimum	0	0		
25th percentile	4	5		
Median	5	5		
75th percentile	5	5		
Maximum	7	7		
J1035 Last week on how many days did you travel from home to your volunteer work place				
Count	82	5196378		
Mean	1.951	2.141		
Standard error of mean	0.15	0.238		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	6	6		
J1040_A While travelling from home to work: Drive alone in a company vehicle				
Yes	25	2881275	8.3	1.969
No	372	31834323	91.7	1.969
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_B While travelling from home to work: Drive with others in a company vehicle				
Yes	22	2225684	6.41	1.688
No	375	32489914	93.59	1.688
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_C While travelling from home to work: Drive alone in a non-company vehicle				
Yes	302	25834252	74.42	2.772
No	95	8881346	25.58	2.772
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_D While travelling from home to work: Drive with others in a non-company vehicle				
Yes	53	4786562	13.79	2.139
No	344	29929036	86.21	2.139
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_E While travelling from home to work: Drive or ride in a carpool or vanpool				
Yes	15	1495302	4.31	1.44
No	382	33220296	95.69	1.44
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_F While travelling from home to work: Ride a bus				
Yes	38	3808644	11	1.96
No	358	30812313	89	1.96
Subtotal valid responses	396	34620957	100	
Don't know	1	94641		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_G While travelling from home to work: Ride a subway				
Yes	41	4236960	12.2	2.1
No	356	30478638	87.8	2.1
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_H While travelling from home to work: Ride a train				
Yes	29	2656933	7.65	1.6
No	368	32058665	92.35	1.6
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_I While travelling from home to work: Ride a ferry				
Yes	5	378577	1.09	0.501
No	392	34337021	98.91	0.501
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_J While travelling from home to work: Ride a bicycle				
Yes	13	1413585	4.07	1.475
No	384	33302013	95.93	1.475
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1040_K While travelling from home to work: Walk				
Yes	55	5591126	16.11	2.408
No	342	29124472	83.89	2.408
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_L While travelling from home to work: Used some other mode SPECIFY				
Yes	7	589709	1.7	0.734
No	390	34125889	98.3	0.734
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1045_A While traveling from home to volunteer work place: Drive alone in a company vehicle				
Yes	2	241435	4.65	3.293
No	80	4954944	95.35	3.293
Subtotal valid responses	82	5196379	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_B While traveling from home to volunteer work place: Drive with others in a company vehicle				
Yes	2	240845	4.63	3.286
No	80	4955534	95.37	3.286
Subtotal valid responses	82	5196379	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_C While traveling from home to volunteer work place: Drive alone in a non-company vehicle				
Yes	60	3959489	76.2	5.561
No	22	1236890	23.8	5.561
Subtotal valid responses	82	5196379	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_D While traveling from home to volunteer work place: Drive with others in a non-company vehicle				
Yes	15	1382457	26.6	6.853
No	67	3813921	73.4	6.853
Subtotal valid responses	82	5196378	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_E While traveling from home to volunteer work place: Drive or rode in a carpool or vanpool				
Yes	5	420027	8.08	3.545
No	77	4776352	91.92	3.545
Subtotal valid responses	82	5196379	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_F While traveling from home to volunteer work place: Ride a bus				
Yes	10	594728	11.45	4.375
No	72	4601650	88.55	4.375
Subtotal valid responses	82	5196378	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_G While traveling from home to volunteer work place: Ride the subway				
Yes	4	204814	3.94	2.206
No	78	4991565	96.06	2.206
Subtotal valid responses	82	5196379	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_H While traveling from home to volunteer work place: Ride a train				
Yes	7	524373	10.09	4.261
No	75	4672005	89.91	4.261
Subtotal valid responses	82	5196378	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_I While traveling from home to volunteer work place: Ride a ferry				
Yes	2	157665	3.03	2.179
No	80	5038714	96.97	2.179
Subtotal valid responses	82	5196379	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_J While traveling from home to volunteer work place: Ride a bicycle				
Yes	8	537202	10.34	4.04
No	74	4659176	89.66	4.04
Subtotal valid responses	82	5196378	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_K While traveling from home to volunteer work place: Walk				
Yes	24	1351764	26.01	5.661
No	58	3844614	73.99	5.661
Subtotal valid responses	82	5196378	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1045_L While traveling from home to volunteer work place: Used some other mode SPECIFY				
Yes	4	175329	3.37	1.869
No	78	5021050	96.63	1.869
Subtotal valid responses	82	5196379	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	638	49572380		
Total	720	54768758		
