

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

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

**October Household Survey**

to the

**Bureau of Transportation Statistics**

**October 17, 2000**



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## 1.0 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. 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. Overall, the surveys will support the collection of information on a wide range of transportation-related topics.

This report presents the results of the October Household Survey, the third 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 October study collected data between October 4, 2000, and October 10, 2000. Data were collected from households in the U.S. using a random-digit-dialed telephone survey. The final completed sample size is 1,269 cases, and the total number of variables in the public-use dataset is 147. The data were collected by Battelle, under contract with the BTS.

This codebook provides technical documentation for the October 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 four appendices, as follows:

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.

1. **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.
2. **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 three 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.
3. **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. Note that respondent zipcode information is not included in the dataset in conformance with Private Act provisions.

## 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 HI1000PU.SD2. This file contains the October 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)

## **2.0 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 15,519 telephone numbers (in replicates of approximately 500) for the October survey. Of these, 10,000 were identified as working, residential telephone numbers. Five of the sample replicates were not needed, resulting in 7,525 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, persons-per-household, 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,
- adjustment for selecting a random, adult household member, and
- post-stratification adjustment to the 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.

### 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 Adjustment for Selecting a Random, Adult Household Member

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

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

For respondents that did not provide this information, a value for  $ADJ_{RA}$  was imputed according to the distribution of the number of people in a household (from responding households) within the age, gender, and education cross-classification cell matching that of the respondent for which



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

### 2.3.5 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<sup>a</sup>. The outcome of that procedure is a multiplier ( $M$ ) that scales  $W_{NRMTRA}$  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  $W_{NRMTRA}$  to create  $W_{NRMTRAPS}$ . However,  $W_{NRMTRAPS}$  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  $W_{NRMTRAPS}$  for the respondents who were included in the calculation. This deflation factor denotes the proportion of the target population represented by respondents with non-missing demographic information. The scaled value of  $W_{NRMTRAPS}$  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 24 percent.

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

**Table 1. Distribution of Household Cases by Disposition Code**

<b>Household Level</b>	<b>Results</b>
# Telephone Numbers Released	7,525
# Pending Cases (Number not Dialed)	0
# HH Cases Worked	7,525
# Out of Scope Numbers (ineligible)	1,769
# No Contact (Scope Undetermined)	1,408
# HH In scope	4,348
# Completes	1,269
# Partial Completes	51
# Language Problem	217
# Not Screened	173
# Refusal	2,129
# Parental Refusal	6
# Respondent Identified, Case not Finalized	305
# Unavailable During Study Period	198
HH Response Rate	23.7 %

### **3.0 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 October 4, 2000, and continued until October 10, 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 1,269 completed interviews were obtained. Approximately 90 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 October 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 October 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.

The October Survey employed a limited experiment during the period of October 6-8, 2000 to examine methodologies to increase response rates. Three highly experienced refusal conversion specialists attempted to complete the interview with 256 households that had previously refused to participate. From those attempts, three households completed the survey.

### **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 approximately 14 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 "HP1000PU.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 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 November 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 non-response 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<sup>®</sup>, and additional edits performed. The additional edits included checks on the number of missing values, assignment of additional non-response values, and some constructed variables. Weights were applied to the data files.

**APPENDIX A:**  
**DATA DICTIONARIES**

**TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET**

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
CAT1	CASEID	CaselD			
A1	GTA1A	Used Local Bus, Subway, or Commuter Rail	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1B	Drive Alone in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1C	Travel in Organized Carpool or Vanpool	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1D	Travel with Others in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1E	Used City to City Bus	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1F	Used City to City Train	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	



TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1	GTA1G	Used Taxi, Limo or Shuttle Service	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1H	Used Commercial Airplane	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1I	Used Private or Charter Airplane	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1J	Used Comm Boat, Ship or Ferry	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1K	Used Recreational Boat	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1	GTA1L	Used Bicycle	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1a	GTA1AT	Days Used Bus, Subway, or Commuter Rail	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1BT	Days Used Private Vehicle	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1CT	Days Travel in Carpool or Vanpool	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1DT	Days Travel with Others in Private Veh	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1ET	Days Used City to City Bus	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1a	GTA1FT	Days Used City to City Train	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1GT	Days Used Taxi, Limo or Shuttle Service	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1HT	Days Used Commercial Airplane	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1IT	Days Used Private or Charter Airplane	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1JT	Days Used Comm Boat, Ship or Ferry	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1a	GTA1KT	Days Used Recreational Boat	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1LT	Days Used Bicycle	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1La	GTA1LA	Primary Use of Bicycle	.D	Don't Know	TE_44F
			.R	Refused	
			.S	Appropriate Skip	
			1	Commuting to Work	
			2	Recreation	
			3	Exercise	
			4	Some Other Purpose	
A1La	GTA1LAO	Other Bicycle Use Specification			
D1	DCD1	Number of Licensed Vehicles in Household			
D1	DCD1CAT	Number of Lic Veh in Household (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			.S	Appropriate Skip	
			1	0	
			2	1	
			3	2	
			4	3	
			5	4	
			6	5 or More	

**TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)**

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
M29	OMM29A1	R Aware of NHTSA Hotline	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M29	OMM29A2	R Aware of NTSA Website	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M24a	OMM24AE	Public Transportation Available in Area	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M24b	OMM24BE	Reason R has not Used Public Trans	.D	Don't Know	TE_49F
			.R	Refused	
			1	It is More Convenient to Drive	
			2	It is Too Far to a Bus Stop or Subway Station	
			3	A Typical Trip is Too Complicated/Requires Too Many Transfers	
			4	Doesn't Like Riding with Strangers	
			5	It's Unsafe	
			6	It's Dirty/Not Clean	
			7	It Takes Too Long	
			8	It is Hard To Get Information on Schedules or Stops	
			9	It Costs Too Much	
			10	It is Unreliable	
			11	It Doesn't Go Where Respondent Needs to Travel	
			12	Other	
M24b	OMM24BO	Other Public Trans Reason (Specify)			
M25a	OMM25AE	Organized Carpools Available in Area	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

**TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)**

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
M25b	OMM25BE	Reason R has not Used Organized Carpool	.D	Don't Know	TE_50F
			.R	Refused	
			1	It Is More Convenient To Drive Self	
			2	Need The Flexibility To Make Stops	
			3	Prefers Riding Alone	
			4	It Takes Too Long	
			5	It is Hard To Find Car Or Vanpools that Fit Schedule	
			6	It Costs Too Much	
			7	It is Unreliable	
			8	Not Applicable To Respondent's Situation/Doesn't Commute	
			9	Flexibility in When Respondent Can Come and Go	
			10	Other	
M25b	OMM25BO	Other Carpool Reason (Specify)			
M26	OMM26E	Primary Cause of Air Pollution	.D	Don't Know	TE_51F
			.R	Refused	
			1	Power Plants	
			2	Semis/Large Trucks	
			3	Dust	
			4	Cars/Suvs/Pickups/Vans	
			5	Pollen	
			6	Factories	
			7	Something Else	
			8	Don't Have Air Pollution Where I Live	
M26	OMM26EO	Other Cause of Air Pollution (Specify)			
C9	RMC9A	Concern Lev - Air Pollution	.D	Don't Know	TE_21F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C9	RMC9B	Concern Lev - Noise	.D	Don't Know	TE_21F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C9	RMC9C	Concern Lev - Water Pollution	.D	Don't Know	TE_21F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C9	RMC9D	Concern Lev - Avail of Info on Emissions	.D	Don't Know	TE_21F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C9	RMC9E	Concern Lev - Eff of Emission on Weather	.D	Don't Know	TE_21F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C9	RMC9F	Concern Lev - Traffic Congestion	.D	Don't Know	TE_21F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C9	RMC9G	Concern Lev - Having Say in Trans Proj	.D	Don't Know	TE_21F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C10	RMC10A	Satisf Lev - Minimizing Air Pollution	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C10	RMC10B	Satisf Lev - Minimizing Noise	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C10	RMC10C	Satisf Lev - Minimizing Water Pollution	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C10	RMC10D	Satisf Lev - Avail of Info on Emissions	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	



TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C10	RMC10E	Satisf Lev - Enforcing Veh Emission Strds	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C10	RMC10F	Satisf Lev - Reducing Traffic Congestion	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C10	RMC10G	Satisf Lev - Ensuring Say in Trans Proj	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C11	RMC11	Choosing Where to Live - Ease of Driving	.D	Don't Know	TE_52F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not at All Important	
			3	Somewhat Important	
			5	Very Important	
C12	RMC12	Choosing Where to Live - Public Trans	.D	Don't Know	TE_52F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not at All Important	
			3	Somewhat Important	
			5	Very Important	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C13	RMC13	Choosing Where to Live - Bikeway/Walkway	.D	Don't Know	TE_52F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not at All Important	
			3	Somewhat Important	
			5	Very Important	
C14	RMC14A	Trans System Benefits Community	.D	Don't Know	TE_20F
			.R	Refused	
			.S	Appropriate Skip	
			1	Disagree	
			3	Neutral	
			5	Agree	
C14	RMC14B	Trans System Make Community Better Place	.D	Don't Know	TE_20F
			.R	Refused	
			.S	Appropriate Skip	
			1	Disagree	
			3	Neutral	
			5	Agree	
C14	RMC14C	Trans System Cont Economic Well-Being	.D	Don't Know	TE_20F
			.R	Refused	
			.S	Appropriate Skip	
			1	Disagree	
			3	Neutral	
			5	Agree	
C14	RMC14D	Trans System Cont Environment Well-Being	.D	Don't Know	TE_20F
			.R	Refused	
			.S	Appropriate Skip	
			1	Disagree	
			3	Neutral	
			5	Agree	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
B4a	CSB4A	Requested prod/svc from US DOT past yr	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b	CSB4B1	Past Year Request Information from NHTSA	1	Yes	YESNO
			2	No	
B4b	CSB4B2	Past Year Request Information from USCG	1	Yes	YESNO
			2	No	
B4b	CSB4B3	Past Year Request Information from FAA	1	Yes	YESNO
			2	No	
B4b	CSB4B4	Past Year Request Information from MARAD	1	Yes	YESNO
			2	No	
B4b	CSB4B5	Past Year Request Information from FHA	1	Yes	YESNO
			2	No	
B4b	CSB4B6	Past Year Request Information from FRA	1	Yes	YESNO
			2	No	
B4b	CSB4B7	Past Year Request Information from FTA	1	Yes	YESNO
			2	No	
B4b	CSB4B8	Past Year Request Information from FMCSA	1	Yes	YESNO
			2	No	
B4b	CSB4B9	Past Year Request Information from RSPA	1	Yes	YESNO
			2	No	
B4b	CSB4B10	Past Year Request Information from BTS	1	Yes	YESNO
			2	No	
B4b	CSB4B11	Past Year Request Information from SLSDC	1	Yes	YESNO
			2	No	
B4b	CSB4B12	Past Year Request Information from OST	1	Yes	YESNO
			2	No	
B4b	CSB4B13	Past Year Request Information from OTHER	1	Yes	YESNO
			2	No	
B4b	CSB4BO	Past Year Request Info OTHER (Specify)			
B4b	CSB4SKP	B4 Question - Appropriate Skip	1	Yes	YESNO
			2	No	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
B4b	CSB4REF	B4 Question - Refused/Don't Know	1	Yes	YESNO
			2	No	
B5	CSB5	How Did R Contact the Agency	.D	Don't Know	TE_29F
			.R	Refused	
			.S	Appropriate Skip	
			1	Telephone	
			2	Internet/World Wide Web	
			3	(Regular) Mail	
			4	In Person	
			5	Other	
B5	CSB50	Other Contact (Specify)			
B6	CSB6	Rate Level of Service Received	.D	Don't Know	TEB_6F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Dissatisfied	
			3	Neither Satisfied nor Dissatisfied	
			4	Satisfied	
			5	Very Satisfied	
M11	OMM11F	When is it Trespassing on RR Tracks	.D	Don't Know	TE_31F
			.R	Refused	
			.S	Appropriate Skip	
			1	Never	
			2	Always	
			3	Only when "No Trespassing" Signs are Posted	
B3	CSB3	Travel Diff Due to Disability or Health	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM211	Difficulties - Car as Driver	1	Yes	YESNO
			2	No	
M2	OMM212	Difficulties - Car as Passenger	1	Yes	YESNO
			2	No	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
M2	OMM2I3	Difficulties - Public Trans	1	Yes	YESNO
			2	No	
M2	OMM2I4	Difficulties - Bicycle	1	Yes	YESNO
			2	No	
M2	OMM2I5	Difficulties - Pedestrian	1	Yes	YESNO
			2	No	
M2	OMM2I6	Difficulties - Airplane	1	Yes	YESNO
			2	No	
M2	OMM2I7	Difficulties - Other	1	Yes	YESNO
			2	No	
M2	OMM2REF	Difficulties - Refused/Don't Know	1	Yes	YESNO
			2	No	
M2	OMM2SKP	Difficulties - Appropriate Skip	1	Yes	YESNO
			2	No	
D2	DCD2	R is Licensed Commercial Trans Op	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
D3	DCD3	R Owns or Operates Business from Home	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
D4	DCD4	R Age	.D	Don't Know	TE_39F
			.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	

