

**Final Codebook (Public Use)
and
Technical Documentation**

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for

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

September Household Survey

to the

Bureau of Transportation Statistics

September 19, 2000



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1. INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) has a requirement to conduct a series of national surveys to monitor expectations of and satisfaction with the transportation system and to gather event, issue, and mode-specific information. These surveys will comprise the BTS Omnibus Survey Program. The surveys will serve as an information source for the U.S. Department of Transportation (DOT) modal administrators, who can use them to support congressional requests and as internal DOT performance indicators. The three sets of surveys to be conducted include household, establishment, and targeted surveys. Overall, the surveys will support the collection of information on a wide range of transportation-related topics.

This report presents the results of the September Household Survey, the second of the monthly household surveys that will be conducted. Each of these monthly surveys will contain a set of core questions that are based on critical information needs within DOT. In addition, supplemental questions will be included each month that correspond to one of DOT's five strategic goals: safety, mobility, economic growth, human and natural environment, and security. Finally, specific questions posed by the various DOT modes will be included on each survey. The strategic goals focused on in the September survey are mobility and economic growth, while the mode-specific questions concern rail grade crossings, travel by persons with disabilities, tire pressure, terrorism threats, airplane luggage restrictions, and truck safety.

The September study collected data between September 6, 2000 and September 12, 2000. Data were collected from households in the U.S. using a random-digit-dialed telephone survey. The final completed sample size is 1017 cases, and the total number of variables in the public-use dataset is 184. The data were collected by Battelle, under contract with the BTS.

This codebook provides technical documentation for the September Household survey. Its primary goal is to document background information, sampling procedures, data collection, data elements and survey variables, response rates, and final weights.

This codebook contains the following information:

- Background on the survey initiative;
- Overview of how sample members were selected for the survey;
- Information regarding the data collection period and the number of completed interviews;
- Information on the number of cases in the file and guidance on the use of weights for analyses;
- Data dictionary that provides the names of survey variables, their respective values, and their codes;
- Alphabetical index of data elements in the dataset;

- A list of variables in the data file generated from the SAS data set; and
- The sampling plan used for the survey effort.

The codebook includes five appendices, as follows:

1. **Appendix A: Data Dictionaries.** A separate data dictionary is provided for the Interview dataset (questionnaire, weighting, and other survey-related variables) and the Disposition dataset (screening, disposition codes, and other pre-survey variables). They include detailed information on all variable names, possible responses, formatted values, and corresponding SAS® formats.
2. **Appendix B: Indices of Data Elements by Alphabetic Order.** A separate index is provided for the Interview dataset and the Disposition dataset. They are output from the SAS Contents Procedure (SAS® Proc Contents) that show all variables ordered alphabetically.
3. **Appendix C: Frequency Tables for All Questionnaire Data Elements.** This is formatted output from the SAS Frequencies Procedure (SAS® Proc Freq) and the SAS Univariate Procedure (SAS® Proc Univariate), as well as the SUDAAN™ Crosstab and Descript Procedures. Marginal frequency distributions (counts and percentages) are shown for each categorical questionnaire variable (note that the eight continuous variables included on the questionnaire were re-coded into categorical variables for the purposes of these tables). Arithmetic means are also shown for the continuous variables. Standard errors are provided for the percentages and the arithmetic means. All statistics are calculated using the final survey weights.
4. **Appendix D: Final Survey Questionnaire.** This is a hard copy of the final survey questionnaire that was used to collect the data by CATI telephone interviews.

1.1 NOTES FOR THE USER

A CD-ROM containing the survey data and documentation accompanies this report. The CD-ROM contains the data files, tables of results, and an electronic version of this codebook. Three different types of data files are included on the CD-ROM:

1. The telephone call disposition information,
2. The data collected from completed interviews, and
3. The data collected from partial interviews.

In addition to the different types of information contained in the data files, they are provided in five different formats:

1. SAS Version 6.12 (.SD2 file extension),
2. SAS Transport (.DAT file extension),
3. Microsoft Excel (.XLS file extension),
4. Microsoft Access (.MDB file extension), and
5. ASCII (.TXT file extension).

The name of each file contains eight characters followed by the extension listed above that identifies the file format. The first character of each file name is an “H,” representing “Household Survey.” The second character indicates the type of information included in the file: “D” for telephone call disposition, “T” for completed interviews, and “P” for partial interviews. The next four characters represent the month and year in which the survey was conducted (e.g., 0800). The final two characters, “PU,” indicate that the file is for public use. Consider as an example the file named HI0900PU.SD2. This file contains the September 2000 Household Survey completed interview data in SAS Version 6.12 format for public use.

The tables of results are presented in three different formats:

1. Microsoft Word (.DOC file extension)
2. Hypertext Mark-up Language (.HTM file extension)
3. Adobe Acrobat (.PDF file extension)

2. SURVEY METHODOLOGY

This section describes the overall survey methodology, including the identification of the target population, the selection of the sample, the calculation of the survey weights, and the calculation of the survey response rates.

2.1 THE TARGET POPULATION

The target population for this survey is comprised of the non-institutionalized population, aged sixteen years or older who are currently living in the United States. This is the population about which inferences are to be made.

2.2 SAMPLE SELECTION

The Genesys system, developed and maintained by the Marketing Systems Group, was used to draw the sample for this survey. This system employs list-assisted random digit dialing. List-assisted refers to the use of commercial lists of directory-listed telephone numbers to increase the likelihood of dialing household residences. This method gives unlisted telephone numbers the same chance to be selected as directory-listed numbers.

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

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

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

was generated and was multiplied by the selection interval. This product was added to the selection interval and the result was divided by 100. The suffix of the sample number was identified in the same way as the suffix of the first sample number. This process continued until all sample telephone numbers were determined.

Genesys-ID Plus was used to detect non-working numbers before the sample was released. This system actually dials the telephone number. If the telephone number starts to ring, Genesys-ID Plus hangs up immediately. If the system detects non-working intercept signals, the telephone number being dialed is excluded from the sample. Non-residential telephone numbers also were excluded from the sample by comparing them to a database of Yellow Page listings. Battelle purchased 15,500 telephone numbers (in replicates of 500) for the September survey. Of these, 10,000 were identified as working, residential telephone numbers. Two of the sample replicates were not needed, resulting in 9,037 numbers being released for use by the telephone interviewers.

2.3 SURVEY WEIGHTS

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

The analysis weight was developed using the following steps:

- calculation of the sampling weight,
- adjustment for non-response,
- adjustment for multiple telephone numbers, and
- post-stratification adjustment to target population.

The product of all of the above quantities represents the final analysis weight.

2.3.1 Calculation of the Sampling Weight

The first step in weighting the sample was to calculate the sampling weight for each sampled telephone number. The sampling weight W_S for each telephone number was calculated as the inverse of its probability of selection or:

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

where N is the total number of telephone numbers in the population and n is the total number of telephone numbers in the sample. For this survey, the total number of telephone numbers in the sampling frame was 246,870,500. The number of sampled telephone numbers was 14,500.

2.3.2 Adjustment for Non-Response

The next step was to adjust for non-response. Sampled telephone numbers were classified as responding or non-responding households according to Census region and metropolitan status (inside or outside an MSA). The non-response adjustment factor for all telephone numbers in each Census region (c) by metropolitan status (s) combination, was calculated as follows:

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

where R_{cs} is the total number of responding households in Census region c and metropolitan status s and NR_{cs} is the total number of non-responding households in Census region c and metropolitan status s . The non-response adjusted weight (W_{NR}) is the product of the sampling weight (W_S) and the non-response adjustment factor (ADJ_{NR}) within each Census region/metropolitan status combination.

2.3.3 Adjustment for 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 was:

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

The non-response adjusted weight (W_{NR}) is then multiplied by the adjustment factor for multiple telephone lines (ADJ_{MT}) to create a weight that is adjusted for non-response and for multiple probabilities of selection (W_{NRMT}).

2.3.4 Post-Stratification Adjustment to Target Population

Adjusting weighted survey counts so that they agree with Census population counts can compensate for different response rates by demographic subgroups, increase the precision of survey estimates, and reduce the bias present in the estimates resulting from the inclusion of only telephone households. The final adjustment to the survey weights was a post-stratification adjustment that would allow the weights to sum to the target population (i.e., U.S. non-institutionalized persons sixteen years of age or older) by age, gender, and education. The method of adjustment that was used is called Iterative Proportional Fitting (IPF) or Raking^a. The

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

outcome of that procedure is a multiplier (M) that scales W_{NRMT} to a value that will expand the sample size within each age, gender, and education category to the target population total in that category. However, some respondents did not supply the demographic information necessary to categorize their age, gender, and/or education. Thus, they were excluded from the Raking procedure and assigned a value of 1 for M . The multiplier M was then applied to W_{NRMT} to create W_{NRMTPS} . However, W_{NRMTPS} is overstated because a portion of the sample was not included in the calculation of the post-stratification adjustment. Therefore, a deflation factor was applied to the value of W_{NRMTPS} for the respondents who were included in the calculation. This deflation factor denotes the proportion of the target population represented by respondents with non-missing demographic information. The scaled value of W_{NRMTPS} is the final analysis weight (W_{final}).

2.4 RESPONSE RATES

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

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

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

Table 1. Distribution of Household Cases by Disposition Code

| Household Level | Results |
|---|---------|
| # Telephone Numbers Released | 9,037 |
| # Pending Cases (Number not Dialed) | 0 |
| # HH Cases Worked | 9,037 |
| # Out of Scope Numbers (ineligible) | 2,033 |
| # No Contact (Scope Undetermined) | 2,134 |
| # HH In scope | 4,870 |
| # Completes | 1,017 |
| # Partial Completes | 45 |
| # Language Problem | 219 |
| # Not Screened | 324 |
| # Refusal | 2,365 |
| # Parental Refusal | 4 |
| # Respondent Identified, Case not Finalized | 277 |
| # Unavailable During Study Period | 619 |
| HH Response Rate | 16.0 % |

3. SUMMARY OF SURVEY PROCEDURES

This section describes the procedures undertaken to conduct the survey, including the data collection schedule, specific interview procedures, quality control procedures and reporting, and data cleaning.

3.1 DATA COLLECTION SCHEDULE

This survey was targeted to collect 1,000 completed interviews in a one-week timeframe. Data collection began on September 6, 2000, and continued until September 12, 2000. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. A total of 1,017 completed interviews were obtained. Approximately seventy-five interviewers were trained for the study.

3.2 INTERVIEW PROCEDURES

3.2.1 Pretest

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

3.2.2 Interviewer Training

Two types of training were performed for the September survey. First of all, returning interviewers completed a four-hour refresher course that covered the new survey questions and the changes made to the call scheduler. Secondly, each of the new telephone interviewers received sixteen hours of training to cover the required data collection procedures. This training was held on two consecutive days. Recruiting and training qualified, diversified interviewers was a critical component to ensuring overall data quality and success for this project. Interviewers played a major role in encouraging the respondents to cooperate. The purposes of the training activities were to:

- Standardize the quality of the data collection techniques and procedures from the outset
- Increase the accuracy, quality, and relevance of data collected
- Provide explicit, nonjudgmental procedures for the data collection staff to follow

The training sessions were structured to ensure that each interviewer acquired sufficient background knowledge of the study, fully comprehended all techniques, and successfully developed the skills required of an interviewer. Interviewers were not allowed to perform any data collection for the study until they demonstrated to the study manager that they were able to perform their duties at the highest level of competency. A formal certification process was held at the conclusion of the training. Topics included in the training were: study overview, basic telephone interviewing techniques, respondent selection, refusal avoidance/conversion, question-by-question specifications, role-playing exercises, and administrative procedures.

3.2.3 Scheduling Calls and Tracking Cases

All survey data were collected using Blaise, Battelle's computer-assisted telephone interviewing (CATI) program. Blaise also was used to schedule calls and track cases.

The Blaise system was programmed to release telephone numbers for calling based on standard and project-specific scheduling algorithms. Calls were scheduled based on optimal calling patterns, and dispersed over different times of the day. Calls also were prioritized based upon their case status. For example, a telephone number for a household where a respondent had already agreed to participate was given a higher priority in the scheduler than a number where no contact had been made.

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

3.2.4 Household Screening

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

3.2.5 Interviewing

No incentives were offered to respondents for completing the interview, and the survey was conducted only in English. If the selected household member refused the interview, the interviewer recorded the reason for refusal. The average length of the completed interview was just over 18 minutes, with about 3-5 minutes of this time dedicated to the respondent selection/recruitment process.

Once contact was made with the eligible respondent, the interviewer briefly explained the purpose of the survey and asked for the respondent's cooperation. The respondent was assured that the survey responses were being provided anonymously; that the respondent would not be asked for his/her full name, address, or other identifying information. Verbal consent to participate in the survey was asked of adult respondents (18 years of age and older). For respondents 16 and 17 years of age, parental consent was first required and then the respondent's assent was requested.

If the respondent agreed to participate, and assuming it was a convenient time, the interview would begin. If the time was not convenient, the interviewer would schedule a time to call back. The interviews were completed in one telephone call. If a respondent started, but refused to complete an interview in one phone call, the session was broken off and the interview was coded as a refusal. The data for these respondents is reported in the "HP0900IU.SD2" dataset. No attempts were made to weight these data.

3.3 QUALITY CONTROL PROCEDURES AND REPORTING

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

Battelle's three telephone centers used for this survey each contain supervisor stations equipped with monitoring systems for the purpose of monitoring and validating interviewers' work. These systems allow supervisors to listen to both the interviewer and the respondent while the interview is in progress. Monitoring is an important element in the quality control process. In addition to the actual recorded answers, supervisors rated interviewers on interviewing elements including, following the prescribed interviewing routine exactly, reading each question verbatim, probing without leading, and not missing or falsifying any responses. Interviewers also were rated on style; that is, ability to hold the subject's attention without being too cold or too empathetic.

Another aspect of quality control was to look forward to subsequent monthly household surveys. A "suggestion box" was created for the interviewers to provide comments on four main issues: (1) they found difficult to read, (2) questions that respondents found difficult to understand, (3) frequent comments or questions from respondents, and (4) things the interviewers found awkward with the Blaise CATI system. Numerous excellent comments were received from the interviewers and supervisors. Relevant changes will be incorporated into the October survey.

3.4 SUMMARY OF DATA CLEANING

One of the most important advantages of computer-assisted surveys is that errors can be identified and averted during the interview by building logic, range, and consistency checks into the program. Battelle's CATI system permits interviewers to back up and correct erroneous answers to previous questions without violating instrument logic.

Data cleaning programs were written that enforced questionnaire logic strictly. An interview could not be certified as "clean" until all appropriate questions had either been answered or assigned an acceptable nonresponse value, and until the data record for each interview was consistent with the instrument program logic. Survey questions were all close-ended. Thus, no questions required manual coding.

A program was written to reformat the cleaned instrument responses. Analysis files were then prepared in SAS[®], and additional edits performed. The additional edits included checks on the number of missing values, assignment of additional nonresponse values, and some constructed variables. Weights were applied to the data files.