J1050 Last week how would you rate the level of traffic congestion on your commute to work				
Very congested	84	7329124	18.7	2.334
Moderately congested	152	13618982	34.75	2.851
Slightly congested	107	8989158	22.94	2.429
Not at all congested	123	9248824	23.6	2.371
Subtotal valid responses	466	39186088	100	
Don't know	12	692405		
Refused	1	33482		
Appropriate skip	241	14856782		
Total	720	54768758		
J1060_A Have you changed your schedule or work hours to improve your commute				
Yes	112	9493008	23.78	2.397
No	367	30418968	76.22	2.397
Subtotal valid responses	479	39911976	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1060_B Have you moved to a home closer to work to improve your commute				
Yes	28	3191728	8	1.718
No	451	36720248	92	1.718
Subtotal valid responses	479	39911976	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		
J1060_C Have you moved to a home closer to public transportation to improve your commute				
Yes	20	2233871	5.6	1.532
No	459	37678105	94.4	1.532
Subtotal valid responses	479	39911976	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		
J1060_D Have you changed jobs or left a job to improve your commute				
Yes	28	3044862	7.63	1.632
No	451	36867114	92.37	1.632
Subtotal valid responses	479	39911976	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		
J1060_E Have you changed office locations to improve your commute				
Yes	22	2027291	5.08	1.219
No	457	37884685	94.92	1.219
Subtotal valid responses	479	39911976	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		
J1060_F Have you worked at home instead of your usual work site to improve your commute				
Yes	70	5101664	12.8	1.79
No	408	34761874	87.2	1.79
Subtotal valid responses	478	39863538	100	
Don't know	1	48438		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1060_G Have you paid to use a toll road or toll lane to improve your commute				
Yes	63	5180214	12.98	1.914
No	416	34731763	87.02	1.914
Subtotal valid responses	479	39911977	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		
J1060_H Have you made any other change to improve your commute SPECIFY				
Yes	42	4030306	10.12	1.836
No	436	35797321	89.88	1.836
Subtotal valid responses	478	39827627	100	
Don't know	1	84349		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		
J1065 How often would you say that you made additional stops for some other purpose during your trip to or from work?				
At least half of all commute trips	172	14145851	35.55	2.772
Some but fewer than half of all commute trips	192	16791017	42.2	2.885
No additional trips or almost none	112	8851524	22.25	2.334
Subtotal valid responses	476	39788392	100	
Don't know	3	123584		
Refused	0	0		
Appropriate skip	241	14856782		
Total	720	54768758		
J1070 Thinking about the last 12 months would you say the traffic congestion on your commute to work has gotten				
Much better	9	554499	1.4	0.517
Somewhat better	48	4184146	10.56	1.809
Stayed about the same	290	24085688	60.76	2.853
Somewhat worse	97	8222601	20.74	2.36
Much worse	29	2594330	6.54	1.544
Subtotal valid responses	473	39641264	100	
Don't know	5	242086		
Refused	1	28627		
Appropriate skip	241	14856782		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1080 Is at least part of the work that you do in your main job something you could do at home				
Yes	135	10479206	30.19	2.84
No	262	24236392	69.81	2.84
Subtotal valid responses	397	34715598	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	323	20053160		
Total	720	54768758		
J1090 Does your main employer allow workers to sometimes work at home instead of coming into the work place				
Yes	98	7339672	70.84	5.382
No	35	3021166	29.16	5.382
Subtotal valid responses	133	10360838	100	
Don't know	2	118368		
Refused	0	0		
Appropriate skip	585	44289552		
Total	720	54768758		
J1100 Last week did you work at home instead of traveling to your usual workplace of your main job				
Yes	36	2297552	30.81	5.457
No	64	5160488	69.19	5.457
Subtotal valid responses	100	7458040	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	620	47310718		
Total	720	54768758		
J1110_A Last week on how many days did you work at home instead of going to your usual workplace of your main job				
Count	36	2297552		
Mean	2.139	1.974		
Standard error of mean	0.246	0.232		
Minimum	0	0		
25th percentile	1	1		
Median	2	1.852		
75th percentile	3	3		
Maximum	7	7		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1120_A What is your primary reason for working at home instead of traveling to your usual work place of your main job				
Convenience	12	603232	26.26	8.053
Saves the company money	0	0	0	0
Saves me money	3	152501	6.64	3.924
Saves me time	0	0	0	0
To avoid congestion	4	546120	23.77	10.141
Allows me to take care of family members to be home when kids come home	1	62369	2.71	2.695
I don't live in the same area as the company I work for	0	0	0	0
I work for multiple businesses	0	0	0	0
I get more work done at home	2	40797	1.78	1.348
For health reasons/disability reasons	1	75380	3.28	3.238
Lack of transportation	0	0	0	0
Other	13	817152	35.57	9.37
Subtotal valid responses	36	2297551	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	684	52471206		
Total	720	54768758		