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
D5	DCD5	R Gender	.D	Don't Know	TE_40F
			.R	Refused	
			.S	Appropriate Skip	
			1	Male	
			2	Female	
D6	DCD6	R Education	.D	Don't Know	TE_41F
			.R	Refused	
			.S	Appropriate Skip	
			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	DCD7	R is of Hispanic Origin	.D	Don't Know	TE_13HF
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No, not Spanish/Hispanic/Latino	
D8	DCD81	R is White	1	Yes	YESNO
			2	No	
D8	DCD82	R is Black or African American	1	Yes	YESNO
			2	No	
D8	DCD83	R is American Indian or Alaska Native	1	Yes	YESNO
			2	No	
D8	DCD84	R is Asian	1	Yes	YESNO
			2	No	
D8	DCD85	R is Pacific Islander	1	Yes	YESNO
			2	No	
D8	DCD86	R is Other Race	1	Yes	YESNO
			2	No	
D8	DCD8OTH	Other Race (Specify)			

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
D8	DCD8REF	D8 Question - Refused/Don't Know	1	Yes	YESNO
			2	No	
D9	DCD9	Multiple Phone Lines in Household	.D	Don't Know	TE_14F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
D9a	DCD9A	Number of Phone Lines			
D9a	DCD9ACAT	Number of Phone Lines (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			.S	Appropriate Skip	
			1	0	
			2	1	
			3	2	
			4	3	
			5	4	
			6	5 or More	
D9b	DCD9B	Primary Use of Multiple Phone Lines	.D	Don't Know	TE_43F
			.R	Refused	
			.S	Appropriate Skip	
			1	Home Use Only	
			2	Business and Home Use	
			3	Business Use Only	
D12	DCD12	Number of People 16 and Older in HH			
D12	DCD12CAT	Num of People 16 and Older in HH (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			.S	Appropriate Skip	
			1	0	
			2	1	
			3	2	
			4	3	
			5	4	
			6	5 or More	
CAT1	TIMEZONE	Time Zone	B	Bering	\$TIMEZON

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
			C	Central	
			E	Eastern	
			H	Hawaii	
			M	Mid-Atlantic	
			P	Pacific	
CATI	HHSCREEN	Telephone Disposition Codes			
CATI	SCREENER	Screener Disposition Codes	1	Eligible Adult (18 Or Older) Identified	TE_6F
			2	Eligible Minor (16 Or 17) Identified	
CATI	CASESTAT	Final Interview Disposition Codes	1	Completed	TE_2F
			2	Partial Complete	
			3	Refused	
			4	Parental Refusal	
			5	Language Problem	
			6	Non-Eligible Phone Number	
			7	Respondent Unavailable During Study Period	
			8	No Contact Established	
			9	Residence Not Screened	
			10	Residence Not Final	
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			
GENESYS	PWHITE	Percent White			
GENESYS	PBLACK	Percent Black			
GENESYS	PHISPA	Percent Hispanic			
GENESYS	CREGION	Census Region			
GENESYS	FIPSCODE	FIPS CODE			
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			



TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
GENESYS	INC50_74	Percent Household Income 50 < 75K			
GENESYS	INCOVR75	Percent Household Income Over 75K			
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA			
GENESYS	CITY	City			
CATI	STIME	Interview Start Time			
CATI	ETIME	Interview End Time			
WEIGHT	PHN_FACT	Multiple Phone Lines Adjustment Factor			
WEIGHT	BASEWGT	Base Weight			
WEIGHT	FINALWGT	Final Weight - Sums to Population Total			
WEIGHT	NR_FACT	Non-Response Adjustment Factor			
WEIGHT	PER_FACT	Adjustment for No. of Eligible Household Members			
WEIGHT	SCALEWGT	Final Weight - Sums to Sample Total			
WEIGHT	CEN_FACT	Census Population Adjustment Factor			
WEIGHT	WD_FACT	Weighted Deflation Adjustment Factor			

TABLE A-2. DATA DICTIONARY FOR DISPOSITION DATASET

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	Completed	TE_2F
			2	Partial Complete	
			3	Refused	
			4	Parental Refusal	
			5	Language Problem	
			6	Non-Eligible Phone Number	
			7	Respondent Unavailable During Study Period	
			8	No Contact Established	
			9	Residence Not Screened	
			10	Residence Not Final	
GENESYS	CITY	City			
GENESYS	CREGION	Census Region			
CATI	ETIME	Interview End Time			
GENESYS	FIPSCODE	FIPS CODE			
CATI	HHSCREEN	Telephone Disposition Codes	1	Household	TE_3F
			2	Business	
			3	Institution or School	
			4	Cellular Phone	
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			