APPENDIX A:
DATA DICTIONARIES

| Variable Name | Variable Label | Response Category | Response Category Description | Format Name |
|---------------|---|--------------------------|--|-------------|
| CASEID | CaselD | | | |
| GTA1A | Used Local Bus, Subway or Commuter Rail | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1B | Drive Alone in Private Vehicle | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1C | Travel with Others in Private Vehicle | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1D | Used City to City Bus | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1E | Used City to City Train | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1F | Used Taxi, Limo or Shuttle Service | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |

| | | | | |
|--------|--|------------------------------------|--|--------|
| GTA1G | Used Commercial Airplane | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1H | Used Private or Charter Airplane | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1I | Used Comm Boat, Ship or Ferry | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1J | Used Recreational Boat | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1K | Used Bicycle | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| GTA1AT | Days Used Bus, Subway or Commuter Rail | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |

| | | | | |
|--------|---|------------------------------------|--|--------|
| GTA1BT | Days Used Private Vehicle | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1CT | Days Travel with Others in Private Veh | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1DT | Days Used City to City Bus | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1ET | Days Used City to City Train | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1FT | Days Used Taxi, Limo or Shuttle Service | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |

| | | | | |
|--------|---------------------------------------|------------------------------------|--|--------|
| GTA1GT | Days Used Commercial Airplane | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1HT | Days Used Private or Charter Airplane | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1IT | Days Used Comm Boat, Ship or Ferry | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1JT | Days Used Recreational Boat | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |
| GTA1KT | Days Used Bicycle | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip 1-2 3-5 6-10 More than 10 Days | TE_14F |

| | | | | |
|----------|---|--|---|--------|
| GTA1KA | Primary Use of Bicycle | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip Commuting to Work Recreation Exercise Some Other Purpose | TE_41F |
| GTA1KAO | Other Bicycle Use Specification | | | TE_13F |
| RMC5A | Comm to Work or School on Regular Basis | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | |
| RMC5B | Trav from Home to Places on Regular Basis | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | |
| RMC5C | Average Commute to Work or School | | | |
| RMC5CCAT | Average Comm to Work or School (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 1 - 5 minutes 6 - 10 minutes 11 - 20 minutes 21 - 30 minutes 31 - 60 minutes > 60 minutes | TE_C5F |
| RMC5D | Average Commute from Work or School | | | |

| | | | | |
|----------|--|--|---|--------|
| RMC5DCAT | Average Comm from Work or School (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 1 - 5 minutes 6 - 10 minutes 11 - 20 minutes 21 - 30 minutes 31 - 60 minutes > 60 minutes | TE_C5F |
| RMC5E | Min from Home to First Stop on Last Trip | | | |
| RMC5ECAT | Min Home to First Stop on Trip (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 1 - 5 minutes 6 - 10 minutes 11 - 20 minutes 21 - 30 minutes 31 - 60 minutes > 60 minutes | TE_C5F |
| RMC6A | Min to Work if No Delays or Congestion | | | |
| RMC6ACAT | Min to Work if No Delays or Cong (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 1 - 5 minutes 6 - 10 minutes 11 - 20 minutes 21 - 30 minutes 31 - 60 minutes > 60 minutes | TE_C5F |
| RMC6B | Min of Trip if No Delays or Congestion | | | |

| | | | | |
|----------|--|--|---|--------|
| RMC6BCAT | Min of Trip if No Delays or Cong (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 1 - 5 minutes 6 - 10 minutes 11 - 20 minutes 21 - 30 minutes 31 - 60 minutes > 60 minutes | TE_C5F |
| RMC7A | Congestion Affected Time of Day Traveled | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Frequently Occasionally Never | TE_32F |
| RMC7B | Congestion Affected Method of Trans | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Frequently Occasionally Never | TE_32F |
| RMC7C | Congestion Affected Route | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Frequently Occasionally Never | TE_32F |
| RMC7D | Missed Mtgs/Appts Because of Congestion | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Frequently Occasionally Never | TE_32F |

| | | | | |
|---------|--|--|--|--------|
| RMC8 | How Much Traffic Congestion Bothers R | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Not at All A Little Bit A Lot | TE_33F |
| DCD1 | Number of Licensed Vehicles in Household | | | |
| DCD1CAT | Number of Lic Veh in Household (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 0 1 2 3 4 5 or More | TEB_1F |
| OMM20A | Who Checks Tire Air Pressure on Vehicle | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip You Your Spouse A Friend or Relative Someone at a Dealership or Service Station Someone Else Don't Check/No One Checks | TE_42F |
| OMM20AO | Someone Else Checks Tire Air Pressure | | | |
| OMM21A | Frequency Tire Air Pressure is Checked | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Monthly Whenever they Seem Low When You Get Ready to Go a Long Trip When the Car is Serviced Some Other Time Period | TE_43F |

| | | | | |
|----------|---|----|------------------|--------|
| OMM21AO | Other Freq Tire Air Pressure is Checked | | | |
| OMM22A1 | Proper Air Pres by Appearance of Tire | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM22A2 | Proper Air Pres by Info Printed on Tire | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM22A3 | Proper Air Pres from Owner's Manual | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM22A4 | Proper Air Pres by Some Other Way | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM22AO | Other Proper Air Pressure Specification | | | |
| OMM22REF | Question M22 - Refused/Don't Know | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM22SKP | Question M22 - Appropriate Skip | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM23A1 | Reach Air Pres by Appearance of Tire | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM23A2 | Reach Air Pres by Gauge at Tire Pump | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM23A3 | Reach Air Pres by Hand-held Tire Gauge | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM23A4 | Reach Air Pres by Some Other Way | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM23AO | Other Reach Air Pressure Specification | | | |
| OMM23REF | Question M23 - Refused/Don't Know | 1 | Yes | YESNO |
| | | 2 | No | |
| OMM23SKP | Question M23 - Appropriate Skip | 1 | Yes | YESNO |
| | | 2 | No | |
| GTA3A | Buy Item Over Phone/Internet Req Deliv | .D | Don't Know | TE_13F |
| | | .R | Refused | |
| | | .S | Appropriate Skip | |
| | | 1 | Yes | |
| | | 2 | No | |
| GTA3B | Times Buy Item Over Phone/Int Req Deliv | | | |

| | | | | |
|----------|--|--|--|--------|
| GTA3BCAT | Times Buy Over Phone/Int Req Del (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 0 1 2 3 4 5 or More | TEB_1F |
| CSB1A | Concern Lev - Accidents | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1B | Concern Lev - Avail of Trans Safety Info | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1C | Concern Lev - Delays When Traveling | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |

| | | | | |
|-------|--|---|--|--------|
| CSB1D | Concern Lev - Ease of Use of Trans Sys | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1E | Concern Lev - Air Poll from Trans | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1F | Concern Lev - Noise from Trans Sources | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1G | Concern Lev - Personal Costs of Trans | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |

| | | | | |
|-------|--|---|--|--------|
| CSB1H | Concern Lev - Terrorism Affect Trans Sys | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1I | Concern Lev - Trans Related Crime | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1J | Concern Lev - Access for Disabled | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |
| CSB1K | Concern Lev - Availability of Pub Trans | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Concern Level 1 Concern Level 2 Concern Level 3 Concern Level 4 Concern Level 5 | TEB_5F |

| | | | | |
|-------|--|---|---|--------|
| CSB2A | Satisf Lev - Safety from Accidents | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2B | Satisf Lev - Avail of Trans Safety Info | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2C | Satisf Lev - Delays When Traveling | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2D | Satisf Lev - Ease of Use of Trans System | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |

| | | | | |
|-------|--|---|---|--------|
| CSB2E | Satisf Lev - Air Poll from Trans Sources | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2F | Satisf Lev - Noise from Trans Sources | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2G | Satisf Lev - Personal Costs of Trans | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2H | Satisf Lev - Security from Terrorism | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |

| | | | | |
|---------|--|---|---|--------|
| CSB2I | Satisf Lev - Safety from Crime | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2J | Satisf Lev - Access for Disabled | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB2K | Satisf Lev - Availability of Pub Trans | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| CSB4A | Requested Product from US Dept of Trans | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| B4NHTSA | Past Year Request Information from NHTSA | 1 2 | Yes No | YESNO |
| B4USCG | Past Year Request Information from USCG | 1 2 | Yes No | YESNO |

| | | | | |
|----------|--|---|-----|-------|
| B4FAA | Past Year Request Information from FAA | 1 | Yes | YESNO |
| | | 2 | No | |
| B4MARAD | Past Year Request Information from MARAD | 1 | Yes | YESNO |
| | | 2 | No | |
| B4FHWA | Past Year Request Information from FHWA | 1 | Yes | YESNO |
| | | 2 | No | |
| B4FRA | Past Year Request Information from FRA | 1 | Yes | YESNO |
| | | 2 | No | |
| B4FTA | Past Year Request Information from FTA | 1 | Yes | YESNO |
| | | 2 | No | |
| B4FMCSA | Past Year Request Information from FMCSA | 1 | Yes | YESNO |
| | | 2 | No | |
| B4RSPA | Past Year Request Information from RSPA | 1 | Yes | YESNO |
| | | 2 | No | |
| B4BTS | Past Year Request Information from BTS | 1 | Yes | YESNO |
| | | 2 | No | |
| B4SLSDC | Past Year Request Information from SLSDC | 1 | Yes | YESNO |
| | | 2 | No | |
| B4OST | Past Year Request Information from OST | 1 | Yes | YESNO |
| | | 2 | No | |
| B4OTH | Past Year Request Information from OTHER | 1 | Yes | YESNO |
| | | 2 | No | |
| B4OTSP | Past Year Request Info OTHER (Specify) | | | |
| B4SKIP | B4 Question - Appropriate Skip | 1 | Yes | YESNO |
| | | 2 | No | |
| B4REFUSE | B4 Question - Refused/Don't Know | 1 | Yes | YESNO |
| | | 2 | No | |

| | | | | |
|---------|--|---|---|--------|
| CSB5 | How Did R Contact the Agency | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Telephone Internet/World Wide Web (Regular) Mail In Person Other | TE_26F |
| CSB5OTH | Other Contact (Specify) | | | |
| CSB6 | Rate Level of Service Received | .D .R .S 1 2 3 4 5 | Don't Know Refused Appropriate Skip Satisfaction Level 1 Satisfaction Level 2 Satisfaction Level 3 Satisfaction Level 4 Satisfaction Level 5 | TEB_6F |
| OMM3AH | Most Truck Drive on Highway Drive Safely | .D .R .S 1 3 5 | Don't Know Refused Appropriate Skip Disagree Neutral Agree | TE_19F |
| OMM3BH | Concerned for Safety in Auto Near Trucks | .D .R .S 1 3 5 | Don't Know Refused Appropriate Skip Disagree Neutral Agree | TE_19F |
| OMM3CH | Make Effort to Avoid Driving Near Trucks | .D .R .S 1 3 5 | Don't Know Refused Appropriate Skip Disagree Neutral Agree | TE_19F |

| | | | | |
|---------|--|------------------------------------|---|--------|
| OMM10F | Appr Act at RR Cross w/ No Gate or Light | .D .R .S 1 2 3 4 | Don't Know Refused Appropriate Skip Proceed through the Crossing Approach the Crossing, Look to See if a Train is Approaching, and be Prepared to Stop Stop and Look for the Train, then Proceed if it is Safe to do so Slow Down because of a Bumpy Crossing | TE_27F |
| OMM14AI | Comm Airlines - Motor Oil | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM14BI | Comm Airlines - Gas Stoves or Tools | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM14CI | Comm Airlines - Pepper Spray | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM14DI | Comm Airlines - Flares and Fireworks | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |

| | | | | |
|---------|---|-------------------------------|--|--------|
| OMM14EI | Comm Airlines - Loaded Pistols | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM14FI | Comm Airlines - Batteries | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM14GI | Comm Airlines - Magnets | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM14HI | Comm Airlines - Aerosol Hair Spray | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM14II | Comm Airlines - Personal Use O2 Generat | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |

| | | | | |
|----------|---|-------------------------------|--|--------|
| OMM14JI | Comm Airlines - Cigarette Lighters | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Never Allowed Allowed with some Restrictions Always Allowed | TE_30F |
| OMM15AI | Non-air Terrorism - US Tran System Vuln | .D .R .S 1 3 5 | Don't Know Refused Appropriate Skip Disagree Neutral Agree | TE_19F |
| OMM15BI | Non-air Terrorism - Personal Safety | .D .R .S 1 3 5 | Don't Know Refused Appropriate Skip Disagree Neutral Agree | TE_19F |
| OMM15CI | Non-air Terrorism - Airport-Type Secur | .D .R .S 1 3 5 | Don't Know Refused Appropriate Skip Disagree Neutral Agree | TE_19F |
| CSB3 | Travel Diff Due to Disability or Health | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| M2DRIVER | Difficulties - Car as Driver | 1 2 | Yes No | YESNO |
| M2PASSGR | Difficulties - Car as Passenger | 1 2 | Yes No | YESNO |

| | | | | |
|----------|---------------------------------------|----|------------------|--------|
| M2PUBTRN | Difficulties - Public Trans | 1 | Yes | YESNO |
| | | 2 | No | |
| M2BICYCL | Difficulties - Bicycle | 1 | Yes | YESNO |
| | | 2 | No | |
| M2PEDEST | Difficulties - Pedestrian | 1 | Yes | YESNO |
| | | 2 | No | |
| M2AIRPLN | Difficulties - Airplane | 1 | Yes | YESNO |
| | | 2 | No | |
| M2OTHER | Difficulties - Other | 1 | Yes | YESNO |
| | | 2 | No | |
| M2REFUSE | Difficulties - Refused/Don't Know | 1 | Yes | YESNO |
| | | 2 | No | |
| M2SKIP | Difficulties - Appropriate Skip | 1 | Yes | YESNO |
| | | 2 | No | |
| DCD2 | R is Licensed Commercial Trans Op | .D | Don't Know | TE_13F |
| | | .R | Refused | |
| | | .S | Appropriate Skip | |
| | | 1 | Yes | |
| | | 2 | No | |
| DCD3 | R Owns or Operates Business from Home | .D | Don't Know | TE_13F |
| | | .R | Refused | |
| | | .S | Appropriate Skip | |
| | | 1 | Yes | |
| | | 2 | No | |
| DCD4 | R Age | .D | Don't Know | TE_36F |
| | | .R | Refused | |
| | | .S | Appropriate Skip | |
| | | 1 | Less than 18 | |
| | | 2 | 18 - 24 | |
| | | 3 | 25 - 34 | |
| | | 4 | 35 - 44 | |
| | | 5 | 45 - 54 | |
| | | 6 | 55 - 64 | |
| | | 7 | 65 or Older | |

| | | | | |
|----------|---------------------------------------|---|--|--------|
| DCD5 | R Gender | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Male Female | TE_37F |
| DCD6 | R Education | .D .R .S 1 2 3 4 5 6 7 | Don't Know Refused Appropriate Skip Less than High School High School Graduate/GED Some College Community College Graduate (AA: Associate of Arts Degree) College Graduate (BA Or BS: Bachelor of Arts or Sciences Degree) Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor) Technical School/Professional Business School | TE_38F |
| DCD7 | R is of Hispanic Origin | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| D8WHITE | R is White | 1 2 | Yes No | YESNO |
| D8BLACK | R is Black or African American | 1 2 | Yes No | YESNO |
| D8INDIAN | R is American Indian or Alaska Native | 1 2 | Yes No | YESNO |
| D8ASIAN | R is Asian | 1 2 | Yes No | YESNO |
| D8PACISL | R is Pacific Islander | 1 2 | Yes No | YESNO |
| D8REFUSE | D8 Question - Refused/Don't Know | 1 2 | Yes No | YESNO |

| | | | | |
|----------|-------------------------------------|--|--|--------|
| DCD9 | Multiple Phone Lines in Household | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| DCD9A | Number of Phone Lines | | | |
| DCD9ACAT | Number of Phone Lines (Categ) | .D .R .S 1 2 3 4 5 6 | Don't Know Refused Appropriate Skip 0 1 2 3 4 5 or More | TEB_1F |
| DCD9B | Primary Use of Multiple Phone Lines | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Home Use Only Business and Home Use Business Use Only | TE_40F |
| TIMEZONE | Time Zone | | | |
| INTVID | Interviewer ID | | | |
| PRIORITY | Call Back Priority | 1 2 | High Low | PRIOR |
| HHSCREEN | Telephone Disposition Codes | 1 2 3 4 | Household Business Institution or School Cellular Phone | TE_3F |
| SCREENER | Screener Disposition Codes | 1 2 | Eligible Adult (18 or Older) Identified Eligible Minor (16 or 17) Identified | TE_5F |