Section T - TSA Items

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1010 During the last 12 months have you flown on a commercial airline				
Yes	353	27134357	49.54	2.409
No	367	27634401	50.46	2.409
Subtotal valid responses	720	54768758	100	
Don't know	0	0		
Refused	0	0		
Total	720	54768758		
T1020 During September 2009 did you fly on a commercial airline				
Yes	102	7292135	26.87	2.97
No	251	19842222	73.13	2.97
Subtotal valid responses	353	27134357	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	367	27634401		
Total	720	54768758		
T1030 How many days in September 2009 did you fly on a commercial airline				
Count	102	7292135		
Mean	2.863	2.734		
Standard error of mean	0.256	0.287		
Minimum	0	0		
25th percentile	2	2		
Median	2	2		
75th percentile	3	3		
Maximum	20	20		
T1040 In what month and year was your most recent commercial airline flight that departed from a U.S. airport?				
Less than three month ago	103	7471667	27.54	2.969
More than three month ago but less than a year ago	227	18056385	66.54	3.119
One year ago	14	816676	3.01	0.938
More than one year ago	9	789629	2.91	1.097
Subtotal valid responses	353	27134357	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	367	27634401		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1060 Created variable for total time waiting for security screening in minutes				
Count	344	26344728		
Mean	16.227	17.574		
Standard error of mean	1.225	1.708		
Minimum	0	0		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	300	300		
T1080 For your most recent flight was the amount of time you spent waiting in line to get to the passenger security screening checkpoint				
Much shorter than expected	45	3661259	14	2.439
Shorter than expected	88	6284157	24.03	2.883
About what you expected	172	13443053	51.41	3.468
Longer than you expected	24	1766238	6.75	1.494
Much longer than you expected	8	557776	2.13	0.819
You had no expectation	3	437940	1.67	1.225
Subtotal valid responses	340	26150423	100	
Don't know	2	137052		
Refused	2	57254		
Appropriate skip	376	28424030		
Total	720	54768758		
T1070 For your most recent flight how satisfied were you overall with your experience at the passenger security screening checkpoint				
Very satisfied	103	8162015	31.1	3.214
Satisfied	198	15581564	59.36	3.345
Dissatisfied	30	1899134	7.24	1.448
Very dissatisfied	11	604961	2.3	0.726
Subtotal valid responses	342	26247674	100	
Don't know	1	68426		
Refused	1	28627		
Appropriate skip	376	28424030		
Total	720	54768758		
T1090 For your most recent flight how satisfied were you with the time it took to screen you and your carry-on items				
Very satisfied	121	9466547	35.97	3.328
Satisfied	195	14821584	56.32	3.424
Dissatisfied	16	1028426	3.91	1.041
Very dissatisfied	11	999545	3.8	1.526
Subtotal valid responses	343	26316102	100	
Don't know	0	0		
Refused	1	28627		
Appropriate skip	376	28424030		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1100 For your most recent flight were you selected for additional screening at the passenger security screening checkpoint				
Yes	51	3817606	14.51	2.419
No	292	22485792	85.49	2.419
Subtotal valid responses	343	26303398	100	
Don't know	1	41330		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1102_A Why you believe you were selected for additional screening. Would you say it was for...				
Medical reasons	14	800401	21.25	6.315
Travel documents	0	0	0	0
Clothing	13	1276662	33.89	9.612
Randomly selected	13	983427	26.1	7.41
Another reason	10	706729	18.76	6.6
Subtotal valid responses	50	3767219	100	
Don't know	2	91717		
Refused	0	0		
Appropriate skip	668	50909822		
Total	720	54768758		