TABLE A-2. DATA DICTIONARY FOR DISPOSITION DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
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	Screeener Disposition Codes	1	Eligible Adult (18 or Older) Identified	TE_5F
			2	Eligible Minor (16 or 17) Identified	
SCREENING	SP1	HH has Multiple Phone Lines	.D	Don't Know	TE_13F
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
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	Refused	
			.S	Appropriate Skip	
			1		0
			2		1
			3		2
			4		3
			5		4
			6	5 or More	
SCREENING	SP2	Use of Multiple Phone Lines	.D	Don't Know	TE_38F
			.R	Refused	
			.S	Appropriate Skip	
			1	Home Use Only	
			2	Business and Home Use	
			3	Business Use Only	
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:	PUBCOMP.HI1000PU	Observations:	1269
Member Type:	DATA	Variables:	147
Engine:	V612	Indexes:	0
Created:	16:29 Tuesday, October 17, 2000	Observation Length:	1615
Last Modified:	16:29 Tuesday, October 17, 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
114	AGE00_17	Char	6	1372		Percent Age 0 - 17
115	AGE18_24	Char	6	1378		Percent Age 18 - 24
116	AGE25_34	Char	6	1384		Percent Age 25 - 34
117	AGE35_44	Char	6	1390		Percent Age 35 - 44
118	AGE45_54	Char	6	1396		Percent Age 45 - 54
119	AGE55_64	Char	6	1402		Percent Age 55 - 64
120	AGEOVR65	Char	6	1408		Percent Age Over 65
137	BASEWGT	Num	8	1527		Base Weight
1	CASEID	Char	9	0		CaseID
113	CASESTAT	Num	8	1364	TE_2F.	Final Interview Disposition Codes
141	CEN_FACT	Num	8	1559		Census population adjustment factor
134	CITY	Char	20	1491		City
124	CREGION	Num	8	1432		Census Region
80	CSB3	Num	8	1065	TE_14F.	Travel Diff Due to Disability or Health
76	CSB5	Num	8	1011	TE_29F.	How Did R Contact the Agency
78	CSB6	Num	8	1049	TEB_6F.	Rate Level of Service Received
145	CSB4A	Num	8	1591	TE_14F.	Requested prod/svc from US DOT past yr
61	CSB4B1	Num	8	849	YESNO.	Past Year Request Information from NHTSA
62	CSB4B2	Num	8	857	YESNO.	Past Year Request Information from USCG
63	CSB4B3	Num	8	865	YESNO.	Past Year Request Information from FAA
64	CSB4B4	Num	8	873	YESNO.	Past Year Request Information from MARAD
65	CSB4B5	Num	8	881	YESNO.	Past Year Request Information from FHA
66	CSB4B6	Num	8	889	YESNO.	Past Year Request Information from FRA
67	CSB4B7	Num	8	897	YESNO.	Past Year Request Information from FTA
68	CSB4B8	Num	8	905	YESNO.	Past Year Request Information from FMCSA
69	CSB4B9	Num	8	913	YESNO.	Past Year Request Information from RSPA
146	CSB4B10	Num	8	1599	YESNO.	Past Year Request Information from BTS
70	CSB4B11	Num	8	921	YESNO.	Past Year Request Information from SLSDC
71	CSB4B12	Num	8	929	YESNO.	Past Year Request Information from OST
72	CSB4B13	Num	8	937	YESNO.	Past Year Request Information from OTHER
73	CSB4BO	Char	50	945		Past Year Request Info OTHER (Specify)
75	CSB4REF	Num	8	1003	YESNO.	B4 Question - Refused/Don't Know
74	CSB4SKP	Num	8	995	YESNO.	B4 Question - Appropriate Skip
77	CSB5O	Char	30	1019		Other Contact (Specify)
28	DCD1	Num	8	309		Number of Licensed Vehicles in Household
90	DCD2	Num	8	1145	TE_14F.	R is Licensed Commercial Trans Op
91	DCD3	Num	8	1153	TE_14F.	R Owns or Operates Business from Home
92	DCD4	Num	8	1161	TE_39F.	R Age
93	DCD5	Num	8	1169	TE_40F.	R Gender
94	DCD6	Num	8	1177	TE_41F.	R Education
95	DCD7	Num	8	1185	TE_13HF.	R is of Hispanic Origin
104	DCD9	Num	8	1299	TE_14F.	Multiple Phone Lines in Household
108	DCD12	Num	8	1331		Number of People 16 and Older in HH
96	DCD81	Num	8	1193	YESNO.	R is White
97	DCD82	Num	8	1201	YESNO.	R is Black or African American
98	DCD83	Num	8	1209	YESNO.	R is American Indian or Alaska Native
99	DCD84	Num	8	1217	YESNO.	R is Asian
100	DCD85	Num	8	1225	YESNO.	R is Pacific Islander
101	DCD86	Num	8	1233	YESNO.	R is Other Race
109	DCD12CAT	Num	8	1339	TEB_1F.	Num of People 16 and Older in HH (Categ)
29	DCD1CAT	Num	8	317	TEB_1F.	Number of Lic Veh in Household (Categ)
102	DCD8OTH	Char	50	1241		Other Race (Specify)
103	DCD8REF	Num	8	1291	YESNO.	D8 Question - Refused/Don't Know
105	DCD9A	Num	8	1307		Number of Phone Lines
106	DCD9ACAT	Num	8	1315	TEB_1F.	Number of Phone Lines (Categ)