| | | | | |
|----------|--------------------------------------|---|--|-------|
| CASESTAT | Final Interview Disposition Codes | 1 2 3 4 5 6 7 8 9 10 | Completed Partial Complete Refused Parental Refusal Language Problem Non-Eligible Phone Number Respondent Unavailable During Study Period No Contact Established Residence Not Screened Residence Not Final | TE_2F |
| DATESTAT | Date final disposition code assigned | | | |
| HHDIAL | Household Dial Attempts | | | |
| SCRDIAL | Screeners Dial Attempts | | | |
| INTVDIAL | Interview Dial Attempts | | | |
| CUMUDIAL | Total Dial Attempt | | | |
| AGE00_17 | Percent Age 0 - 17 | | | |
| AGE18_24 | Percent Age 18 - 24 | | | |
| AGE25_34 | Percent Age 25 - 34 | | | |
| AGE35_44 | Percent Age 35 - 44 | | | |
| AGE45_54 | Percent Age 45 - 54 | | | |
| AGE55_64 | Percent Age 55 - 64 | | | |
| AGEOVR65 | Percent Age Over 65 | | | |
| PWHITE | Percent White | | | |
| PBLACK | Percent Black | | | |
| PHISPA | Percent Hispanic | | | |
| CREGION | Census Region | | | |
| FIPSCODE | FIPS CODE | | | |
| INC00_09 | Percent Household Income 0 < 10K | | | |
| INC10_14 | Percent Household Income 10 < 15K | | | |
| INC15_24 | Percent Household Income 15 < 25K | | | |
| INC25_34 | Percent Household Income 25 < 35K | | | |
| INC35_49 | Percent Household Income 35 < 50K | | | |

| | | | | |
|----------|-----------------------------------|--|--|--|
| INC50_74 | Percent Household Income 50 < 75K | | | |
| INCOVR75 | Percent Household Income Over 75K | | | |
| MSA | MSA | | | |
| STATE | State | | | |
| CITY | City | | | |
| STIME | Interview Start Time | | | |
| ETIME | Interview End Time | | | |

| Question Number | Variable Name | Variable Label | Response Category | Response Category Description | Format Name |
|-----------------|---------------|-----------------------------------|---|--|-------------|
| GENESYS | AGE00_17 | Percent Age 0 - 17 | | | |
| GENESYS | AGE18_24 | Percent Age 18 - 24 | | | |
| GENESYS | AGE25_34 | Percent Age 25 - 34 | | | |
| GENESYS | AGE35_44 | Percent Age 35 - 44 | | | |
| GENESYS | AGE45_54 | Percent Age 45 - 54 | | | |
| GENESYS | AGE55_64 | Percent Age 55 - 64 | | | |
| GENESYS | AGEOVR65 | Percent Age Over 65 | | | |
| CATI | CASEID | CaseID | | | |
| CATI | CASESTAT | Final Interview Disposition Codes | 1 2 3 4 5 6 7 8 9 10 | Completed Partial Complete Refused Parental Refusal Language Problem Non-Eligible Phone Number Respondent Unavailable During Study Period No Contact Established Residence Not Screened Residence Not Final | TE_2F |
| GENESYS | CITY | City | | | |
| GENESYS | CREGION | Census Region | | | |
| CATI | ETIME | Interview End Time | | | |
| GENESYS | FIPSCODE | FIPS CODE | | | |
| CATI | HHSCREEN | Telephone Disposition Codes | 1 2 3 4 | Household Business Institution or School Cellular Phone | TE_3F |
| GENESYS | INC00_09 | Percent Household Income 0 < 10K | | | |
| GENESYS | INC10_14 | Percent Household Income 10 < 15K | | | |
| GENESYS | INC15_24 | Percent Household Income 15 < 25K | | | |
| GENESYS | INC25_34 | Percent Household Income 25 < 35K | | | |
| GENESYS | INC35_49 | Percent Household Income 35 < 50K | | | |

| | | | | | |
|-----------|----------|-------------------------------------|--|--|-----------------------|
| GENESYS | INC50_74 | Percent Household Income 50 < 75K | | | |
| GENESYS | INCOVR75 | Percent Household Income Over 75K | | | |
| GENESYS | MSA | MSA | | | |
| CATI | NROFCALL | Number of Calls | | | |
| GENESYS | PBLACK | Percent Black | | | |
| GENESYS | PHISPA | Percent Hispanic | | | |
| GENESYS | PWHITE | Percent White | | | |
| CATI | SCREENER | Screener Disposition Codes | 1 2 | Eligible Adult (18 or Older) Identified Eligible Minor (16 or 17) Identified | TE_5F |
| SCREENING | SP1 | HH has Multiple Phone Lines | .D .R .S 1 2 | Don't Know Refused Appropriate Skip Yes No | TE_13F |
| SCREENING | SP1A | Number of Phone Lines | 0-99 | Continuous Variable | |
| SCREENING | SP1ACAT | HH has Multiple Phone Lines (Categ) | .D | Don't Know | TEB_1F |
| | | | .R .S 1 2 3 4 5 6 | Refused Appropriate Skip 5 or More | 0 1 2 3 4 |
| SCREENING | SP2 | Use of Multiple Phone Lines | .D .R .S 1 2 3 | Don't Know Refused Appropriate Skip Home Use Only Business and Home Use Business Use Only | TE_38F |
| GENESYS | STATE | State | | | |
| CATI | STIME | Interview Start Time | | | |

APPENDIX B:
INDICES OF DATA ELEMENTS BY ALPHABETIC ORDER

Contents of the Interview Data Set

| | | | |
|----------------|-----------------------------------|-----------------------|------|
| Data Set Name: | DATA.HI0900PU | Observations: | 1017 |
| Member Type: | DATA | Variables: | 184 |
| Engine: | V6 | Indexes: | 0 |
| Created: | 11:33 Tuesday, September 19, 2000 | Observation Length: | 1638 |
| Last Modified: | 11:33 Tuesday, September 19, 2000 | Deleted Observations: | 0 |
| Protection: | | Compressed: | NO |
| Data Set Type: | | Sorted: | NO |
| Label: | | | |

-----Alphabetic List of Variables and Attributes-----

| # | Variable | Type | Len | Pos | Format | Label |
|-----|----------|------|-----|------|---------|--|
| 155 | AGE00_17 | Char | 6 | 1440 | | Percent Age 0 - 17 |
| 156 | AGE18_24 | Char | 6 | 1446 | | Percent Age 18 - 24 |
| 157 | AGE25_34 | Char | 6 | 1452 | | Percent Age 25 - 34 |
| 158 | AGE35_44 | Char | 6 | 1458 | | Percent Age 35 - 44 |
| 159 | AGE45_54 | Char | 6 | 1464 | | Percent Age 45 - 54 |
| 160 | AGE55_64 | Char | 6 | 1470 | | Percent Age 55 - 64 |
| 161 | AGEOVR65 | Char | 6 | 1476 | | Percent Age Over 65 |
| 98 | B4BTS | Num | 8 | 947 | TE_13F. | Past Year Request Information from BTS |
| 91 | B4FAA | Num | 8 | 891 | TE_13F. | Past Year Request Information from FAA |
| 93 | B4FHWA | Num | 8 | 907 | TE_13F. | Past Year Request Information from FHWA |
| 96 | B4FMCSA | Num | 8 | 931 | TE_13F. | Past Year Request Information from FMCSA |
| 94 | B4FRA | Num | 8 | 915 | TE_13F. | Past Year Request Information from FRA |
| 95 | B4FTA | Num | 8 | 923 | TE_13F. | Past Year Request Information from FTA |
| 92 | B4MARAD | Num | 8 | 899 | TE_13F. | Past Year Request Information from MARAD |
| 89 | B4NHTSA | Num | 8 | 875 | TE_13F. | Past Year Request Information from NHTSA |
| 100 | B4OST | Num | 8 | 963 | TE_13F. | Past Year Request Information from OST |
| 101 | B4OTH | Num | 8 | 971 | TE_13F. | Past Year Request Information from OTHER |
| 102 | B4OTSP | Char | 30 | 979 | | Past Year Request Info OTHER (Specify) |
| 104 | B4REFUSE | Num | 8 | 1017 | TE_13F. | B4 Question - Refused/Don't Know |
| 97 | B4RSPA | Num | 8 | 939 | TE_13F. | Past Year Request Information from RSPA |
| 103 | B4SKIP | Num | 8 | 1009 | TE_13F. | B4 Question - Appropriate Skip |
| 99 | B4SLSDC | Num | 8 | 955 | TE_13F. | Past Year Request Information from SLSDC |
| 90 | B4USCG | Num | 8 | 883 | TE_13F. | Past Year Request Information from USCG |
| 179 | BASEWGT | Num | 8 | 1590 | | Base Weight |
| 1 | CASEID | Char | 9 | 0 | | CaseID |
| 154 | CASESTAT | Num | 8 | 1432 | TE_2F. | Final Interview Disposition Codes |
| 183 | CEN_FACT | Num | 8 | 1622 | | Census population adjustment factor |
| 176 | CITY | Char | 20 | 1554 | | City |
| 165 | CREGION | Char | 1 | 1500 | | Census Region |
| 125 | CSB3 | Num | 8 | 1207 | TE_13F. | Travel Diff Due to Disability or Health |
| 105 | CSB5 | Num | 8 | 1025 | TE_26F. | How Did R Contact the Agency |
| 107 | CSB6 | Num | 8 | 1063 | TEB_6F. | Rate Level of Service Received |
| 66 | CSB1A | Num | 8 | 691 | TEB_5F. | Concern Lev - Accidents |
| 67 | CSB1B | Num | 8 | 699 | TEB_5F. | Concern Lev - Avail of Trans Safety Info |
| 68 | CSB1C | Num | 8 | 707 | TEB_5F. | Concern Lev - Delays When Traveling |
| 69 | CSB1D | Num | 8 | 715 | TEB_5F. | Concern Lev - Ease of Use of Trans Sys |
| 70 | CSB1E | Num | 8 | 723 | TEB_5F. | Concern Lev - Air Poll from Trans |
| 71 | CSB1F | Num | 8 | 731 | TEB_5F. | Concern Lev - Noise from Trans Sources |
| 72 | CSB1G | Num | 8 | 739 | TEB_5F. | Concern Lev - Personal Costs of Trans |

| | | | | | | |
|-----|----------|------|-----|------|---------|--|
| 73 | CSB1H | Num | 8 | 747 | TEB_5F. | Concern Lev - Terrorism Affect Trans Sys |
| 74 | CSB1I | Num | 8 | 755 | TEB_5F. | Concern Lev - Trans Related Crime |
| 75 | CSB1J | Num | 8 | 763 | TEB_5F. | Concern Lev - Access for Disabled |
| 76 | CSB1K | Num | 8 | 771 | TEB_5F. | Concern Lev - Availability of Pub Trans |
| 77 | CSB2A | Num | 8 | 779 | TEB_6F. | Satisf Lev - Safety from Accidents |
| 78 | CSB2B | Num | 8 | 787 | TEB_6F. | Satisf Lev - Avail of Trans Safety Info |
| 79 | CSB2C | Num | 8 | 795 | TEB_6F. | Satisf Lev - Delays When Traveling |
| 80 | CSB2D | Num | 8 | 803 | TEB_6F. | Satisf Lev - Ease of Use of Trans System |
| 81 | CSB2E | Num | 8 | 811 | TEB_6F. | Satisf Lev - Air Poll from Trans Sources |
| 82 | CSB2F | Num | 8 | 819 | TEB_6F. | Satisf Lev - Noise from Trans Sources |
| 83 | CSB2G | Num | 8 | 827 | TEB_6F. | Satisf Lev - Personal Costs of Trans |
| 84 | CSB2H | Num | 8 | 835 | TEB_6F. | Satisf Lev - Security from Terrorism |
| 85 | CSB2I | Num | 8 | 843 | TEB_6F. | Satisf Lev - Safety from Crime |
| 86 | CSB2J | Num | 8 | 851 | TEB_6F. | Satisf Lev - Access for Disabled |
| 87 | CSB2K | Num | 8 | 859 | TEB_6F. | Satisf Lev - Availability of Pub Trans |
| # | Variable | Type | Len | Pos | Format | Label |
| 88 | CSB4A | Num | 8 | 867 | TE_13F. | Requested Product from US Dept of Trans |
| 106 | CSB50TH | Char | 30 | 1033 | | Other Contact (Specify) |
| 144 | D8ASIAN | Num | 8 | 1359 | TE_13F. | R is Asian |
| 142 | D8BLACK | Num | 8 | 1343 | TE_13F. | R is Black or African American |
| 143 | D8INDIAN | Num | 8 | 1351 | TE_13F. | R is American Indian or Alaska Native |
| 145 | D8PACISL | Num | 8 | 1367 | TE_13F. | R is Pacific Islander |
| 146 | D8REFUSE | Num | 8 | 1375 | TE_13F. | D8 Question - Refused/Don't Know |
| 141 | D8WHITE | Num | 8 | 1335 | TE_13F. | R is White |
| 43 | DCD1 | Num | 8 | 379 | | Number of Licensed Vehicles in Household |
| 135 | DCD2 | Num | 8 | 1287 | TE_13F. | R is Licensed Commercial Trans Op |
| 136 | DCD3 | Num | 8 | 1295 | TE_13F. | R Owns or Operates Business from Home |
| 137 | DCD4 | Num | 8 | 1303 | TE_36F. | R Age |
| 138 | DCD5 | Num | 8 | 1311 | TE_37F. | R Gender |
| 139 | DCD6 | Num | 8 | 1319 | TE_38F. | R Education |
| 140 | DCD7 | Num | 8 | 1327 | TE_13F. | R is of Hispanic Origin |
| 147 | DCD9 | Num | 8 | 1383 | TE_13F. | Multiple Phone Lines in Household |
| 44 | DCD1CAT | Num | 8 | 387 | TEB_1F. | Number of Lic Veh in Household (Categ) |
| 148 | DCD9A | Num | 8 | 1391 | | Number of Phone Lines |
| 149 | DCD9ACAT | Num | 8 | 1399 | TEB_1F. | Number of Phone Lines (Categ) |
| 150 | DCD9B | Num | 8 | 1407 | TE_40F. | Primary Use of Multiple Phone Lines |
| 178 | ETIME | Char | 8 | 1582 | | Interview End Time |
| 184 | FINALWGT | Num | 8 | 1630 | | Final Weight |
| 166 | FIPSCODE | Char | 5 | 1501 | | FIPS CODE |
| 2 | GTA1A | Num | 8 | 9 | TE_13F. | Used Local Bus, Subway or Commuter Rail |
| 13 | GTA1AT | Num | 8 | 97 | TE_14F. | Days Used Bus, Subway or Commuter Rail |
| 3 | GTA1B | Num | 8 | 17 | TE_13F. | Drive Alone in Private Vehicle |
| 14 | GTA1BT | Num | 8 | 105 | TE_14F. | Days Used Private Vehicle |
| 4 | GTA1C | Num | 8 | 25 | TE_13F. | Travel with Others in Private Veh |
| 15 | GTA1CT | Num | 8 | 113 | TE_14F. | Days Travel with Others in Private Veh |
| 5 | GTA1D | Num | 8 | 33 | TE_13F. | Used City to City Bus |
| 16 | GTA1DT | Num | 8 | 121 | TE_14F. | Days Used City to City Bus |
| 6 | GTA1E | Num | 8 | 41 | TE_13F. | Used City to City Train |
| 17 | GTA1ET | Num | 8 | 129 | TE_14F. | Days Used City to City Train |
| 7 | GTA1F | Num | 8 | 49 | TE_13F. | Used Taxi, Limo or Shuttle Service |
| 18 | GTA1FT | Num | 8 | 137 | TE_14F. | Days Used Taxi, Limo or Shuttle Service |
| 8 | GTA1G | Num | 8 | 57 | TE_13F. | Used Commercial Airplane |
| 19 | GTA1GT | Num | 8 | 145 | TE_14F. | Days Used Commercial Airplane |
| 9 | GTA1H | Num | 8 | 65 | TE_13F. | Used Private or Charter Airplane |
| 20 | GTA1HT | Num | 8 | 153 | TE_14F. | Days Used Private or Charter Airplane |
| 10 | GTA1I | Num | 8 | 73 | TE_13F. | Used Comm Boat, Ship or Ferry |