T1104 Did you make a complaint about receiving additional passenger screening at the security checkpoint?				
Yes	0	0	0	0
No	52	3918052	100	0
Subtotal valid responses	52	3918052	100	
Don't know	1	41330		
Refused	0	0		
Appropriate skip	667	50809376		
Total	720	54768758		

T1106 How satisfied are you with the resolution of your complaint				
Very satisfied	0	0		
Satisfied	0	0		
Dissatisfied	0	0		
Very dissatisfied	0	0		
Does not apply	0	0		
Subtotal valid responses	0	0		
Don't know	1	41330		
Refused	0	0		
Appropriate skip	719	54727428		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1110 For your most recent flight would you say the passenger screening you experienced at the security checkpoint was				
Excessive	20	1711822	6.56	1.797
Appropriate	308	23434661	89.86	2.165
Inadequate	10	933835	3.58	1.315
Subtotal valid responses	338	26080318	100	
Don't know	6	264410		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		
T1120 How satisfied were you with the courtesy of the Transportation Security Officers at the passenger security screening checkpoint				
Very satisfied	116	8585953	32.77	3.207
Satisfied	195	15373197	58.68	3.357
Dissatisfied	27	1970579	7.52	1.694
Very dissatisfied	3	268780	1.03	0.644
Subtotal valid responses	341	26198509	100	
Don't know	3	146218		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		
T1170 What is your level of confidence in the ability of the Transportation Security Officers to keep air travel secure				
No confidence	12	1047672	4	1.618
A small amount of confidence	51	3042007	11.62	1.865
A moderate amount of confidence	177	14348237	54.8	3.422
A great deal of confidence	82	6084455	23.24	2.837
Total confidence	18	1660236	6.34	1.703
Subtotal valid responses	340	26182607	100	
Don't know	3	132761		
Refused	1	29361		
Appropriate skip	376	28424030		
Total	720	54768758		
T1124 How confident are you in the ability of the equipment used to screen passengers and carry-on bags to keep air travel secure?				
No confidence	8	569289	2.19	1.057
A small amount of confidence	53	3315438	12.74	2.039
A moderate amount of confidence	160	11382198	43.74	3.402
A great deal of confidence	97	8754785	33.64	3.455
Total confidence	22	2003662	7.7	1.882
Subtotal valid responses	340	26025372	100	
Don't know	4	319356		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1128 How confident are you in the ability of the equipment used to screen checked bags?				
No confidence	16	1010225	3.93	1.278
A small amount of confidence	56	3824542	14.88	2.334
A moderate amount of confidence	144	10718726	41.7	3.431
A great deal of confidence	99	8441442	32.84	3.384
Total confidence	18	1707063	6.64	1.963
Subtotal valid responses	333	25701998	100	
Don't know	10	614104		
Refused	1	28627		
Appropriate skip	376	28424030		
Total	720	54768758		