#	Variable	Type	Len	Pos	Format	Label
107	DCD9B	Num	8	1323	TE_43F.	Primary Use of Multiple Phone Lines
136	ETIME	Char	8	1519		Interview End Time
143	FINALWGT	Num	8	1575		Final Weight - Sums to Population Total
125	FIPSCODE	Char	5	1440		FIPS CODE
2	GTA1A	Num	8	9	TE_14F.	Used Local Bus, Subway, or Commuter Rail
14	GTA1AT	Num	8	105	TE_15F.	Days Used Bus, Subway, or Commuter Rail
3	GTA1B	Num	8	17	TE_14F.	Drive Alone in Private Vehicle
15	GTA1BT	Num	8	113	TE_15F.	Days Used Private Vehicle
4	GTA1C	Num	8	25	TE_14F.	Travel in Organized Carpool or Vanpool
16	GTA1CT	Num	8	121	TE_15F.	Days Travel in Carpool or Vanpool
5	GTA1D	Num	8	33	TE_14F.	Travel with Others in Private Vehicle
17	GTA1DT	Num	8	129	TE_15F.	Days Travel with Others in Private Veh
6	GTA1E	Num	8	41	TE_14F.	Used City to City Bus
18	GTA1ET	Num	8	137	TE_15F.	Days Used City to City Bus
7	GTA1F	Num	8	49	TE_14F.	Used City to City Train
19	GTA1FT	Num	8	145	TE_15F.	Days Used City to City Train
8	GTA1G	Num	8	57	TE_14F.	Used Taxi, Limo or Shuttle Service
20	GTA1GT	Num	8	153	TE_15F.	Days Used Taxi, Limo or Shuttle Service
9	GTA1H	Num	8	65	TE_14F.	Used Commercial Airplane
21	GTA1HT	Num	8	161	TE_15F.	Days Used Commercial Airplane
10	GTA1I	Num	8	73	TE_14F.	Used Private or Charter Airplane
22	GTA1IT	Num	8	169	TE_15F.	Days Used Private or Charter Airplane
11	GTA1J	Num	8	81	TE_14F.	Used Comm Boat, Ship or Ferry
23	GTA1JT	Num	8	177	TE_15F.	Days Used Comm Boat, Ship or Ferry
12	GTA1K	Num	8	89	TE_14F.	Used Recreational Boat
24	GTA1KT	Num	8	185	TE_15F.	Days Used Recreational Boat
13	GTA1L	Num	8	97	TE_14F.	Used Bicycle
26	GTA1LA	Num	8	201	TE_44F.	Primary Use of Bicycle
27	GTA1LAO	Char	100	209		Other Bicycle Use Specification
25	GTA1LT	Num	8	193	TE_15F.	Days Used Bicycle
111	HHSCREEN	Num	8	1348		Telephone Disposition Codes
126	INC00_09	Char	6	1445		Percent Household Income 0 < 10K
127	INC10_14	Char	6	1451		Percent Household Income 10 < 15K
128	INC15_24	Char	6	1457		Percent Household Income 15 < 25K
129	INC25_34	Char	6	1463		Percent Household Income 25 < 35K
130	INC35_49	Char	6	1469		Percent Household Income 35 < 50K
131	INC50_74	Char	6	1475		Percent Household Income 50 < 75K
132	INCOVR75	Char	6	1481		Percent Household Income Over 75K
147	METRO	Num	8	1607	INOUT.	Inside/Outside Metropolitan Area
133	MSA	Char	4	1487		MSA
138	NR_FACT	Num	8	1535		Nonresponse adjustment factor
79	OMM11F	Num	8	1057	TE_31F.	When is it Trespassing on RR Tracks
32	OMM24AE	Num	8	341	TE_14F.	Public Transportation Available in Area
33	OMM24BE	Num	8	349	TE_49F.	Reason R has not Used Public Trans
34	OMM24BO	Char	100	357		Other Public Trans Reason (Specify)
35	OMM25AE	Num	8	457	TE_14F.	Organized Carpools Available in Area
36	OMM25BE	Num	8	465	TE_50F.	Reason R has not Used Organized Carpool
37	OMM25BO	Char	100	473		Other Carpool Reason (Specify)
38	OMM26E	Num	8	573	TE_51F.	Primary Cause of Air Pollution
39	OMM26EO	Char	100	581		Other Cause of Air Pollution (Specify)
30	OMM29A1	Num	8	325	TE_14F.	R Aware of NHTSA Hotline
31	OMM29A2	Num	8	333	TE_14F.	R Aware of NTSA Website
81	OMM2I1	Num	8	1073	YESNO.	Difficulties - Car as Driver
82	OMM2I2	Num	8	1081	YESNO.	Difficulties - Car as Passenger
83	OMM2I3	Num	8	1089	YESNO.	Difficulties - Public Trans
84	OMM2I4	Num	8	1097	YESNO.	Difficulties - Bicycle
85	OMM2I5	Num	8	1105	YESNO.	Difficulties - Pedestrian
86	OMM2I6	Num	8	1113	YESNO.	Difficulties - Airplane
87	OMM2I7	Num	8	1121	YESNO.	Difficulties - Other
88	OMM2REF	Num	8	1129	YESNO.	Difficulties - Refused/Don't Know
89	OMM2SKP	Num	8	1137	YESNO.	Difficulties - Appropriate Skip
22	PBLACK	Char	6	1420		Percent Black
40	PER_FACT	Num	8	1551		Adjust. for No. of Eligible HH Members
23	PHISPA	Char	6	1426		Percent Hispanic
39	PHN_FACT	Num	8	1543		Multiple phone lines adjustment factor
21	PWHITE	Char	6	1414		Percent White
54	RMC11	Num	8	793	TE_52F.	Choosing Where to Live - Ease of Driving
55	RMC12	Num	8	801	TE_52F.	Choosing Where to Live - Public Trans
56	RMC13	Num	8	809	TE_52F.	Choosing Where to Live - Bikeway/Walkway

#	Variable	Type	Len	Pos	Format	Label
47	RMC10A	Num	8	737	TE_22F.	Satisf Lev - Minimizing Air Pollution
48	RMC10B	Num	8	745	TE_22F.	Satisf Lev - Minimizing Noise
49	RMC10C	Num	8	753	TE_22F.	Satisf Lev - Minmizing Water Pollution
50	RMC10D	Num	8	761	TE_22F.	Satisf Lev - Avail of Info on Emissions
51	RMC10E	Num	8	769	TE_22F.	Satisf Lev - Enforcing Veh Emission Strds
52	RMC10F	Num	8	777	TE_22F.	Satisf Lev - Reducing Traffic Congestion
53	RMC10G	Num	8	785	TE_22F.	Satisf Lev - Ensuring Say in Trans Proj
57	RMC14A	Num	8	817	TE_20F.	Trans System Benefits Community
58	RMC14B	Num	8	825	TE_20F.	Trans System Make Community Better Place
59	RMC14C	Num	8	833	TE_20F.	Trans System Cont Economic Well-Being
60	RMC14D	Num	8	841	TE_20F.	Trans System Cont Environment Well-Being
40	RMC9A	Num	8	681	TE_21F.	Concern Lev - Air Pollution
41	RMC9B	Num	8	689	TE_21F.	Concern Lev - Noise
42	RMC9C	Num	8	697	TE_21F.	Concern Lev - Water Pollution
43	RMC9D	Num	8	705	TE_21F.	Concern Lev - Avail of Info on Emissions
44	RMC9E	Num	8	713	TE_21F.	Concern Lev - Eff of Emission on Weather
45	RMC9F	Num	8	721	TE_21F.	Concern Lev - Traffic Congestion
46	RMC9G	Num	8	729	TE_21F.	Concern Lev - Having Say in Trans Proj
144	SCALEWGT	Num	8	1583		Final Weight - Sums to Sample Total
112	SCREENER	Num	8	1356	TE_6F.	Screeener Disposition Codes
135	STIME	Char	8	1511		Interview Start Time
110	TIMEZONE	Char	1	1347	\$TIMEZON.	Time Zone
142	WD_FACT	Num	8	1567		Weighted deflation adjustment factor