| | | | | | | |
|-----|----------|------|----|------|---------|--|
| 21 | GTA1IT | Num | 8 | 161 | TE_14F. | Days Used Comm Boat, Ship or Ferry |
| 11 | GTA1J | Num | 8 | 81 | TE_13F. | Used Recreational Boat |
| 22 | GTA1JT | Num | 8 | 169 | TE_14F. | Days Used Recreational Boat |
| 12 | GTA1K | Num | 8 | 89 | TE_13F. | Used Bicycle |
| 24 | GTA1KA | Num | 8 | 185 | TE_41F. | Primary Use of Bicycle |
| 25 | GTA1KA0 | Char | 50 | 193 | | Other Bicycle Use Specification |
| 23 | GTA1KT | Num | 8 | 177 | TE_14F. | Days Used Bicycle |
| 63 | GTA3A | Num | 8 | 667 | TE_13F. | Buy Item Over Phone/Internet Req Deliv |
| 64 | GTA3B | Num | 8 | 675 | | Times Buy Item Over Phone/Int Req Deliv |
| 65 | GTA3BCAT | Num | 8 | 683 | TEB_1F. | Times Buy Over Phone/Int Req Del (Categ) |
| 152 | HHSCREEN | Num | 8 | 1416 | TE_3F. | Telephone Disposition Codes |
| 167 | INC00_09 | Char | 6 | 1506 | | Percent Household Income 0 < 10K |
| 168 | INC10_14 | Char | 6 | 1512 | | Percent Household Income 10 < 15K |
| 169 | INC15_24 | Char | 6 | 1518 | | Percent Household Income 15 < 25K |
| 170 | INC25_34 | Char | 6 | 1524 | | Percent Household Income 25 < 35K |
| 171 | INC35_49 | Char | 6 | 1530 | | Percent Household Income 35 < 50K |
| 172 | INC50_74 | Char | 6 | 1536 | | Percent Household Income 50 < 75K |
| 173 | INCOVR75 | Char | 6 | 1542 | | Percent Household Income Over 75K |
| 131 | M2AIRPLN | Num | 8 | 1255 | TE_13F. | Difficulties - Airplane |
| 129 | M2BICYCL | Num | 8 | 1239 | TE_13F. | Difficulties - Bicycle |
| 126 | M2DRIVER | Num | 8 | 1215 | TE_13F. | Difficulties - Car as Driver |
| 132 | M2OTHER | Num | 8 | 1263 | TE_13F. | Difficulties - Other |
| 127 | M2PASSGR | Num | 8 | 1223 | TE_13F. | Difficulties - Car as Passenger |
| 130 | M2PEDEST | Num | 8 | 1247 | TE_13F. | Difficulties - Pedestrian |
| 128 | M2PUBTRN | Num | 8 | 1231 | TE_13F. | Difficulties - Public Trans |
| 133 | M2REFUSE | Num | 8 | 1271 | TE_13F. | Difficulties - Refused/Don't Know |
| 134 | M2SKIP | Num | 8 | 1279 | TE_13F. | Difficulties - Appropriate Skip |
| 174 | MSA | Char | 4 | 1548 | | MSA |
| 180 | NR_FACT | Num | 8 | 1598 | | Nonresponse adjustment factor |
| 111 | OMM10F | Num | 8 | 1095 | TE_27F. | Appr Act at RR Cross w/ No Gate or Light |

| # | Variable | Type | Len | Pos | Format | Label |
|-----|----------|------|-----|------|---------|---|
| 112 | OMM14AI | Num | 8 | 1103 | TE_30F. | Comm Airlines - Motor oil |
| 113 | OMM14BI | Num | 8 | 1111 | TE_30F. | Comm Airlines - Gas Stoves or Tools |
| 114 | OMM14CI | Num | 8 | 1119 | TE_30F. | Comm Airlines - Pepper Spray |
| 115 | OMM14DI | Num | 8 | 1127 | TE_30F. | Comm Airlines - Flares and Fireworks |
| 116 | OMM14EI | Num | 8 | 1135 | TE_30F. | Comm Airlines - Loaded Pistols |
| 117 | OMM14FI | Num | 8 | 1143 | TE_30F. | Comm Airlines - Batteries |
| 118 | OMM14GI | Num | 8 | 1151 | TE_30F. | Comm Airlines - Magnets |
| 119 | OMM14HI | Num | 8 | 1159 | TE_30F. | Comm Airlines - Aerosol Hair Spray |
| 120 | OMM14II | Num | 8 | 1167 | TE_30F. | Comm Airlines - Personal Use 02 Generat |
| 121 | OMM14JI | Num | 8 | 1175 | TE_30F. | Comm Airlines - Cigarette Lighters |
| 122 | OMM15AI | Num | 8 | 1183 | TE_19F. | Non-air Terrorism - US Tran System Vuln |
| 123 | OMM15BI | Num | 8 | 1191 | TE_19F. | Non-air Terrorism - Personal Safety |
| 124 | OMM15CI | Num | 8 | 1199 | TE_19F. | Non-air Terrorism - Airport-Type Secur |
| 45 | OMM20A | Num | 8 | 395 | TE_42F. | Who Checks Tire Air Pressure on Vehicle |
| 46 | OMM20A0 | Char | 30 | 403 | | Someone Else Checks Tire Air Pressure |
| 47 | OMM21A | Num | 8 | 433 | TE_43F. | Frequency Tire Air Pressure is Checked |
| 48 | OMM21A0 | Char | 30 | 441 | | Other Freq Tire Air Pressure is Checked |
| 49 | OMM22A1 | Num | 8 | 471 | TE_13F. | Proper Air Pres by Appearance of Tire |
| 50 | OMM22A2 | Num | 8 | 479 | TE_13F. | Proper Air Pres by Info Printed on Tire |
| 51 | OMM22A3 | Num | 8 | 487 | TE_13F. | Proper Air Pres from Owner's Manual |
| 52 | OMM22A4 | Num | 8 | 495 | TE_13F. | Proper Air Pres by Some Other Way |
| 53 | OMM22A0 | Char | 50 | 503 | | Other Proper Air Pressure Specification |
| 54 | OMM22REF | Num | 8 | 553 | TE_13F. | Question M22 - Refused/Don't Know |
| 55 | OMM22SKP | Num | 8 | 561 | TE_13F. | Question M22 - Appropriate Skip |

| | | | | | | |
|-----|----------|------|----|------|---------|--|
| 56 | OMM23A1 | Num | 8 | 569 | TE_13F. | Reach Air Pres by Appearance of Tire |
| 57 | OMM23A2 | Num | 8 | 577 | TE_13F. | Reach Air Pres by Gauge at Tire Pump |
| 58 | OMM23A3 | Num | 8 | 585 | TE_13F. | Reach Air Pres by Hand-held Tire Gauge |
| 59 | OMM23A4 | Num | 8 | 593 | TE_13F. | Reach Air Pres by Some Other Way |
| 60 | OMM23A0 | Char | 50 | 601 | | Other Reach Air Pressure Specification |
| 61 | OMM23REF | Num | 8 | 651 | TE_13F. | Question M23 - Refused/Don't Know |
| 62 | OMM23SKP | Num | 8 | 659 | TE_13F. | Question M23 - Appropriate Skip |
| 108 | OMM3AH | Num | 8 | 1071 | TE_19F. | Most Truck Drive on Highway Drive Safely |
| 109 | OMM3BH | Num | 8 | 1079 | TE_19F. | Concerned for Safety in Auto Near Trucks |
| 110 | OMM3CH | Num | 8 | 1087 | TE_19F. | Make Effort to Avoid Driving Near Trucks |
| 163 | PBLACK | Char | 6 | 1488 | | Percent Black |
| 164 | PHISPA | Char | 6 | 1494 | | Percent Hispanic |
| 181 | PHN_FACT | Num | 8 | 1606 | | Multiple phone lines adjustment factor |
| 162 | PWHITE | Char | 6 | 1482 | | Percent White |
| 42 | RMC8 | Num | 8 | 371 | TE_33F. | How Much Traffic Congestion Bothers R |
| 26 | RMC5A | Num | 8 | 243 | TE_13F. | Comm to Work or School on Regular Basis |
| 27 | RMC5B | Num | 8 | 251 | TE_13F. | Trav from Home to Places During the Day |
| 28 | RMC5C | Num | 8 | 259 | | Average Commute to Work or School |
| 29 | RMC5CCAT | Num | 8 | 267 | TE_C5F. | Average Comm to Work or School (Categ) |
| 30 | RMC5D | Num | 8 | 275 | | Average Commute from Work or School |
| 31 | RMC5DCAT | Num | 8 | 283 | TE_C5F. | Average Comm from Work or School (Categ) |
| 32 | RMC5E | Num | 8 | 291 | | Min from Home to First Stop on Last Trip |
| 33 | RMC5ECAT | Num | 8 | 299 | TE_C5F. | Min Home to First Stop on Trip (Categ) |
| 34 | RMC6A | Num | 8 | 307 | | Min to Work if No Delays or Congestion |
| 35 | RMC6ACAT | Num | 8 | 315 | TE_C5F. | Min to Work if No Delays or Cong (Categ) |
| 36 | RMC6B | Num | 8 | 323 | | Min of Trip if No Delays or Congestion |
| 37 | RMC6BCAT | Num | 8 | 331 | TE_C5F. | Min of Trip if No Delays or Cong (Categ) |
| 38 | RMC7A | Num | 8 | 339 | TE_32F. | Congestion Affected Time of Day Traveled |
| 39 | RMC7B | Num | 8 | 347 | TE_32F. | Congestion Affected Method of Trans |
| 40 | RMC7C | Num | 8 | 355 | TE_32F. | Congestion Affected Route |
| 41 | RMC7D | Num | 8 | 363 | TE_32F. | Missed Mtgs/Appts Because of Congestion |
| 153 | SCREENER | Num | 8 | 1424 | TE_5F. | Screeener Disposition Codes |
| 175 | STATE | Char | 2 | 1552 | | State |
| 177 | STIME | Char | 8 | 1574 | | Interview Start Time |
| 151 | TIMEZONE | Char | 1 | 1415 | | Time Zone |
| 182 | WD_FACT | Num | 8 | 1614 | | Weighted deflation adjustment factor |

Contents of the Disposition Data Set

| | | |
|--|-----------------------|------|
| Data Set Name: DATA.HD0900PU | Observations: | 9037 |
| Member Type: DATA | Variables: | 33 |
| Engine: V6 | Indexes: | 0 |
| Created: 14:45 Tuesday, September 19, 2000 | Observation Length: | 223 |
| Last Modified: 14:45 Tuesday, September 19, 2000 | Deleted Observations: | 0 |
| Protection: | Compressed: | NO |
| Data Set Type: | Sorted: | NO |
| Label: | | |

-----Alphabetic List of Variables and Attributes-----

| # | Variable | Type | Len | Pos | Format | Label |
|----|----------|------|-----|-----|---------|-----------------------------------|
| 2 | AGE00_17 | Char | 6 | 9 | | Percent Age 0 - 17 |
| 3 | AGE18_24 | Char | 6 | 15 | | Percent Age 18 - 24 |
| 4 | AGE25_34 | Char | 6 | 21 | | Percent Age 25 - 34 |
| 5 | AGE35_44 | Char | 6 | 27 | | Percent Age 35 - 44 |
| 6 | AGE45_54 | Char | 6 | 33 | | Percent Age 45 - 54 |
| 7 | AGE55_64 | Char | 6 | 39 | | Percent Age 55 - 64 |
| 8 | AGEOVR65 | Char | 6 | 45 | | Percent Age Over 65 |
| 1 | CASEID | Char | 9 | 0 | | CaseID |
| 27 | CASESTAT | Num | 8 | 167 | TE_2F. | Final Interview Disposition Codes |
| 23 | CITY | Char | 20 | 123 | | City |
| 12 | CREGION | Char | 1 | 69 | | Census Region |
| 32 | ETIME | Char | 8 | 207 | | Interview End Time |
| 13 | FIPSCODE | Char | 5 | 70 | | FIPS CODE |
| 25 | HHSCREEN | Num | 8 | 151 | TE_3F. | Household Disposition Codes |
| 14 | INC00_09 | Char | 6 | 75 | | Percent Household Income 0 < 10K |
| 15 | INC10_14 | Char | 6 | 81 | | Percent Household Income 10 < 15K |
| 16 | INC15_24 | Char | 6 | 87 | | Percent Household Income 15 < 25K |
| 17 | INC25_34 | Char | 6 | 93 | | Percent Household Income 25 < 35K |
| 18 | INC35_49 | Char | 6 | 99 | | Percent Household Income 35 < 50K |
| 19 | INC50_74 | Char | 6 | 105 | | Percent Household Income 50 < 75K |
| 20 | INCOVR75 | Char | 6 | 111 | | Percent Household Income Over 75K |
| 21 | MSA | Char | 4 | 117 | | MSA |
| 24 | NROFCALL | Num | 8 | 143 | | Number of Calls |
| 10 | PBLACK | Char | 6 | 57 | | Percent Black |
| 11 | PHISPA | Char | 6 | 63 | | Percent Hispanic |
| 9 | PWHITE | Char | 6 | 51 | | Percent White |
| 26 | SCREENER | Num | 8 | 159 | TE_5F. | Screeener Disposition Codes |
| 28 | SP1 | Num | 8 | 175 | TE_9F. | HH has multiple phone lines |
| 30 | SP2 | Num | 8 | 191 | TE_38F. | Use of multiple phone lines |
| 29 | SP1A | Num | 8 | 183 | | Number of phone lines |
| 33 | SP1ACAT | Num | 8 | 215 | TEB_1F. | Number of phone lines (Categ) |
| 22 | STATE | Char | 2 | 121 | | State |
| 31 | STIME | Char | 8 | 199 | | Interview Start Time |