T1130 How informed do you feel you are about passenger security screening procedures				
Very well informed	101	8574105	33.03	3.34
Moderately well informed	172	12299877	47.39	3.417
Slightly informed	59	4649390	17.91	2.84
Not at all informed	8	433431	1.67	0.805
Subtotal valid responses	340	25956803	100	
Don't know	4	387925		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1140_A Where have you received information about the airport passenger security screening process?: Transportation Security Administration website blog				
Yes	38	3151435	11.96	2.091
No	306	23193293	88.04	2.091
Subtotal valid responses	344	26344728	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1140_B Where have you received information about the airport passenger security screening process?: My own travel experience				
Yes	71	5520573	20.96	2.846
No	273	20824156	79.04	2.846
Subtotal valid responses	344	26344729	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_C Where have you received information about the airport passenger security screening process?: Airline or travel agent website				
Yes	102	8227061	31.23	3.23
No	242	18117667	68.77	3.23
Subtotal valid responses	344	26344728	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1140_D Where have you received information about the airport passenger security screening process?: Placed a call or email to the airline				
Yes	3	107919	0.41	0.236
No	341	26236810	99.59	0.236
Subtotal valid responses	344	26344729	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1140_E Where have you received information about the airport passenger security screening process?: Placed a call or email to a travel agent				
Yes	1	59300	0.23	0.225
No	343	26285428	99.77	0.225
Subtotal valid responses	344	26344728	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1140_F Where have you received information about the airport passenger security screening process?: Printed material such as brochure or pamphlet				
Yes	18	1209730	4.59	1.236
No	326	25134998	95.41	1.236
Subtotal valid responses	344	26344728	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1140_G Where have you received information about the airport passenger security screening process?: Signs displayed at airport				
Yes	83	6652914	25.25	2.992
No	261	19691814	74.75	2.992
Subtotal valid responses	344	26344728	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_H Where have you received information about the airport passenger security screening process?: Radio, television, or newspaper				
Yes	123	8791724	33.37	3.202
No	221	17553004	66.63	3.202
Subtotal valid responses	344	26344728	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		
T1140_I Where have you received information about the airport passenger security screening process?: Friends, family, word of mouth				
Yes	62	4898711	18.59	2.756
No	282	21446018	81.41	2.756
Subtotal valid responses	344	26344729	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		
T1140_J Where have you received information about the airport passenger security screening process?: Some other source: specify				
Yes	66	4726273	17.94	2.55
No	278	21618455	82.06	2.55
Subtotal valid responses	344	26344728	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		
T1154 How satisfied are you with your accessibility to information about airport screening procedures				
Very satisfied	82	6466957	25.48	3.043
Satisfied	208	16454321	64.83	3.379
Dissatisfied	28	1660306	6.54	1.46
Very dissatisfied	7	797314	3.14	1.722
Subtotal valid responses	325	25378898	100	
Don't know	17	908577		
Refused	2	57254		
Appropriate skip	376	28424030		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1156 For your most recent flight did you request an explanation of security procedures				
Yes	8	577988	2.19	0.925
No	335	25754631	97.81	0.925
Subtotal valid responses	343	26332619	100	
Don't know	1	12110		
Refused	0	0		
Appropriate skip	376	28424030		
Total	720	54768758		

T1158 How satisfied were you with the way the security procedures were explained to you				
Very satisfied	5	431076	73.05	15.092
Satisfied	3	96894	16.42	10.986
Dissatisfied	0	0	0	0
Very dissatisfied	1	62127	10.53	10.327
Subtotal valid responses	9	590097	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	711	54178660		
Total	720	54768758		