# **Contents of the Disposition Data Set**

Data Set Name:	PUBDISP.HD1000PU	Observations:	7525
Member Type:	DATA	Variables:	34
Engine:	V612	Indexes:	0
Created:	16:29 Tuesday, October 17, 2000	Observation Length:	238
Last Modified:	16:29 Tuesday, October 17, 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
26	CASESTAT	Num	8	166	TE_2F.	Final Interview Disposition Codes
22	CITY	Char	20	122		City
32	CREGION	Num	8	214		Census Region
31	ETIME	Char	8	206		Interview End Time
12	FIPSCODE	Char	5	69		FIPS CODE
24	HHSCREEN	Num	8	150	TE_3F.	Telephone Disposition Codes
13	INC00_09	Char	6	74		Percent Household Income 0 < 10K
14	INC10_14	Char	6	80		Percent Household Income 10 < 15K
15	INC15_24	Char	6	86		Percent Household Income 15 < 25K
16	INC25_34	Char	6	92		Percent Household Income 25 < 35K
17	INC35_49	Char	6	98		Percent Household Income 35 < 50K
18	INC50_74	Char	6	104		Percent Household Income 50 < 75K
19	INCOVR75	Char	6	110		Percent Household Income Over 75K
33	METRO	Num	8	222	INOUT.	Inside/Outside Metropolitan Area
20	MSA	Char	4	116		MSA
23	NROFCALL	Num	8	142		Number of Calls
10	PBLACK	Char	6	57		Percent Black
11	PHISPA	Char	6	63		Percent Hispanic
9	PWHITE	Char	6	51		Percent White
25	SCREENER	Num	8	158	TE_6F.	Screeener Disposition Codes
27	SP1	Num	8	174		Are there other phone lines
29	SP2	Num	8	190		What use are other phone lines
28	SP1A	Num	8	182		How many other phone lines
34	SP1ACAT	Num	8	230		
21	STATE	Char	2	120		State
30	STIME	Char	8	198		Interview Start Time



**APPENDIX C:**  
**FREQUENCY TABLES**

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

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	30,764,571	15 (2.54)
No	177,093,747	85 (2.54)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
a. Local public bus, subway, or commuter rail		
1-2	8,227,424	27 (3.48)
3-5	5,557,008	18 (2.44)
6-10	2,753,680	9 (0.87)
More than 10 Days	14,102,523	46 (5.53)
Subtotal Valid Responses	30,640,634	100
Don't Know	123,937	
Appropriate Skip	177,093,747	
Total	207,858,318	
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	182,212,049	88 (1.47)
No	25,646,269	12 (1.47)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

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	4,141,971	2 (0.54)
3-5	11,305,428	6 (0.71)
6-10	13,180,059	7 (1.30)
More than 10 Days	153,584,592	84 (1.93)
Subtotal Valid Responses	182,212,049	100
Appropriate Skip	25,646,269	
Total	207,858,318	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
c. Traveling in an organized carpool or vanpool		
Yes	19,894,038	10 (0.95)
No	187,964,280	90 (0.95)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
c. Traveling in an organized carpool or vanpool		
1-2	3,455,576	17 (2.70)
3-5	4,265,152	21 (4.83)
6-10	1,353,293	7 (1.98)
More than 10 Days	10,820,018	54 (3.76)
Subtotal Valid Responses	19,894,038	100
Appropriate Skip	187,964,280	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

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. Traveling with others in a private vehicle		
Yes	137,390,058	66 (1.35)
No	70,468,260	34 (1.35)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
d. Traveling with others in a private vehicle		
1-2	18,989,186	14 (1.82)
3-5	35,298,543	26 (0.73)
6-10	20,383,117	15 (1.69)
More than 10 Days	62,342,387	46 (2.92)
Subtotal Valid Responses	137,013,232	100
Don't Know	376,826	
Appropriate Skip	70,468,260	
Total	207,858,318	
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 bus, such as Greyhound or Charter		
Yes	5,349,175	3 (0.64)
No	202,509,143	97 (0.64)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
1-2	3,822,968	71 (4.57)
3-5	1,443,072	27 (5.51)
More than 10 Days	83,134	2 (1.03)
Subtotal Valid Responses	5,349,175	100
Appropriate Skip	202,509,143	
Total	207,858,318	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
f. City to city train, such as AMTRAK		
Yes	6,086,117	3 (1.48)
No	201,772,201	97 (1.48)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
f. City to city train, such as AMTRAK		
1-2	3,080,290	52 (9.58)
3-5	2,242,094	38 (8.46)
6-10	206,074	3 (2.27)
More than 10 Days	445,407	7 (1.75)
Subtotal Valid Responses	5,973,864	100
Don't Know	112,253	
Appropriate Skip	201,772,201	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