APPENDIX C:
FREQUENCY TABLES

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

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| b. Driving alone in a private vehicle (such as a car, sport utility vehicle, pickup truck, van or motorcycle) | | |
| 1-2 | 4,810,946 | 3 (0.32) |
| 3-5 | 9,825,703 | 5 (0.84) |
| 6-10 | 15,921,883 | 9 (0.23) |
| More than 10 Days | 154,404,788 | 83 (0.71) |
| Subtotal Valid Responses | 184,963,320 | 100 |
| Appropriate Skip | 22,502,985 | |
| Total | 207,466,305 | |
| | | |
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| | | |
| c. Traveling with others in a private vehicle, carpool or vanpool | | |
| Yes | 106,745,838 | 51 (2.65) |
| No | 100,720,467 | 49 (2.65) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| c. Traveling with others in a private vehicle, carpool or vanpool | | |
| 1-2 | 15,535,828 | 15 (1.46) |
| 3-5 | 20,942,837 | 20 (1.15) |
| 6-10 | 16,592,555 | 16 (1.38) |
| More than 10 Days | 53,674,617 | 50 (0.89) |
| Subtotal Valid Responses | 106,745,838 | 100 |
| Appropriate Skip | 100,720,467 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| d. City to city bus, such as Greyhound or Charter | | |
| Yes | 6,771,571 | 3 (0.38) |
| No | 200,694,734 | 97 (0.38) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| A1a. On how many days did you use this type of transportation? | | |
| d. City to city bus, such as Greyhound or Charter | | |
| 1-2 | 3,702,663 | 55 (9.20) |
| 3-5 | 1,753,353 | 26 (5.61) |
| 6-10 | 296,638 | 4 (3.56) |
| More than 10 Days | 1,018,916 | 15 (10.50) |
| Subtotal Valid Responses | 6,771,571 | 100 |
| Appropriate Skip | 200,694,734 | |
| Total | 207,466,305 | |
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| e. City to city train, such as AMTRAK | | |
| Yes | 5,835,039 | 3 (0.81) |
| No | 201,631,266 | 97 (0.81) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| A1a. On how many days did you use this type of transportation? | | |
| e. City to city train, such as AMTRAK | | |
| 1-2 | 2,790,863 | 48 (7.83) |
| 3-5 | 2,470,191 | 42 (7.93) |
| 6-10 | 113,067 | 2 (1.20) |
| More than 10 Days | 460,918 | 8 (2.54) |
| Subtotal Valid Responses | 5,835,039 | 100 |
| Appropriate Skip | 201,631,266 | |
| Total | 207,466,305 | |
| | | |
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| | | |
| f. Taxi, limousine, or schuttle service | | |
| Yes | 25,471,521 | 12 (2.11) |
| No | 181,994,784 | 88 (2.11) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| f. Taxi, limousine, or schuttle service | | |
| 1-2 | 16,326,582 | 64 (6.11) |
| 3-5 | 5,597,307 | 22 (3.09) |
| 6-10 | 1,873,407 | 7 (2.49) |
| More than 10 Days | 1,674,225 | 7 (2.73) |
| Subtotal Valid Responses | 25,471,521 | 100 |
| Appropriate Skip | 181,994,784 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| | | |
| g. Commercial airplane | | |
| Yes | 22,465,664 | 11 (1.54) |
| No | 185,000,641 | 89 (1.54) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| g. Commercial airplane | | |
| 1-2 | 16,533,663 | 74 (3.43) |
| 3-5 | 3,346,303 | 15 (3.43) |
| 6-10 | 1,491,966 | 7 (2.65) |
| More than 10 Days | 1,093,732 | 5 (1.73) |
| Subtotal Valid Responses | 22,465,664 | 100 |
| Appropriate Skip | 185,000,641 | |
| Total | 207,466,305 | |
| | | |
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| | | |
| h. Private or charter airplane | | |
| Yes | 3,027,505 | 1 (0.36) |
| No | 204,438,800 | 99 (0.36) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| h. Private or charter airplane | | |
| 1-2 | 2,415,980 | 80 (7.33) |
| 3-5 | 232,166 | 8 (8.41) |
| 6-10 | 379,359 | 13 (8.52) |
| Subtotal Valid Responses | 3,027,505 | 100 |
| Appropriate Skip | 204,438,800 | |
| Total | 207,466,305 | |
| | | |
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| | | |
| i. Commercial boat, ship, or ferry | | |
| Yes | 7,650,005 | 4 (0.27) |
| No | 199,816,300 | 96 (0.27) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| i. Commercial boat, ship, or ferry | | |
| 1-2 | 5,356,654 | 70 (6.09) |
| 3-5 | 1,045,156 | 14 (4.47) |
| 6-10 | 691,222 | 9 (4.59) |
| More than 10 Days | 556,973 | 7 (3.88) |
| Subtotal Valid Responses | 7,650,005 | 100 |
| Appropriate Skip | 199,816,300 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| | | |
| j. Recreational boat | | |
| Yes | 27,658,399 | 13 (0.69) |
| No | 179,807,906 | 87 (0.69) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| j. Recreational boat | | |
| 1-2 | 14,914,312 | 54 (5.89) |
| 3-5 | 8,499,195 | 31 (5.82) |
| 6-10 | 2,342,517 | 8 (3.41) |
| More than 10 Days | 1,902,375 | 7 (2.57) |
| Subtotal Valid Responses | 27,658,399 | 100 |
| Appropriate Skip | 179,807,906 | |
| Total | 207,466,305 | |
| | | |
| A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? | | |
| | | |
| k. Bicycle | | |
| Yes | 42,050,229 | 20 (0.96) |
| No | 165,416,076 | 80 (0.96) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| A1a. On how many days did you use this type of transportation? | | |
| | | |
| k. Bicycle | | |
| 1-2 | 14,557,430 | 35 (2.36) |
| 3-5 | 14,015,642 | 33 (3.64) |
| 6-10 | 5,018,489 | 12 (2.56) |
| More than 10 Days | 8,458,668 | 20 (2.90) |
| Subtotal Valid Responses | 42,050,229 | 100 |
| Appropriate Skip | 165,416,076 | |
| Total | 207,466,305 | |
| | | |
| A1Ka. Did you use your bicycle primarily for... | | |
| | | |
| Commuting to Work | 3,077,141 | 7 (2.34) |
| Recreation | 19,849,229 | 47 (5.77) |
| Exercise | 17,721,742 | 42 (5.23) |
| Some Other Purpose | 1,402,116 | 3 (0.77) |
| Subtotal Valid Responses | 42,050,229 | 100 |
| Appropriate Skip | 165,416,076 | |
| Total | 207,466,305 | |
| | | |
| C5a. Do you commute to work or school on a regular basis? | | |
| | | |
| Yes | 134,788,102 | 65 (2.09) |
| No | 72,678,203 | 35 (2.09) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| C5b. Do you travel from place to place throughout the day? | | |
| | | |
| Yes | 64,988,486 | 89 (2.63) |
| No | 7,689,717 | 11 (2.63) |
| Subtotal Valid Responses | 72,678,203 | 100 |
| Appropriate Skip | 134,788,102 | |
| Total | 207,466,305 | |
| | | |
| C5c. On average, about how many minutes does your commute normally take to work or school? | | |
| | | |
| 1 - 5 minutes | 19,917,483 | 15 (2.35) |
| 6 - 10 minutes | 18,800,734 | 14 (1.60) |
| 11 - 20 minutes | 42,583,921 | 32 (2.43) |
| 21 - 30 minutes | 29,158,286 | 22 (0.36) |
| 31 - 60 minutes | 20,731,082 | 15 (1.42) |
| > 60 minutes | 3,596,595 | 3 (0.84) |
| Subtotal Valid Responses | 134,788,102 | 100 |
| Average (Arithmetic Mean) | | 22.5 (0.82) ^a |
| Appropriate Skip | 72,678,203 | |
| Total | 207,466,305 | |

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

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| C5d. On average, about how many minutes does your commute normally take from work or school to home? | | |
| | | |
| 1 - 5 minutes | 17,318,139 | 13 (2.28) |
| 6 - 10 minutes | 19,270,068 | 14 (1.06) |
| 11 - 20 minutes | 42,324,155 | 31 (2.77) |
| 21 - 30 minutes | 27,856,778 | 21 (1.00) |
| 31 - 60 minutes | 24,174,636 | 18 (1.82) |
| > 60 minutes | 3,844,327 | 3 (1.04) |
| Subtotal Valid Responses | 134,788,102 | 100 |
| Average (Arithmetic Mean) | | 24 (1.06) |
| Appropriate Skip | 72,678,203 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| C5e. Thinking of your most recent travel day, how many minutes did it take you from home to your first stop? | | |
| 1 - 5 minutes | 10,168,844 | 16 (1.24) |
| 6 - 10 minutes | 15,634,990 | 24 (1.94) |
| 11 - 20 minutes | 19,375,173 | 30 (1.20) |
| 21 - 30 minutes | 10,765,439 | 17 (0.77) |
| 31 - 60 minutes | 5,695,343 | 9 (1.53) |
| > 60 minutes | 3,348,698 | 5 (1.22) |
| Subtotal Valid Responses | 64,988,486 | 100 |
| Average (Arithmetic Mean) | | 22.6 (1.84) ^a |
| Appropriate Skip | 142,477,819 | |
| Total | 207,466,305 | |
| C6a. Now, thinking about the drive between work or school and home, about how many minutes would it take if there were no delays or congestion? | | |
| 1 - 5 minutes | 27,247,451 | 20 (2.55) |
| 6 - 10 minutes | 28,503,997 | 21 (1.74) |
| 11 - 20 minutes | 45,900,208 | 34 (1.62) |
| 21 - 30 minutes | 19,786,477 | 15 (1.28) |
| 31 - 60 minutes | 11,116,676 | 8 (1.12) |
| > 60 minutes | 2,233,292 | 2 (0.50) |
| Subtotal Valid Responses | 134,788,102 | 100 |
| Average (Arithmetic Mean) | | 17.2 (0.52) ^a |
| Appropriate Skip | 72,678,203 | |
| Total | 207,466,305 | |

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

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| C6b. Now, thinking about this most recent trip, about how many minutes would it take if there were no delays or congestion? | | |
| 1 - 5 minutes | 15,703,747 | 24 (1.90) |
| 6 - 10 minutes | 16,575,164 | 26 (1.94) |
| 11 - 20 minutes | 16,573,575 | 26 (1.77) |
| 21 - 30 minutes | 9,304,001 | 14 (2.00) |
| 31 - 60 minutes | 4,255,853 | 7 (0.99) |
| > 60 minutes | 2,576,146 | 4 (0.95) |
| Subtotal Valid Responses | 64,988,486 | 100 |
| Average (Arithmetic Mean) | | 19.2 (1.95) ^a |
| Appropriate Skip | 142,477,819 | |
| Total | 207,466,305 | |
| C7a. In the past week, how often did delays or congestion affect your decision about the time of day you traveled to or from work, to run errands, or for other purposes? | | |
| Frequently | 62,215,975 | 31 (3.14) |
| Occasionally | 54,477,793 | 27 (1.35) |
| Never | 82,269,220 | 41 (4.13) |
| Subtotal Valid Responses | 198,962,987 | 100 |
| Don't Know | 650,644 | |
| Refused | 162,957 | |
| Appropriate Skip | 7,689,717 | |
| Total | 207,466,305 | |

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

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| C7b. In the past week, how often did delays or congestion affect your decision about the method of transportation you used, such as a car, bus, train, subway, or airplane? | | |
| Frequently | 21,191,183 | 11 (1.48) |
| Occasionally | 26,346,190 | 13 (1.71) |
| Never | 151,485,088 | 76 (3.11) |
| Subtotal Valid Responses | 199,022,461 | 100 |
| Don't Know | 591,170 | |
| Refused | 162,957 | |
| Appropriate Skip | 7,689,717 | |
| Total | 207,466,305 | |
| C7c. In the past week, how often did delays or congestion affect your decision about the route you usually take to or from work, to run errands, or for other purposes? | | |
| Frequently | 46,630,184 | 23 (2.68) |
| Occasionally | 64,662,444 | 33 (2.19) |
| Never | 87,373,276 | 44 (4.19) |
| Subtotal Valid Responses | 198,665,903 | 100 |
| Don't Know | 947,728 | |
| Refused | 162,957 | |
| Appropriate Skip | 7,689,717 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| C7d. In the past week, how often did you miss a meeting or an appointment because of delays or congestion? | | |
| | | |
| Frequently | 5,770,522 | 3 (0.73) |
| Occasionally | 23,298,942 | 12 (1.80) |
| Never | 169,893,523 | 85 (2.25) |
| Subtotal Valid Responses | 198,962,987 | 100 |
| Don't Know | 650,644 | |
| Refused | 162,957 | |
| Appropriate Skip | 7,689,717 | |
| Total | 207,466,305 | |
| | | |
| C8. How much do delays or traffic congestion bother you? | | |
| | | |
| Not at All | 39,752,971 | 20 (2.23) |
| A Little Bit | 96,278,842 | 48 (1.82) |
| A Lot | 63,581,818 | 32 (2.82) |
| Subtotal Valid Responses | 199,613,631 | 100 |
| Refused | 162,957 | |
| Appropriate Skip | 7,689,717 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| D1. How many licensed vehicles are owned, leased, or available for regular use by members of your household? | | |
| 0 | 13,432,482 | 6 (1.50) |
| 1 | 59,642,367 | 29 (1.02) |
| 2 | 80,738,728 | 39 (1.14) |
| 3 | 32,450,584 | 16 (1.10) |
| 4 | 13,237,105 | 6 (1.49) |
| 5 or More | 7,965,038 | 4 (0.83) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Average (Arithmetic Mean) | | 2 (0.05) ^a |
| Total | 207,466,305 | |
| M20. Who usually checks the air pressure for the tires on the vehicle that you use most? | | |
| You | 93,622,438 | 49 (2.16) |
| Your Spouse | 35,876,797 | 19 (1.59) |
| A Friend or Relative | 17,691,064 | 9 (1.82) |
| Someone at a Dealership or Service Station | 39,212,451 | 20 (1.07) |
| Someone Else | 2,567,871 | 1 (0.39) |
| Don't Check/No One Checks | 3,182,218 | 2 (0.42) |
| Subtotal Valid Responses | 192,152,838 | 100 |
| Don't Know | 610,593 | |
| Appropriate Skip | 14,702,875 | |
| Total | 207,466,305 | |

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

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| M21. How often (do you/does the person who checks your tires) check the air pressure of your tires? | | |
| | | |
| Monthly | 54,788,970 | 29 (0.80) |
| Whenever they Seem Low | 54,780,523 | 29 (1.49) |
| When You Get Ready to Go a Long Trip | 8,501,604 | 5 (1.05) |
| When the Car is Serviced | 36,203,425 | 19 (1.07) |
| Some Other Time Period | 32,560,923 | 17 (2.26) |
| Subtotal Valid Responses | 186,835,444 | 100 |
| Don't Know | 1,851,116 | |
| Refused | 284,060 | |
| Appropriate Skip | 18,495,685 | |
| Total | 207,466,305 | |
| | | |
| M22. How do you determine the proper air pressure for your tires? | | |
| | | |
| By the tire's appearance | | |
| Yes | 11,505,512 | 100 (0.00) |
| Subtotal Valid Responses | 11,505,512 | 100 |
| Appropriate Skip | 195,960,793 | |
| Total | 207,466,305 | |
| | | |
| M22. How do you determine the proper air pressure for your tires? | | |
| | | |
| From information printed on the tire | | |
| Yes | 42,403,098 | 100 (0.00) |
| Subtotal Valid Responses | 42,403,098 | 100 |
| Appropriate Skip | 165,063,207 | |
| Total | 207,466,305 | |
| | | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| M22. How do you determine the proper air pressure for your tires? | | |
| From the owner's manual | | |
| Yes | 25,389,458 | 100 (0.00) |
| Subtotal Valid Responses | 25,389,458 | 100 |
| Appropriate Skip | 182,076,847 | |
| Total | 207,466,305 | |
| M22. How do you determine the proper air pressure for your tires? | | |
| Or some other way- SPECIFY | | |
| Yes | 16,887,499 | 100 (0.00) |
| Subtotal Valid Responses | 16,887,499 | 100 |
| Appropriate Skip | 190,578,806 | |
| Total | 207,466,305 | |
| M22. How do you determine the proper air pressure for your tires? | | |
| Refused/Don't Know | | |
| No | 207,466,305 | 100 (0.00) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| M22. How do you determine the proper air pressure for your tires? | | |
| | | |
| Appropriate Skip | | |
| Yes | 113,843,867 | 55 (2.46) |
| No | 93,622,438 | 45 (2.46) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| M23. How do you know when the desired air pressure has been reached? | | |
| | | |
| By the tire's appearance | | |
| Yes | 4,369,046 | 100 (0.00) |
| Subtotal Valid Responses | 4,369,046 | 100 |
| Appropriate Skip | 203,097,259 | |
| Total | 207,466,305 | |
| | | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| M23. How do you know when the desired air pressure has been reached? | | |
| | | |
| By a gauge or bell at the tire pump | | |
| Yes | 25,402,005 | 100 (0.00) |
| Subtotal Valid Responses | 25,402,005 | 100 |
| Appropriate Skip | 182,064,300 | |
| Total | 207,466,305 | |
| | | |
| M23. How do you know when the desired air pressure has been reached? | | |
| | | |
| By a hand-held tire gauge | | |
| Yes | 63,844,732 | 100 (0.00) |
| Subtotal Valid Responses | 63,844,732 | 100 |
| Appropriate Skip | 143,621,573 | |
| Total | 207,466,305 | |
| | | |
| M23. How do you know when the desired air pressure has been reached? | | |
| | | |
| Some other way-SPECIFY | | |
| Yes | 2,904,667 | 100 (0.00) |
| Subtotal Valid Responses | 2,904,667 | 100 |
| Appropriate Skip | 204,561,638 | |
| Total | 207,466,305 | |
| | | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| M23. How do you know when the desired air pressure has been reached? | | |
| Refused/Don't Know | | |
| No | 207,466,305 | 100 (0.00) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| M23. How do you know when the desired air pressure has been reached? | | |
| Appropriate Skip | | |
| Yes | 113,843,867 | 55 (2.46) |
| No | 93,622,438 | 45 (2.46) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| A3a. In the past 30 days, have you purchased an item over the phone or Internet that required delivery? | | |
| Yes | 59,726,598 | 29 (1.59) |
| No | 147,675,762 | 71 (1.59) |
| Subtotal Valid Responses | 207,402,360 | 100 |
| Don't Know | 63,945 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| A3b. How many times in the past 30 days have you purchased an item over the phone or Internet that required delivery? | | |
| 1 | 22,705,475 | 38 (2.93) |
| 2 | 18,001,906 | 30 (1.19) |
| 3 | 7,038,108 | 12 (1.80) |
| 4 | 1,935,466 | 3 (0.61) |
| 5 or More | 10,045,643 | 17 (1.92) |
| Subtotal Valid Responses | 59,726,598 | 100 |
| Average (Arithmetic Mean) | | 3.1 (0.13) ^a |
| Appropriate Skip | 147,739,707 | |
| Total | 207,466,305 | |
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| Accident safety | | |
| Concern Level 1 | 17,890,437 | 9 (1.15) |
| Concern Level 2 | 10,312,429 | 5 (1.05) |
| Concern Level 3 | 29,381,286 | 14 (1.04) |
| Concern Level 4 | 27,262,127 | 13 (1.21) |
| Concern Level 5 | 122,377,856 | 59 (1.19) |
| Subtotal Valid Responses | 207,224,136 | 100 |
| Don't Know | 242,169 | |
| Total | 207,466,305 | |