T1160 What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers				
No confidence	63	5326686	10.22	1.582
A small amount of confidence	151	12516219	24.01	2.212
A moderate amount of confidence	280	20357874	39.06	2.391
A great deal of confidence	125	8313204	15.95	1.64
Total confidence	66	5605926	10.76	1.611
Subtotal valid responses	685	52119909	100	
Don't know	26	1835555		
Refused	9	813294		
Total	720	54768758		

T1165 What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers				
No confidence	28	2389333	4.54	1.06
A small amount of confidence	76	6216658	11.82	1.65
A moderate amount of confidence	233	17146304	32.6	2.335
A great deal of confidence	246	18635250	35.43	2.348
Total confidence	100	8202757	15.6	1.821
Subtotal valid responses	683	52590302	100	
Don't know	27	1212852		
Refused	10	965603		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1180 Should passengers be allowed to use their cell phones during a flight				
Definitely should	154	13894063	25.62	2.209
Probably should	166	13222716	24.38	2.144
Not sure	80	6441900	11.88	1.62
Probably should not	115	8205448	15.13	1.749
Definitely should not	197	12462058	22.98	1.844
Subtotal valid responses	712	54226185	100	
Don't know	6	344425		
Refused	2	198149		
Total	720	54768758		
T1200 During September 2009 did you use a subway system or elevated train				
Yes	205	17387047	31.78	2.237
No	514	37317556	68.22	2.237
Subtotal valid responses	719	54704603	100	
Don't know	1	64156		
Refused	0	0		
Total	720	54768758		
T1205 How secure did you feel when you used the subway or elevated train				
Very secure	74	6000523	34.51	4.221
Moderately secure	66	5461557	31.41	4.126
Somewhat secure	41	3331973	19.16	3.171
Not at all secure	24	2592994	14.91	3.441
Subtotal valid responses	205	17387047	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	515	37381711		
Total	720	54768758		
T1210 During September 2009 did you use a water ferry or water taxi				
Yes	35	2753932	5.03	1.008
No	684	51986199	94.97	1.008
Subtotal valid responses	719	54740131	100	
Don't know	0	0		
Refused	1	28627		
Total	720	54768758		
T1215 How secure did you feel when you used water ferry or water taxi				
Very secure	18	1179365	42.82	9.829
Moderately secure	12	940785	34.16	9.573
Somewhat secure	4	515182	18.71	10.422
Not at all secure	1	118601	4.31	4.217
Subtotal valid responses	35	2753933	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	685	52014826		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1220 During September 2009 did you use a light rail or streetcar				
Yes	79	6157856	11.24	1.53
No	641	48610902	88.76	1.53
Subtotal valid responses	720	54768758	100	
Don't know	0	0		
Refused	0	0		
Total	720	54768758		
T1225 How secure did you feel when you used light rail or streetcar				
Very secure	32	2435083	39.54	6.982
Moderately secure	24	2271583	36.89	7.298
Somewhat secure	18	1024959	16.64	4.28
Not at all secure	5	426232	6.92	3.939
Subtotal valid responses	79	6157857	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	641	48610902		
Total	720	54768758		
T1230 During September 2009 did you use a commuter rail or long distance train				
Yes	103	8337638	15.23	1.852
No	616	46395080	84.77	1.852
Subtotal valid responses	719	54732718	100	
Don't know	1	36039		
Refused	0	0		
Total	720	54768758		
T1235 How secure did you feel when you used commuter rail or long distance train?				
Very secure	49	3888640	46.64	6.74
Moderately secure	31	2277639	27.32	6.057
Somewhat secure	18	1467072	17.6	5.018
Not at all secure	5	704288	8.45	4.318
Subtotal valid responses	103	8337639	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	617	46431120		
Total	720	54768758		
T1250 During September 2009 did you travel by transit bus, commuter bus, or inter-city motor coach?				
Yes	153	12108574	22.14	1.975
No	566	42593220	77.86	1.975
Subtotal valid responses	719	54701794	100	
Don't know	1	66964		
Refused	0	0		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1255 How secure did you feel when you travelled by transit bus, commuter bus, or inter-city motor coach?				
Very secure	84	6599242	54.5	5.054
Moderately secure	47	3601324	29.74	4.524
Somewhat secure	16	1360948	11.24	3.253
Not at all secure	6	547059	4.52	2.667
Subtotal valid responses	153	12108573	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	567	42660184		
Total	720	54768758		