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. Taxi, limousine, or shuttle service		
Yes	24,583,509	12 (2.55)
No	183,274,809	88 (2.55)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
g. Taxi, limousine, or shuttle service		
1-2	12,408,082	50 (10.30)
3-5	6,907,667	28 (6.12)
6-10	1,205,527	5 (1.66)
More than 10 Days	4,062,232	17 (3.75)
Subtotal Valid Responses	24,583,509	100
Appropriate Skip	183,274,809	
Total	207,858,318	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
h. Commercial airplane		
Yes	27,328,325	13 (1.66)
No	180,529,993	87 (1.66)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
h. Commercial airplane		
1-2	21,062,350	77 (4.23)
3-5	4,271,839	16 (4.75)
6-10	669,043	2 (0.72)
More than 10 Days	1,325,094	5 (1.78)
Subtotal Valid Responses	27,328,325	100
Appropriate Skip	180,529,993	
Total	207,858,318	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
I. Private or charter airplane		
Yes	2,710,458	1 (0.19)
No	205,147,860	99 (0.19)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
I. Private or charter airplane		
1-2	2,205,799	81 (13.20)
3-5	178,033	7 (6.25)
6-10	56,108	2 (1.97)
More than 10 Days	270,518	10 (7.57)
Subtotal Valid Responses	2,710,458	100
Appropriate Skip	205,147,860	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

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. Commercial boat, ship, or ferry		
Yes	6,116,063	3 (0.54)
No	201,742,255	97 (0.54)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
j. Commercial boat, ship, or ferry		
1-2	3,742,420	61 (7.19)
3-5	1,309,172	21 (7.92)
6-10	877,892	14 (3.70)
More than 10 Days	186,580	3 (2.65)
Subtotal Valid Responses	6,116,063	100
Appropriate Skip	201,742,255	
Total	207,858,318	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
k. Recreational boat		
Yes	17,537,063	8 (1.01)
No	190,321,255	92 (1.01)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	



**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
k. Recreational boat		
1-2	7,227,973	41 (5.78)
3-5	6,225,967	36 (3.47)
6-10	1,883,192	11 (2.90)
More than 10 Days	2,199,931	13 (4.08)
Subtotal Valid Responses	17,537,063	100
Appropriate Skip	190,321,255	
Total	207,858,318	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
l. Bicycle		
Yes	41,342,359	20 (1.30)
No	166,515,959	80 (1.30)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
A1a. On how many days did you use this type of transportation?		
l. Bicycle		
1-2	15,656,267	38 (4.62)
3-5	10,915,474	26 (4.53)
6-10	5,557,907	13 (2.14)
More than 10 Days	9,212,711	22 (3.49)
Subtotal Valid Responses	41,342,359	100
Appropriate Skip	166,515,959	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
A1La. Did you use your bicycle primarily for . . .		
Commuting to Work	2,931,402	7 (1.74)
Recreation	22,409,336	54 (2.93)
Exercise	14,549,838	35 (2.28)
Some Other Purpose	1,451,782	4 (1.60)
Subtotal Valid Responses	41,342,359	100
Appropriate Skip	166,515,959	
Total	207,858,318	
D1. How many licensed vehicles are owned, leased, or available for regular use by members of your household?		
0	8,388,023	4 (0.96)
1	49,022,760	24 (1.51)
2	83,694,783	40 (1.39)
3	36,544,657	18 (1.29)
4	21,098,138	10 (1.60)
5 or More	9,109,957	4 (0.53)
Subtotal Valid Responses	207,858,318	100
Average (Arithmetic Mean)		2.2 (0.08) <sup>a</sup>
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
M29. Were you aware that the National Highway Safety Administration has . . .		
1. A toll-free Auto Safety Hotline (1-888-327-4236)		
Yes	32,454,614	16 (0.35)
No	165,806,789	84 (0.35)
Subtotal Valid Responses	198,261,402	100
Don't Know	398,814	
Appropriate Skip	9,198,102	
Total	207,858,318	
M29. Were you aware that the National Highway Safety Administration has . . .		
2. A website (www.nhtsa.dot.gov) for receiving reports from consumers of vehicle safety problems and safety defects		
Yes	39,638,684	20 (1.73)
No	158,684,773	80 (1.73)
Subtotal Valid Responses	198,323,457	100
Don't Know	336,760	
Appropriate Skip	9,198,102	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
M24a. Is public transportation available in your area?		
Yes	114,659,323	66 (5.65)
No	60,383,415	34 (5.65)
Subtotal Valid Responses	175,042,738	100
Don't Know	2,051,008	
Appropriate Skip	30,764,571	
Total	207,858,318	
M24b. Please tell me the main reason you had for not using public transportation in the past 30 days.		
It Doesn't Go Where Respondent Needs to Travel	6,979,096	6 (0.53)
It is More Convenient to Drive	80,872,485	71 (2.86)
It is Too Far to a Bus Stop or Subway Station	4,103,495	4 (1.14)
A Typical Trip is Too Complicated/Requires Too Many Transfers	2,800,299	2 (0.76)
Doesn't Like Riding with Strangers	958,483	1 (0.24)
It Takes Too Long	2,443,595	2 (0.98)
It is Hard To Get Information on Schedules or Stops	593,361	1 (0.19)
It Costs Too Much	533,348	0 (0.33)
It is Unreliable	1,850,621	2 (0.35)
Other	13,198,281	12 (2.00)
Subtotal Valid Responses	114,333,064	100
Don't Know	326,259	
Appropriate Skip	93,198,995	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
M25a. Are organized car or vanpools available in your area?		
Yes	63,393,073	38 (3.38)
No	104,501,647	62 (3.38)
Subtotal Valid Responses	167,894,720	100
Don't Know	20,069,560	
Appropriate Skip	19,894,038	
Total	207,858,318	
M25b. Please tell me the main reason you had for not using an organized carpool or vanpool in the past 30 days.		
It Is More Convenient To Drive Self	33,622,397	53 (1.89)
Need The Flexibility To Make Stops	1,888,641	3 (0.61)
Prefers Riding Alone	1,860,025	3 (0.33)
It Takes Too Long	1,124,372	2 (0.58)
It is Hard To Find Car Or Vanpools that Fit Schedule	5,976,787	9 (2.32)
It is Unreliable	66,103	0 (0.09)
Not Applicable To Respondent's Situation/Doesn't Commute	6,613,649	10 (1.05)
Flexibility in When Respondent Can Come and Go	3,078,286	5 (1.26)
Other	9,162,813	14 (1.58)
Subtotal Valid Responses	63,393,073	100
Appropriate Skip	144,465,245	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
M26. What do you think is the primary cause of air pollution in your community?		
Power Plants	8,147,485	4 (1.35)
Semis/Large Trucks	19,238,858	10 (0.51)
Dust	4,012,532	2 (0.42)
Cars/Suvs/Pickups/Vans	98,950,079	50 (4.93)
Pollen	3,456,595	2 (0.16)
Factories	31,355,184	16 (2.42)
Something Else	13,953,769	7 (1.30)
Don't Have Air Pollution Where I Live	19,766,950	10 (3.20)
Subtotal Valid Responses	198,881,452	100
Don't Know	8,731,256	
Refused	245,610	
Total	207,858,318	
C9. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
a. The level of air pollution from transportation sources in your community		
Not Concerned	48,119,640	23 (3.14)
Neutral	46,729,326	23 (2.15)
Concerned	112,334,407	54 (4.69)
Subtotal Valid Responses	207,183,374	100
Don't Know	674,944	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
C9. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
b. The level of noise from transportation sources in your community		
Not Concerned	92,769,985	45 (3.23)
Neutral	42,974,697	21 (1.88)
Concerned	71,630,464	35 (2.57)
Subtotal Valid Responses	207,375,146	100
Don't Know	483,172	
Total	207,858,318	
C9. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
c. The level of water pollution from transportation sources in your community		
Not Concerned	72,343,073	35 (3.64)
Neutral	41,280,409	20 (1.18)
Concerned	92,302,296	45 (4.12)
Subtotal Valid Responses	205,925,778	100
Don't Know	1,759,695	
Refused	172,845	
Total	207,858,318	
C9. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
d. The availability of information on how vehicle emissions affect air quality		
Not Concerned	55,715,712	27 (1.58)
Neutral	52,033,297	25 (1.15)
Concerned	98,080,109	48 (2.54)
Subtotal Valid Responses	205,829,118	100
Don't Know	2,029,200	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
C9. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
e. The effect vehicle emissions might have on global weather patterns		
Not Concerned	44,393,651	22 (1.95)
Neutral	40,428,846	20 (1.16)
Concerned	121,154,026	59 (1.49)
Subtotal Valid Responses	205,976,523	100
Don't Know	1,806,588	
Refused	75,207	
Total	207,858,318	
C9. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
f. The level of traffic congestion on the roads in your community		
Not Concerned	47,156,968	23 (4.70)
Neutral	25,167,858	12 (1.79)
Concerned	135,419,461	65 (5.87)
Subtotal Valid Responses	207,744,286	100
Don't Know	114,032	
Total	207,858,318	
C9. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
g. Having a say about transportation projects in your community		
Not Concerned	41,071,022	20 (3.09)
Neutral	48,804,489	24 (1.73)
Concerned	117,134,048	57 (3.54)
Subtotal Valid Responses	207,009,559	100
Don't Know	729,825	
Refused	118,934	
Total	207,858,318	