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

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| The availability of transportation safety information | | |
| Concern Level 1 | 37,867,345 | 18 (1.44) |
| Concern Level 2 | 28,490,278 | 14 (1.04) |
| Concern Level 3 | 56,214,580 | 27 (1.47) |
| Concern Level 4 | 28,323,712 | 14 (1.21) |
| Concern Level 5 | 54,928,261 | 27 (1.15) |
| Subtotal Valid Responses | 205,824,177 | 100 |
| Don't Know | 1,273,121 | |
| Refused | 369,007 | |
| Total | 207,466,305 | |
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| Delays when you travel | | |
| Concern Level 1 | 33,147,193 | 16 (2.10) |
| Concern Level 2 | 25,031,157 | 12 (0.29) |
| Concern Level 3 | 49,551,259 | 24 (1.46) |
| Concern Level 4 | 31,577,537 | 15 (0.80) |
| Concern Level 5 | 67,482,876 | 33 (2.97) |
| Subtotal Valid Responses | 206,790,022 | 100 |
| Don't Know | 676,283 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| Ease of use of the transportation system | | |
| Concern Level 1 | 50,280,711 | 25 (1.99) |
| Concern Level 2 | 24,926,603 | 12 (0.80) |
| Concern Level 3 | 44,664,408 | 22 (0.62) |
| Concern Level 4 | 29,314,089 | 14 (1.07) |
| Concern Level 5 | 55,229,700 | 27 (2.11) |
| Subtotal Valid Responses | 204,415,512 | 100 |
| Don't Know | 2,874,808 | |
| Refused | 175,985 | |
| Total | 207,466,305 | |
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| Air pollution from transportation sources | | |
| Concern Level 1 | 28,125,620 | 14 (2.77) |
| Concern Level 2 | 17,794,002 | 9 (1.41) |
| Concern Level 3 | 39,742,422 | 19 (0.66) |
| Concern Level 4 | 42,341,846 | 20 (0.77) |
| Concern Level 5 | 78,963,425 | 38 (1.14) |
| Subtotal Valid Responses | 206,967,315 | 100 |
| Don't Know | 498,990 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| Noise from transportation sources | | |
| Concern Level 1 | 42,634,541 | 21 (2.27) |
| Concern Level 2 | 32,523,192 | 16 (1.83) |
| Concern Level 3 | 50,846,221 | 25 (0.75) |
| Concern Level 4 | 29,039,391 | 14 (1.46) |
| Concern Level 5 | 51,923,970 | 25 (1.33) |
| Subtotal Valid Responses | 206,967,315 | 100 |
| Don't Know | 498,990 | |
| Total | 207,466,305 | |
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| How much you spend on transportation | | |
| Concern Level 1 | 21,367,328 | 10 (1.45) |
| Concern Level 2 | 13,973,098 | 7 (1.12) |
| Concern Level 3 | 35,108,912 | 17 (0.64) |
| Concern Level 4 | 37,272,027 | 18 (1.31) |
| Concern Level 5 | 98,414,361 | 48 (0.72) |
| Subtotal Valid Responses | 206,135,725 | 100 |
| Don't Know | 1,031,862 | |
| Refused | 298,718 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| How secure the transportation system is from acts of terrorism | | |
| Concern Level 1 | 42,747,307 | 21 (1.07) |
| Concern Level 2 | 28,511,088 | 14 (0.84) |
| Concern Level 3 | 34,748,173 | 17 (1.17) |
| Concern Level 4 | 23,973,317 | 12 (0.70) |
| Concern Level 5 | 74,992,302 | 37 (1.98) |
| Subtotal Valid Responses | 204,972,187 | 100 |
| Don't Know | 2,494,118 | |
| Total | 207,466,305 | |
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| How safe you feel from crime while traveling | | |
| Concern Level 1 | 30,575,307 | 15 (1.94) |
| Concern Level 2 | 29,997,665 | 15 (0.50) |
| Concern Level 3 | 42,540,187 | 21 (1.87) |
| Concern Level 4 | 34,002,949 | 16 (0.68) |
| Concern Level 5 | 69,380,165 | 34 (2.91) |
| Subtotal Valid Responses | 206,496,273 | 100 |
| Don't Know | 932,457 | |
| Refused | 37,575 | |
| Total | 207,466,305 | |
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| The accessibility of transportation services for people with disabilities | | |
| Concern Level 1 | 24,708,747 | 12 (1.37) |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| Concern Level 2 | 22,041,273 | 11 (0.49) |
| Concern Level 3 | 35,598,097 | 17 (1.64) |
| Concern Level 4 | 39,466,455 | 19 (1.58) |
| Concern Level 5 | 82,324,396 | 40 (2.06) |
| Subtotal Valid Responses | 204,138,968 | 100 |
| Don't Know | 3,109,686 | |
| Refused | 217,651 | |
| Total | 207,466,305 | |
| B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. | | |
| The availability of public transportation, such as transit buses and trains, in your area | | |
| Concern Level 1 | 53,334,298 | 26 (2.74) |
| Concern Level 2 | 24,770,545 | 12 (0.66) |
| Concern Level 3 | 42,475,653 | 21 (1.81) |
| Concern Level 4 | 28,394,745 | 14 (0.92) |
| Concern Level 5 | 56,082,637 | 27 (2.01) |
| Subtotal Valid Responses | 205,057,877 | 100 |
| Don't Know | 2,277,864 | |
| Refused | 130,563 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfie | | |
| Accident safety | | |
| Satisfaction Level 1 | 27,748,353 | 14 (1.00) |
| Satisfaction Level 2 | 26,826,136 | 13 (0.94) |
| Satisfaction Level 3 | 77,915,080 | 39 (1.96) |
| Satisfaction Level 4 | 32,197,161 | 16 (1.37) |
| Satisfaction Level 5 | 35,784,150 | 18 (1.06) |
| Subtotal Valid Responses | 200,470,881 | 100 |
| Don't Know | 6,868,587 | |
| Refused | 126,838 | |
| Total | 207,466,305 | |
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfie | | |
| Providing you with safety information | | |
| Satisfaction Level 1 | 29,326,642 | 14 (0.45) |
| Satisfaction Level 2 | 37,063,438 | 18 (0.78) |
| Satisfaction Level 3 | 67,520,959 | 33 (1.26) |
| Satisfaction Level 4 | 32,685,425 | 16 (0.29) |
| Satisfaction Level 5 | 36,017,769 | 18 (1.70) |
| Subtotal Valid Responses | 202,614,234 | 100 |
| Don't Know | 4,852,071 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfy | | |
| Minimizing delays when you travel | | |
| Satisfaction Level 1 | 35,460,079 | 18 (2.61) |
| Satisfaction Level 2 | 42,566,815 | 21 (1.01) |
| Satisfaction Level 3 | 62,065,104 | 31 (1.09) |
| Satisfaction Level 4 | 30,186,088 | 15 (0.91) |
| Satisfaction Level 5 | 30,027,528 | 15 (1.49) |
| Subtotal Valid Responses | 200,305,613 | 100 |
| Don't Know | 7,032,098 | |
| Refused | 128,594 | |
| Total | 207,466,305 | |
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfy | | |
| Helping you use the transportation system | | |
| Satisfaction Level 1 | 30,682,122 | 16 (0.50) |
| Satisfaction Level 2 | 33,850,726 | 17 (1.46) |
| Satisfaction Level 3 | 71,947,351 | 36 (1.36) |
| Satisfaction Level 4 | 28,079,487 | 14 (1.29) |
| Satisfaction Level 5 | 32,571,797 | 17 (1.19) |
| Subtotal Valid Responses | 197,131,483 | 100 |
| Don't Know | 10,138,408 | |
| Refused | 196,414 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfie | | |
| Minimizing air pollution from transportation sources | | |
| Satisfaction Level 1 | 35,923,026 | 18 (0.86) |
| Satisfaction Level 2 | 37,044,002 | 18 (1.11) |
| Satisfaction Level 3 | 60,579,576 | 30 (1.23) |
| Satisfaction Level 4 | 38,473,488 | 19 (0.75) |
| Satisfaction Level 5 | 29,620,241 | 15 (0.88) |
| Subtotal Valid Responses | 201,640,333 | 100 |
| Don't Know | 5,688,291 | |
| Refused | 137,680 | |
| Total | 207,466,305 | |
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfie | | |
| Minimizing noise from transportation sources | | |
| Satisfaction Level 1 | 30,797,775 | 15 (0.87) |
| Satisfaction Level 2 | 35,963,224 | 18 (1.16) |
| Satisfaction Level 3 | 74,102,411 | 37 (1.43) |
| Satisfaction Level 4 | 33,339,036 | 17 (1.16) |
| Satisfaction Level 5 | 27,428,107 | 14 (0.86) |
| Subtotal Valid Responses | 201,630,553 | 100 |
| Don't Know | 5,835,752 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfy | | |
| How much you spend on transportation | | |
| Satisfaction Level 1 | 56,433,803 | 28 (0.55) |
| Satisfaction Level 2 | 43,850,502 | 22 (0.56) |
| Satisfaction Level 3 | 49,285,163 | 24 (1.40) |
| Satisfaction Level 4 | 22,105,774 | 11 (1.20) |
| Satisfaction Level 5 | 30,520,381 | 15 (1.51) |
| Subtotal Valid Responses | 202,195,622 | 100 |
| Don't Know | 4,230,538 | |
| Refused | 1,040,145 | |
| Total | 207,466,305 | |
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfy | | |
| How secure the transportation system is from acts of terrorism | | |
| Satisfaction Level 1 | 26,901,328 | 13 (1.11) |
| Satisfaction Level 2 | 28,050,656 | 14 (0.93) |
| Satisfaction Level 3 | 57,260,710 | 29 (2.21) |
| Satisfaction Level 4 | 45,986,529 | 23 (1.59) |
| Satisfaction Level 5 | 41,656,304 | 21 (1.57) |
| Subtotal Valid Responses | 199,855,527 | 100 |
| Don't Know | 7,610,778 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfy | | |
| How safe you feel from crime while traveling | | |
| Satisfaction Level 1 | 25,781,596 | 13 (0.25) |
| Satisfaction Level 2 | 29,700,792 | 15 (0.58) |
| Satisfaction Level 3 | 63,683,445 | 31 (1.67) |
| Satisfaction Level 4 | 47,220,125 | 23 (0.82) |
| Satisfaction Level 5 | 36,802,835 | 18 (1.36) |
| Subtotal Valid Responses | 203,188,793 | 100 |
| Don't Know | 4,277,512 | |
| Total | 207,466,305 | |
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfy | | |
| Providing accessible transportation for people with disabilities | | |
| Satisfaction Level 1 | 27,332,676 | 14 (0.94) |
| Satisfaction Level 2 | 30,379,016 | 15 (1.92) |
| Satisfaction Level 3 | 53,444,324 | 27 (0.89) |
| Satisfaction Level 4 | 45,155,382 | 23 (1.25) |
| Satisfaction Level 5 | 43,889,070 | 22 (1.07) |
| Subtotal Valid Responses | 200,200,469 | 100 |
| Don't Know | 7,128,156 | |
| Refused | 137,680 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| B2d. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfy | | |
| Providing public transportation, such as transit buses and trains, in your area | | |
| Satisfaction Level 1 | 43,477,169 | 22 (3.11) |
| Satisfaction Level 2 | 32,217,959 | 16 (1.87) |
| Satisfaction Level 3 | 48,505,695 | 24 (2.52) |
| Satisfaction Level 4 | 33,086,561 | 17 (2.11) |
| Satisfaction Level 5 | 40,984,328 | 21 (1.68) |
| Subtotal Valid Responses | 198,271,711 | 100 |
| Don't Know | 8,633,372 | |
| Refused | 561,221 | |
| Total | 207,466,305 | |
| B4a. In the past year, have you requested a product or service from an agency of the U.S. Department of Transportation? | | |
| Yes | 14,851,527 | 7 (0.24) |
| No | 192,382,356 | 93 (0.24) |
| Subtotal Valid Responses | 207,233,883 | 100 |
| Don't Know | 232,422 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| B4b. Which of the following agencies did you contact? | | |
| | | |
| The National Highway Traffic Safety Administration | | |
| Yes | 2,120,816 | 1 (0.22) |
| No | 205,345,489 | 99 (0.22) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| U.S. Coast Guard | | |
| Yes | 559,707 | 0 (0.20) |
| No | 206,906,598 | 100 (0.20) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| Federal Aviation Administration | | |
| Yes | 1,141,673 | 1 (0.33) |
| No | 206,324,632 | 99 (0.33) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| Maritime Administration | | |
| Yes | 175,721 | 0 (0.08) |
| No | 207,290,584 | 100 (0.08) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| Federal Highway Administration | | |
| Yes | 1,750,577 | 1 (0.28) |
| No | 205,715,728 | 99 (0.28) |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Federal Railroad Administration | | |
| Yes | 364,350 | 0 (0.16) |
| No | 207,101,955 | 100 (0.16) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Federal Transit Administration | | |
| Yes | 1,528,433 | 1 (0.29) |
| No | 205,937,872 | 99 (0.29) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Federal Motor Carrier Safety Administration | | |
| Yes | 678,697 | 0 (0.16) |
| No | 206,787,608 | 100 (0.16) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Research and Special Programs Administration | | |
| Yes | 176,953 | 0 (0.07) |
| No | 207,289,352 | 100 (0.07) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Bureau of Transportation Statistics | | |
| Yes | 758,694 | 0 (0.19) |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| No | 206,707,611 | 100 (0.19) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| St. Lawrence Seaway Development Corporation | | |
| No | 207,466,305 | 100 (0.00) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Office of the Secretary of Transportation | | |
| Yes | 983,237 | 0 (0.08) |
| No | 206,483,068 | 100 (0.08) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Some other way-SPECIFY | | |
| Yes | 6,258,960 | 3 (0.56) |
| No | 201,207,345 | 97 (0.56) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Appropriate Skip | | |
| Yes | 192,382,356 | 93 (0.26) |
| No | 15,083,949 | 7 (0.26) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Refused/Don't Know | | |
| Yes | 390,141 | 0 (0.12) |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| No | 207,076,164 | 100 (0.12) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| B5. How did you first contact the Department of Transportation? | | |
| | | |
| Telephone | 8,344,669 | 58 (7.22) |
| Internet/World Wide Web | 1,691,488 | 12 (3.16) |
| (Regular) Mail | 1,385,554 | 10 (4.52) |
| In Person | 2,764,827 | 19 (6.98) |
| Other | 274,848 | 2 (1.40) |
| Subtotal Valid Responses | 14,461,386 | 100 |
| Don't Know | 272,591 | |
| Refused | 117,550 | |
| Appropriate Skip | 192,614,778 | |
| Total | 207,466,305 | |