T1280 What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile intentions				
No confidence	40	2696795	10.31	2.118
A small amount of confidence	88	6745367	25.78	3.029
A moderate amount of confidence	134	12176223	46.53	3.601
A great deal of confidence	39	2540788	9.71	1.871
Total confidence	23	2007274	7.67	1.927
Subtotal valid responses	324	26166447	100	
Don't know	4	165973		
Refused	1	57254		
Appropriate skip	391	28379084		
Total	720	54768758		

T1300 How much additional time would you be willing to spend in transit on public transportation for increased security measures under elevated threat conditions				
No additional time	59	4928273	19.92	3.031
1 - 5 minutes	46	3928515	15.88	2.608
6 - 10 minutes	49	4699450	18.99	3.154
11 - 15 minutes	36	2359846	9.54	1.87
16 - 20 minutes	13	1527152	6.17	2.078
More than 20 minutes	105	7299080	29.5	3.226
Subtotal valid responses	308	24742316	100	
Don't know	21	1647358		
Refused	0	0		
Appropriate skip	391	28379084		
Total	720	54768758		

Section D - Demographic Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1010 How many vehicles are owned, leased or available for regular use by the people who currently live in your household				
Count	719	54457268		
Mean	1.786	2.084		
Standard error of mean	0.045	0.078		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	2	3		
Maximum	10	10		
D1020 Do you have a medical condition that makes it difficult to travel outside the home				
Yes	79	5193038	9.52	1.36
No	639	49349398	90.48	1.36
Subtotal valid responses	718	54542436	100	
Don't know	1	36278		
Refused	1	190044		
Total	720	54768758		
D1040 Age Range of Respondents				
18 to 24	21	5109062	9.45	1.991
25 to 34	64	11041012	20.42	2.414
35 to 44	113	10855463	20.08	1.88
45 to 54	166	10678549	19.75	1.674
55 to 64	132	7777411	14.39	1.417
65 to 74	111	4480899	8.29	0.884
75 or older	100	4115715	7.61	0.872
Subtotal valid responses	707	54058111	100	
Don't know	3	130089		
Refused	10	580558		
Total	720	54768758		
D1050 Gender				
Male	293	26229411	47.89	2.436
Female	427	28539347	52.11	2.436
Subtotal valid responses	720	54768758	100	
Don't know	0	0		
Refused	0	0		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1060 Do you consider yourself to be Spanish Hispanic or Latino				
Yes	96	9550558	17.62	1.979
No	617	44663026	82.38	1.979
Subtotal valid responses	713	54213584	100	
Don't know	3	270363		
Refused	4	284812		
Total	720	54768758		
D1070_A White				
Yes	544	39423391	73.08	2.261
No	163	14520585	26.92	2.261
Subtotal valid responses	707	53943976	100	
Don't know	2	190408		
Refused	11	634374		
Total	720	54768758		
D1070_B Black or African American				
Yes	107	7928443	14.73	1.761
No	597	45897088	85.27	1.761
Subtotal valid responses	704	53825531	100	
Don't know	4	268016		
Refused	12	675211		
Total	720	54768758		
D1070_C American Indian or Alaska Native (Eskimo, Aleut)				
Yes	27	1879585	3.49	0.831
No	677	51944534	96.51	0.831
Subtotal valid responses	704	53824119	100	
Don't know	3	231738		
Refused	13	712901		
Total	720	54768758		
D1070_D Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	38	3731140	6.93	1.258
No	666	50092979	93.07	1.258
Subtotal valid responses	704	53824119	100	
Don't know	3	231738		
Refused	13	712901		
Total	720	54768758		
D1070_E Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)				
Yes	10	653622	1.21	0.461
No	694	53170497	98.79	0.461
Subtotal valid responses	704	53824119	100	
Don't know	3	231738		
Refused	13	712901		
Total	720	54768758		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1070_F Other race				
Yes	55	5316262	9.85	1.558
No	651	48638961	90.15	1.558
Subtotal valid responses	706	53955223	100	
Don't know	3	221572		
Refused	11	591963		
Total	720	54768758		
RACEETH Race/ethnicity				
Hispanic	96	9550558	17.75	1.993
White, nonhispanic	438	30044859	55.85	2.429
Black, nonhispanic	80	6079232	11.3	1.625
Other, nonhispanic	92	8119902	15.09	1.754
Total	706	53794551	100	0
D1080 What is the highest level of education you have completed				
Less than high school graduate	44	3336016	6.14	1.214
High school graduate (or GED)	135	10626815	19.55	2.011
Some college (or technical vocational school/professional business school	132	11196715	20.59	2.099
Two-year college degree (AA: Associate in Arts)	67	4405784	8.1	1.155
Four-year college degree (BA or BS: Bachelor of Arts/Science degree)	163	12864402	23.66	2.037
Graduate degree (Master's PhD, Lawyer, Medical Doctor)	172	11938192	21.96	1.861
Subtotal valid responses	713	54367924	100	
Don't know	4	246699		
Refused	3	154134		
Total	720	54768758		
D1090 Please stop me when I reach the category that includes your households total annual income for last calendar year				
Under \$15,000	53	4592105	9.91	1.829
From \$15,000 to less than \$30,000	92	6694674	14.45	1.817
From \$30,000 to less than \$50,000	81	5096343	11	1.466
From \$50,000 to less than \$75,000	99	7023158	15.16	1.818
From \$75,000 to less than \$100,000	83	7764595	16.76	2.134
From \$100,000 to less than \$125,000	58	4583180	9.89	1.531
\$125,000 or more	124	10582075	22.84	2.205
Subtotal valid responses	590	46336130	100	
Don't know	44	3342944		
Refused	86	5089684		
Total	720	54768758		