| B6. On a scale of 1 to 5, with 1 being very dissatisfied and 5 being very satisfied, please rate your overall satisfaction with the level of service you received. | | |
| | | |
| Satisfaction Level 1 | 2,503,949 | 17 (5.04) |
| Satisfaction Level 2 | 2,393,454 | 17 (6.59) |
| Satisfaction Level 3 | 2,529,565 | 17 (7.47) |
| Satisfaction Level 4 | 2,117,999 | 15 (5.53) |
| Satisfaction Level 5 | 4,916,419 | 34 (9.33) |
| Subtotal Valid Responses | 14,461,386 | 100 |
| Don't Know | 272,591 | |
| Refused | 117,550 | |
| Appropriate Skip | 192,614,778 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| M3. Please tell me if you disagree, agree, or feel neutral about the following statements: | | |
| Most truck drivers on the highway drive safely | | |
| Disagree | 71,477,338 | 35 (1.25) |
| Neutral | 37,826,719 | 18 (1.56) |
| Agree | 97,794,068 | 47 (2.40) |
| Subtotal Valid Responses | 207,098,125 | 100 |
| Don't Know | 368,180 | |
| Total | 207,466,305 | |
| I feel very concerned about my safety when travelling in an automobile near large trucks | | |
| Disagree | 48,649,276 | 24 (1.63) |
| Neutral | 40,673,769 | 20 (0.89) |
| Agree | 117,565,426 | 57 (1.86) |
| Subtotal Valid Responses | 206,888,472 | 100 |
| Don't Know | 577,833 | |
| Total | 207,466,305 | |
| When I am driving, I make a special effort to driving near large trucks | | |
| Disagree | 52,278,244 | 25 (1.57) |
| Neutral | 33,389,957 | 16 (0.79) |
| Agree | 120,575,611 | 58 (2.29) |
| Subtotal Valid Responses | 206,243,813 | 100 |
| Don't Know | 694,445 | |
| Refused | 528,047 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| M10. What should a motorist do when approaching a railroad crossing that has no gates or lights? I will read you four choices. | | |
| | | |
| Proceed through the Crossing | 1,097,734 | 1 (0.26) |
| Approach the Crossing, Look to See if a Train is Approaching, and be Prepared to Stop | 61,843,070 | 30 (1.61) |
| Stop and Look for the Train, then Proceed if it is Safe to do so | 136,245,315 | 66 (1.65) |
| Slow Down because of a Bumpy Crossing | 8,139,372 | 4 (0.50) |
| Subtotal Valid Responses | 207,325,492 | 100 |
| Don't Know | 140,813 | |
| Total | 207,466,305 | |
| | | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| M14. Think about things that may or may not be allowed on airplanes. Tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage. | | |
| Motor oil | | |
| Never Allowed | 135,477,633 | 74 (1.82) |
| Allowed with some Restrictions | 31,119,515 | 17 (1.79) |
| Always Allowed | 16,381,975 | 9 (0.69) |
| Subtotal Valid Responses | 182,979,123 | 100 |
| Don't Know | 23,598,057 | |
| Refused | 889,124 | |
| Total | 207,466,305 | |
| Gas-powered stoves or tools | | |
| Never Allowed | 161,426,051 | 82 (0.94) |
| Allowed with some Restrictions | 27,344,498 | 14 (0.64) |
| Always Allowed | 8,033,218 | 4 (1.06) |
| Subtotal Valid Responses | 196,803,768 | 100 |
| Don't Know | 10,341,044 | |
| Refused | 321,493 | |
| Total | 207,466,305 | |
| Pepper spray | | |
| Never Allowed | 108,436,151 | 56 (2.00) |
| Allowed with some Restrictions | 57,078,698 | 30 (1.70) |
| Always Allowed | 26,468,604 | 14 (1.53) |
| Subtotal Valid Responses | 191,983,452 | 100 |
| Don't Know | 14,967,694 | |
| Refused | 515,159 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--------------------------------|-------------|--------------------------------|
| Flares and fireworks | | |
| Never Allowed | 189,847,510 | 94 (1.08) |
| Allowed with some Restrictions | 9,178,451 | 5 (0.98) |
| Always Allowed | 3,374,999 | 2 (0.46) |
| Subtotal Valid Responses | 202,400,961 | 100 |
| Don't Know | 4,844,937 | |
| Refused | 220,407 | |
| Total | 207,466,305 | |
| Loaded pistols | | |
| Never Allowed | 185,777,566 | 91 (1.22) |
| Allowed with some Restrictions | 15,683,608 | 8 (1.16) |
| Always Allowed | 2,316,350 | 1 (0.55) |
| Subtotal Valid Responses | 203,777,524 | 100 |
| Don't Know | 3,688,781 | |
| Total | 207,466,305 | |
| Batteries | | |
| Never Allowed | 50,588,041 | 26 (2.47) |
| Allowed with some Restrictions | 67,686,223 | 34 (0.97) |
| Always Allowed | 78,166,443 | 40 (1.94) |
| Subtotal Valid Responses | 196,440,707 | 100 |
| Don't Know | 10,510,439 | |
| Refused | 515,159 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--------------------------------|-------------|--------------------------------|
| Magnets | | |
| Never Allowed | 64,746,884 | 35 (2.93) |
| Allowed with some Restrictions | 56,091,450 | 30 (3.11) |
| Always Allowed | 64,622,746 | 35 (2.24) |
| Subtotal Valid Responses | 185,461,080 | 100 |
| Don't Know | 21,256,415 | |
| Refused | 748,810 | |
| Total | 207,466,305 | |
| Aerosol hair spray | | |
| Never Allowed | 52,595,950 | 27 (1.05) |
| Allowed with some Restrictions | 42,921,791 | 22 (0.80) |
| Always Allowed | 100,015,939 | 51 (1.69) |
| Subtotal Valid Responses | 195,533,679 | 100 |
| Don't Know | 11,712,219 | |
| Refused | 220,407 | |
| Total | 207,466,305 | |
| Personal use oxygen generators | | |
| Never Allowed | 33,162,832 | 17 (1.32) |
| Allowed with some Restrictions | 88,035,701 | 46 (1.92) |
| Always Allowed | 70,481,916 | 37 (2.37) |
| Subtotal Valid Responses | 191,680,450 | 100 |
| Don't Know | 15,198,027 | |
| Refused | 587,829 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| Cigarette lighters | | |
| Never Allowed | 67,622,134 | 34 (1.75) |
| Allowed with some Restrictions | 39,842,258 | 20 (0.83) |
| Always Allowed | 90,879,916 | 46 (2.09) |
| Subtotal Valid Responses | 198,344,309 | 100 |
| Don't Know | 8,522,118 | |
| Refused | 599,878 | |
| Total | 207,466,305 | |
| M15. We would like to know what you think about possible threats to our transportation system, not including air travel. Please tell me whether you disagree, agree, or feel neutral about the following statements: | | |
| The US is vulnerable to terrorism that threatens the safety of its transportation system | | |
| Disagree | 31,355,303 | 15 (0.62) |
| Neutral | 46,165,529 | 22 (1.35) |
| Agree | 128,313,871 | 62 (1.06) |
| Subtotal Valid Responses | 205,834,703 | 100 |
| Don't Know | 1,351,470 | |
| Refused | 280,132 | |
| Total | 207,466,305 | |
| To date I have not been concerned about terrorist acts threatening my own personal safety while traveling | | |
| Disagree | 54,898,885 | 27 (1.73) |
| Neutral | 27,153,102 | 13 (1.26) |
| Agree | 124,610,128 | 60 (1.04) |
| Subtotal Valid Responses | 206,662,115 | 100 |
| Don't Know | 804,190 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| I would support airport-type security measures at bus and rail stations to address the threat of terrorist acts | | |
| Disagree | 18,830,539 | 9 (0.54) |
| Neutral | 22,457,120 | 11 (0.84) |
| Agree | 164,954,838 | 80 (1.13) |
| Subtotal Valid Responses | 206,242,497 | 100 |
| Don't Know | 1,223,808 | |
| Total | 207,466,305 | |
| | | |
| B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home? | | |
| | | |
| Yes | 19,913,707 | 10 (0.42) |
| No | 186,818,283 | 90 (0.42) |
| Subtotal Valid Responses | 206,731,990 | 100 |
| Refused | 734,315 | |
| Total | 207,466,305 | |
| | | |
| M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem. | | |
| | | |
| By car as a driver | | |
| Yes | 10,385,583 | 5 (0.67) |
| No | 197,080,722 | 95 (0.67) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| | | |
| By car as a passenger | | |
| Yes | 3,634,288 | 2 (0.40) |
| No | 203,832,017 | 98 (0.40) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--------------------------|-------------|--------------------------------|
| By public transportation | | |
| Yes | 8,214,631 | 4 (0.86) |
| No | 199,251,674 | 96 (0.86) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| By bicycle | | |
| Yes | 9,137,049 | 4 (0.56) |
| No | 198,329,256 | 96 (0.56) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| As a pedestrian | | |
| Yes | 7,740,945 | 4 (0.44) |
| No | 199,725,360 | 96 (0.44) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| By airplane | | |
| Yes | 5,439,502 | 3 (0.35) |
| No | 202,026,803 | 97 (0.35) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| By other | | |
| Yes | 3,100,457 | 100 (0.00) |
| Subtotal Valid Responses | 3,100,457 | 100 |
| Appropriate Skip | 204,365,848 | |
| Total | 207,466,305 | |
| Refused/Don't Know | | |
| No | 207,466,305 | 100 (0.00) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| Appropriate Skip | | |
| Yes | 186,818,283 | 90 (0.37) |
| No | 20,648,022 | 10 (0.37) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |
| D2. Are you a licensed commercial transportation operator? | | |
| | | |
| Yes | 25,955,076 | 13 (1.41) |
| No | 180,840,477 | 87 (1.41) |
| Subtotal Valid Responses | 206,795,553 | 100 |
| Refused | 670,752 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| D3. Do you own or operate a business from your home? | | |
| Yes | 16,494,472 | 8 (1.08) |
| No | 189,725,287 | 92 (1.08) |
| Subtotal Valid Responses | 206,219,760 | 100 |
| Refused | 1,246,545 | |
| Total | 207,466,305 | |
| D4. Please stop me when I reach the category that best describes your age. | | |
| Less than 18 | 3,131,431 | 2 (0.85) |
| 18 - 24 | 30,201,558 | 15 (1.89) |
| 25 - 34 | 36,290,088 | 18 (1.18) |
| 35 - 44 | 44,115,214 | 21 (1.18) |
| 45 - 54 | 36,693,266 | 18 (1.84) |
| 55 - 64 | 23,840,328 | 12 (0.56) |
| 65 or Older | 32,900,008 | 16 (1.47) |
| Subtotal Valid Responses | 207,171,895 | 100 |
| Don't Know | 50,527 | |
| Refused | 243,883 | |
| Total | 207,466,305 | |
| D5. Are you male or female? | | |
| Male | 99,218,038 | 48 (1.61) |
| Female | 108,248,267 | 52 (1.61) |
| Subtotal Valid Responses | 207,466,305 | 100 |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| D6. What is the last grade of school you completed? | | |
| Less than High School | 22,600,077 | 11 (1.36) |
| High School Graduate/GED | 87,468,831 | 42 (2.42) |
| Some College | 38,736,027 | 19 (1.04) |
| Community College Graduate (AA: Associate of Arts Degree) | 11,470,569 | 6 (0.78) |
| College Graduate (BA Or BS: Bachelor of Arts or Sciences Degree) | 30,329,705 | 15 (2.05) |
| Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor) | 13,859,536 | 7 (1.00) |
| Technical School/Professional Business School | 2,689,470 | 1 (0.14) |
| Subtotal Valid Responses | 207,154,215 | 100 |
| Don't Know | 128,314 | |
| Refused | 183,776 | |
| Total | 207,466,305 | |
| D7. Are you of Hispanic origin? | | |
| Yes | 12,630,596 | 6 (1.64) |
| No | 193,006,832 | 94 (1.64) |
| Subtotal Valid Responses | 205,637,429 | 100 |
| Don't Know | 217,082 | |
| Refused | 1,611,794 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|--|-------------|--------------------------------|
| D8. What is your race? | | |
| White | 170,266,043 | 84 (1.53) |
| Black or African-American | 22,697,167 | 11 (1.75) |
| American Indian or Alaska Native | 3,791,130 | 2 (0.49) |
| Asian (E.G., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese) | 4,812,759 | 2 (0.99) |
| Subtotal Valid Responses | 201,567,099 | 100 |
| Refused/Don't Know | 5,899,206 | |
| Total | 207,466,305 | |
| D9. Do you have any other telephone lines in your house that someone would answer? This does not include dedicated computer or fax lines or cellular phones. | | |
| Yes | 11,750,502 | 6 (0.72) |
| No | 195,129,145 | 94 (0.72) |
| Subtotal Valid Responses | 206,879,647 | 100 |
| Refused | 586,658 | |
| Total | 207,466,305 | |

| Questionnaire Item | Count | Percentage (Standard Error) |
|---|-------------|--------------------------------|
| D9a. How many other telephone lines are there? | | |
| 1 | 8,110,602 | 69 (2.52) |
| 2 | 2,785,035 | 24 (2.61) |
| 3 | 655,491 | 6 (1.15) |
| 4 | 63,573 | 1 (0.54) |
| 5 or More | 135,800 | 1 (1.07) |
| Subtotal Valid Responses | 11,750,502 | 100 |
| Average (Arithmetic Mean) | | 1.4 (0.03) ^a |
| Appropriate Skip | 195,715,803 | |
| Total | 207,466,305 | |
| D9b. What is the primary use of this (these) phone lines? | | |
| Home Use Only | 8,088,551 | 69 (2.61) |
| Business and Home Use | 2,773,148 | 24 (3.60) |
| Business Use Only | 888,803 | 8 (3.22) |
| Subtotal Valid Responses | 11,750,502 | 100 |
| Appropriate Skip | 195,715,803 | |
| Total | 207,466,305 | |

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

APPENDIX D:
FINAL SURVEY QUESTIONNAIRE

September Omnibus Household Survey Questionnaire

NOTE: All questions are numbered with a letter and number indicating their section origins. Questions are numbered to uniquely identify rotating and mode-specific questions in the Omnibus Survey question bank and questions are ordered based on the “flow” of the interview, so the numbering may not appear sequential. This questionnaire is administered by professional survey interviewers using computer-assisted telephone interviewing (CATI). CATI interviewers have the option of entering a code for responses of “Don’t Know” or “Refused” for all questions. These are “blind” answer options but may be made explicit to the interviewer by having them appear on the screen.