REFERENCES

Books:

“Sampling of Populations: Methods and Applications,” 3rd Ed., 1999, Paul S. Levy (School of Public Health, University of Illinois at Chicago) and Stanley Lemeshow (School of Public Health, University of Massachusetts).

“Practical Methods for Design and Analysis of Complex Surveys,” 1995, Risto Lehtonen (The Social Insurance Institution, Finland) and Erkki J. Pahkinen (University of Jyväskylä).

“Sampling Techniques,” 2nd Ed., 1967, William G. Cochran (Harvard University), Wiley.

“SUDAAN Language Manual, Release 10.0,” 1st Ed., 2008, Research Triangle Institute, Research Triangle Park, NC: Research Triangle Institute.

Articles:

“The Next-Birthday Method of Respondent Selection,” by Charles T. Salmon and John Spicer Nichols, *Public Opinion Quarterly*, Vol. 47: 270–276, 1983.

“1999 Variance Estimation,” *National Survey of America’s Families Methodology Report*, 1999 Methodology Series, Report No. 4, prepared by J.M. Brick, P. Broene, D. Ferraro, T. Hankins, C. Rauch and T. Strickler, November 2000.

“Pitfalls of Using Standard Statistical Software Packages for Sample Survey Data,” *Donna J. Brogan, Encyclopedia of Biostatistics*, edited by P. Armitage and T. Colton, John Wiley, 1998.

“Sampling and Weighting in the National Assessment,” K. Rust and E. Johnson, *Journal of Educational Statistics*, 17(2): 111–129, 1992.

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

“Sampling Variances for Surveys With Weighting, Poststratification, and Raking,” Hao Lu and Andrew Gelman, Department of Statistics, Columbia University Working Paper, April 2000.