Section A: General Travel Core Questions.....(asked every month)

Section B: Customer Satisfaction Core Questions.....(asked every month)

Section C: Rotating Module 2 (Mobility) Core Questions.....(rotate about quarterly)

Section D: Demographic Core Questions.....(asked every month)

Section M: BTS Omnibus Modal Questions(change every month)

Formatting Conventions:

- Boldface type indicates that the CATI interviewer will read the text aloud to the respondent.
- Text in ALL CAPS indicates instructions that will appear to the interviewer on the screen.
- Text in italics indicates instructions or options such as skips and fills that will be carried out by the CATI computer system.

We would like to begin by asking you a few questions about how you travel and the transportation systems you use.

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel? (GTA1A – GTA1K)

| | <u>Yes</u> | <u>No</u> |
|--|------------|-----------|
| a. Local public bus, subway or commuter rail.....1 | 2 | |
| b. Driving alone in a private vehicle (such as a car, sport utility vehicle, pickup truck, van or motorcycle).....1 | 2 | |
| c. Traveling with others in a private vehicle, carpool or vanpool.....1 | 2 | |
| d. City to city bus, such as Greyhound or Charter.....1 | 2 | |
| e. City to city train, such as AMTRAK.....1 | 2 | |
| f. Taxi, limousine, or shuttle service.....1 | 2 | |
| g. Commercial airplane.....1 | 2 | |
| h. Private or charter airplane.....1 | 2 | |
| i. Commercial boat, ship, or ferry.....1 | 2 | |
| j. Recreational boat.....1 | 2 | |
| k. Bicycle –.....1 | 2 | |

Immediately following each “yes” response above, ask the following:

A1a. On how many days did you use this type of transportation? (GTA1AT – GTA1KT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

If A1k=yes, then ask the following after A1a:

A1Ka. Did you use your bicycle primarily for (GTA1KA)

- 1) commuting to work
- 2) recreation
- 3) exercise
- 4) some other purpose – SPECIFY _____(GTA1KAO)

Now I'd like to ask you a few questions about delays and traffic congestion.

C5a. Do you commute to work or school on a regular basis? (RMC5A)

- 1) Yes – *skip to C5c*
- 2) No – *go to C5b*

C5b. Do you travel from home to other places at any time during the day? (RMC5B)

- 3) Yes – *go to C5e*
- 4) No – *skip to D1*

C5c. On average, about how many minutes does your commute normally take to work or school? (RMC5C)

_____ minutes

C5d. On average, about how many minutes does your commute normally take from work or school to home? (RMC5D)

_____ minutes – *skip to C6a*

C5e. Thinking of your most recent trip from home to another place, how many minutes did it take you from home to your first stop? (RMC5E)

_____ minutes – *go to C6b*

C6a. Now, thinking about the drive from work or school to home, about how many minutes would it take if there were no delays or congestion? (RMC6A)

_____ minutes – *go to C7a*

C6b. Now, thinking about this most recent trip, about how many minutes would it take if there were no delays or congestion? (RMC6B)

_____ minutes

- C7a. **In the past week, how often did delays or congestion affect your decision about the time of day you traveled to or from work, to run errands, or for other purposes? (RMC7A)**
- 1) **Frequently**
 - 2) **Occasionally**
 - 3) **Never**
- C7b. **In the past week, how often did delays or congestion affect your decision about the method of transportation you used, such as a car, bus, train, subway, or airplane? (RMC7B)**
- 1) **Frequently**
 - 2) **Occasionally**
 - 3) **Never**
- C7c. **In the past week, how often did delays or congestion affect your decision about the route you usually take to or from work, to run errands, or for other purposes? (RMC7C)**
- 1) **Frequently**
 - 2) **Occasionally**
 - 3) **Never**
- C7d. **In the past week, how often did you miss a meeting or appointment because of delays or congestion? (RMC7D)**
- 1) **Frequently**
 - 2) **Occasionally**
 - 3) **Never**
- C8. **How much do delays or traffic congestion bother you? (RMC8)**
- 1) **Not at all**
 - 2) **A little bit**
 - 3) **A lot**

Those are all the questions I have on delay and congestion. The next few questions ask about vehicle ownership and tire maintenance.

D1. How many licensed vehicles are owned, leased, or available for regular use by members of your household? (DCD1)

ENTER NUMBER OF LICENSED VEHICLES _____ - *If D1 = 0, skip to A3a, else go to M20*

M20. Who usually checks the air pressure for the tires on the vehicle that you use most? (OMM20A)

- | | | |
|--|---|---|
| 1) you – fill M21 with “do you” | } | <i>Fill M21 with “does that person”</i> |
| 2) your spouse | | |
| 3) a friend or relative | | |
| 4) someone at a dealership or service station | | |
| 5) someone else – SPECIFY _____ | | |
| (OMM20AO) | | |
| 6) don’t check/no one checks (<i>Code only if volunteered by respondent – skip to A3a.</i>) | | |

M21. How often [do you/does the person who checks your tires] check the air pressure of your tires? (OMM21A)

- | | | |
|---|---|--|
| 1) monthly | } | |
| 2) whenever they seem low | | |
| 3) when you get ready to go on a long trip | | |
| 4) when the car is serviced | | |
| 5) some other time period – SPECIFY _____ | | |
| (OMM21AO) | | |

If M20 = “1) You”, then ask M22 and M23. Else skip to A3a.

M22. **How do you determine the proper air pressure for your tires?** *(Code all that apply.)*

- 1) **by the tire's appearance** (OMM22A1)
- 2) **from information printed on the tire** (OMM22A2)
- 3) **from the owner's manual** (OMM22A3)
- 4) **or some other way –** (OMM22A4) SPECIFY _____ (OMM22AO)
(OMM22REF, OMM22SKP)

M23. **How do you know when the desired air pressure has been reached?** *(Code all that apply)*

- 1) **by the tire's appearance** (OMM23A1)
- 2) **by a gauge or bell at the tire pump** (OMM23A2)
- 3) **by a hand-held tire gauge** (OMM23A3)
- 4) **some other way –** (OMM23A4) SPECIFY _____ (OMM23AO)
(OMM23REF, OMM23SKP)

Next we want to ask about how your purchase decisions may involve the transportation system.

A3a. **In the past 30 days, have you purchased an item over the phone or Internet that required delivery?** (GTA3A)

- 1) Yes
- 2) No – *skip to B1*

A3b. **How many times in the past 30 days have you purchased an item over the phone or Internet that required delivery?** (GTA3B)

Number of times _____

Now we would like to ask about your views on a variety of different transportation issues.

B1. Please rate your concern with the following issues on a scale of 1 to 5, with 1 being not concerned and 5 being very concerned. Please consider your experience using all means of transportation. (CSB1A – CSB1K)

| | <u>Not Concerned</u> | | | <u>Very Concerned</u> | |
|---|--------------------------|---|---|---------------------------|---|
| a. Accident safety..... | 1 | 2 | 3 | 4 | 5 |
| b. The availability of transportation safety information. | 1 | 2 | 3 | 4 | 5 |
| c. Delays when you travel | 1 | 2 | 3 | 4 | 5 |
| d. Ease of use of the transportation system | 1 | 2 | 3 | 4 | 5 |
| e. Air pollution from transportation sources | 1 | 2 | 3 | 4 | 5 |
| f. Noise from transportation sources..... | 1 | 2 | 3 | 4 | 5 |
| g. How much you spend on transportation | 1 | 2 | 3 | 4 | 5 |
| h. How secure the transportation system is from acts of terrorism..... | 1 | 2 | 3 | 4 | 5 |
| i. How safe you feel from crime while traveling | 1 | 2 | 3 | 4 | 5 |
| j. The accessibility of transportation services for people with disabilities | 1 | 2 | 3 | 4 | 5 |
| k. The availability of public transportation, such as transit buses and trains, in your area | 1 | 2 | 3 | 4 | 5 |

- B2. I just asked how concerned you are with various transportation issues. Now, please rate your level of satisfaction with what the Federal government is doing to address those issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied. Again, please consider your experience using all means of transportation. (CSB2A – CSB2K)

| | Very <u>Dissatisfied</u> | | | Very <u>Satisfied</u> | |
|---|-----------------------------|---|---|--------------------------|---|
| a. Accident safety | 1 | 2 | 3 | 4 | 5 |
| b. Providing you with safety information | 1 | 2 | 3 | 4 | 5 |
| c. Minimizing delays when you travel | 1 | 2 | 3 | 4 | 5 |
| d. Helping you use the transportation system | 1 | 2 | 3 | 4 | 5 |
| e. Minimizing air pollution from transportation sources | 1 | 2 | 3 | 4 | 5 |
| f. Minimizing noise from transportation sources | 1 | 2 | 3 | 4 | 5 |
| g. How much you spend on transportation | 1 | 2 | 3 | 4 | 5 |
| h. How secure the transportation system is from acts of terrorism | 1 | 2 | 3 | 4 | 5 |
| i. How safe you feel from crime while traveling | 1 | 2 | 3 | 4 | 5 |
| j. Providing accessible transportation for people with disabilities | 1 | 2 | 3 | 4 | 5 |
| k. Providing public transportation, such as transit buses and trains, in your area | 1 | 2 | 3 | 4 | 5 |

Now I'm going to ask you about experiences you may have had contacting the U.S. Department of Transportation.

B4a. In the past year, have you requested a product or service from an agency of the U.S. Department of Transportation? (CSB4A)

- 1) Yes
- 2) No – *skip to M3*

B4b. Which of the following agencies did you contact?
READ ALL CHOICES AND CODE ALL THAT APPLY

- 1) the National Highway Traffic Safety Administration (B4NHTSA)
- 2) U.S. Coast Guard (B4USCG)
- 3) Federal Aviation Administration (B4FAA)
- 4) Maritime Administration (B4MARAD)
- 5) Federal Highway Administration (B4FHWA)
- 6) Federal Railroad Administration (B4FRA)
- 7) Federal Transit Administration (B4FTA)
- 8) Federal Motor Carrier Safety Administration (B4FMCSA)
- 9) Research and Special Programs Administration (B4RSPA)
- 10) Bureau of Transportation Statistics (B4BTS)
- 11) St. Lawrence Seaway Development Corporation (B4SLSDC)
- 12) Office of the Secretary of Transportation (B4OST)
- 13) some other agency - (B4OTH) SPECIFY _____ (B4OTSP) - *skip to M3*
(B4SKIP, B4REFUSE)

B5. How did you first contact the Department of Transportation? (CSB5)

- 1) Telephone
- 2) Internet/World Wide Web
- 3) (Regular) Mail
- 4) In Person
- 5) Other – SPECIFY _____ (CSB5OTH)

B6. On a scale of 1 to 5, with 1 being “very dissatisfied” and 5 being “very satisfied”, please rate your overall satisfaction with the level of service you received. (CSB6)

- 1) Very Dissatisfied
- 2)
- 3)
- 4)
- 5) Very Satisfied

The next few questions ask about your opinions and knowledge of various aspects of the transportation system.

M3. Please tell me if you disagree, agree or feel neutral about the following statements: (OMM3AH – OMM3CH)

| | <u>Disagree</u> | <u>Neutral</u> | <u>Agree</u> |
|---|-----------------|----------------|--------------|
| a. Most truck drivers on the highways drive safely | 1 | 3 | 5 |
| b. I feel very concerned about my safety when traveling in an automobile near large trucks | 1 | 3 | 5 |
| c. When I am driving, I make a special effort to avoid driving near large trucks | 1 | 3 | 5 |

M10. What should a motorist do when approaching a railroad crossing that has no gates or lights? I will read you four choices. (OMM10F)

- 1) proceed through the crossing
- 2) approach the crossing, look to see if a train is approaching, and be prepared to stop
- 3) stop and look for the train, then proceed if it is safe to do so
- 4) slow down because of a bumpy crossing

M14. Think about things that may or may not be allowed on airplanes. Tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage? (OMM14AI – OMM14JI)

| | <u>Never Allowed</u> | <u>Allowed With Some Restrictions</u> | <u>Always Allowed</u> |
|-----------------------------------|----------------------|---|-----------------------|
| a. Motor oil | 1 | 2 | 3 |
| b. Gas-powered stoves or tools | 1 | 2 | 3 |
| c. Pepper spray | 1 | 2 | 3 |
| d. Flares and fireworks | 1 | 2 | 3 |
| e. Loaded pistols | 1 | 2 | 3 |
| f. Batteries | 1 | 2 | 3 |
| g. Magnets | 1 | 2 | 3 |
| h. Aerosol hair spray | 1 | 2 | 3 |
| i. Personal use oxygen generators | 1 | 2 | 3 |
| j. Cigarette lighters | 1 | 2 | 3 |

M15. We would like to know what you think about possible threats to our transportation system, not including air travel. Please tell me whether you disagree, agree or feel neutral about the following statements: (OMM15AI – OMM15CI)

| | <u>Disagree</u> | <u>Neutral</u> | <u>Agree</u> |
|---|-----------------|----------------|--------------|
| a. The US is vulnerable to terrorism that threatens the safety of its transportation system | 1 | 3 | 5 |
| b. To date I have <u>not</u> been concerned about terrorist acts threatening my own personal safety while traveling | 1 | 3 | 5 |
| c. I would support airport-type security measures at bus and rail stations to address the threat of terrorist acts | 1 | 3 | 5 |

This final section asks a set of questions that will be used for classification purposes. No personal identifying information about you or your household will ever be reported.

B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home? (CSB3)

- ☐ Yes
- ☐ No - *Skip to D2*

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

CODE ALL THAT APPLY

- 1) by car as a driver (M2DRIVER)
- 2) by car as a passenger (M2PASSGR)
- 3) by public transportation (M2PUBTRN)
- 4) by bicycle (M2BICYCL)
- 5) as a pedestrian (M2PEDEST)
- 6) by airplane (M2AIRPLN)
- 7) by other (M2OTHER)
- (M2SKIP, M2REFUSE)

D2. Are you a licensed commercial transportation operator? (DCD2)

- 1) Yes
- 2) No

D3. Do you own or operate a business from your home? (DCD3)

- 1) Yes
- 2) No

D4. **Please stop me when I reach the category that best describes your age. (DCD4)**

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

D5. **RECORD GENDER. ASK IF NECESSARY: Are you male or female? (DCD5)**

- 1) Male
- 2) Female

D6. **What is the last grade of school you completed? CODE ONLY ONE (DCD6)**

- 1) Less than high school
- 2) High school graduate/GED
- 3) Some college
- 4) Community college graduate (AA: Associate of Arts Degree)
- 5) College graduate (BA or BS: Bachelor of Arts or Sciences Degree)
- 6) Post-graduate degree (Masters, Ph.D., Lawyer, Medical Doctor)
- 7) Technical school/professional business school

D7. **Are you of Hispanic origin? THIS INCLUDES BEING OF SPANISH ORIGIN (DCD7)**

- 1) Yes
- 2) No, not Spanish/Hispanic/Latino

D8. **What is your race? CODE ALL THAT APPLY**

- 1) White (**D8WHITE**)
- 2) Black or African-American (**D8BLACK**)
- 3) American Indian or Alaska native (**D8INDIAN**)
- 4) Asian
(e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese) (**D8ASIAN**)
- 5) Native Hawaiian or other Pacific Islander
(e.g., Samoan, Guamanian, or Chamorro) (**D8PACISL**)
(**D8REFUSE**)

D9. **Do you have any other telephone lines in your house that someone would answer?
This does not include dedicated computer or fax lines, or cellular phones. (DCD9)**

- 1) Yes
- 2) No *skip to D10*

D9a. **How many other telephone lines are there? (DCD9A)**

_____ Other phone lines

D9b. **What is the primary use of this (these) phone line(s)? (DCD9B)**

- 1) Home use only
- 2) Business and home use
- 3) Business use only

D10. **Finally, in order to classify your household for statistical purposes, what is your zip code?**

Zip code _____ (DCD10)

Thank you for taking the time to complete this survey.