**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
C10. I just asked how concerned you are with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
a. Minimizing air pollution from transportation sources		
Dissatisfied	70,222,064	34 (1.42)
Neutral	80,570,493	39 (1.28)
Satisfied	54,132,514	26 (1.07)
Subtotal Valid Responses	204,925,070	100
Don't Know	2,933,248	
Total	207,858,318	
C10. I just asked how concerned you are with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
b. Minimizing noise from transportation sources		
Dissatisfied	53,809,214	26 (2.45)
Neutral	89,593,568	44 (2.79)
Satisfied	61,519,232	30 (0.80)
Subtotal Valid Responses	204,922,014	100
Don't Know	2,852,466	
Refused	83,837	
Total	207,858,318	
C10. I just asked how concerned you are with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
c. Minimizing water pollution from transportation sources		
Dissatisfied	69,848,399	34 (1.33)
Neutral	81,056,296	40 (1.10)
Satisfied	52,516,541	26 (1.70)
Subtotal Valid Responses	203,421,236	100
Don't Know	4,232,951	
Refused	204,131	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
C10. I just asked how concerned you are with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
d. Making information available on how vehicle emissions affect air quality		
Dissatisfied	64,738,174	32 (1.27)
Neutral	73,299,926	36 (1.51)
Satisfied	66,103,424	32 (0.90)
Subtotal Valid Responses	204,141,523	100
Don't Know	3,716,795	
Total	207,858,318	
C10. I just asked how concerned you are with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
e. Enforcing standards for vehicle emissions		
Dissatisfied	61,197,443	30 (1.29)
Neutral	61,739,902	30 (1.42)
Satisfied	81,132,489	40 (1.75)
Subtotal Valid Responses	204,069,834	100
Don't Know	3,594,929	
Refused	193,556	
Total	207,858,318	
C10. I just asked how concerned you are with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
f. Reducing traffic congestion on the roads in your community		
Dissatisfied	99,528,548	48 (3.90)
Neutral	50,524,760	25 (1.98)
Satisfied	55,488,658	27 (2.25)
Subtotal Valid Responses	205,541,967	100
Don't Know	2,316,351	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
C10. I just asked how concerned you are with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
g. Ensuring that you can have a say about transportation projects in your community		
Dissatisfied	76,591,524	38 (1.55)
Neutral	70,052,300	34 (1.17)
Satisfied	56,987,724	28 (1.57)
Subtotal Valid Responses	203,631,548	100
Don't Know	3,890,010	
Refused	336,760	
Total	207,858,318	
C11. In choosing where to live, how important to you was the ease of driving in getting to work, shopping, and recreation? Would you say not at all important, somewhat important, or very important?		
Not at All Important	26,122,749	13 (1.76)
Somewhat Important	57,752,306	28 (1.91)
Very Important	122,506,229	59 (2.42)
Subtotal Valid Responses	206,381,284	100
Don't Know	1,477,034	
Total	207,858,318	
C12. In choosing where to live, how important to you was the availability of good public transportation in getting to work, shopping, and recreation? Would you say not at all important, somewhat important, or very important?		
Not at All Important	99,470,623	48 (2.96)
Somewhat Important	39,741,133	19 (2.40)
Very Important	67,215,425	33 (1.94)
Subtotal Valid Responses	206,427,181	100
Don't Know	1,350,472	
Refused	80,665	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
C13. In choosing where to live, how important to you was the availability of bikeways, walking paths, and sidewalks in getting to work, shopping, and recreation? Would you say not at all important, somewhat important, or very important?		
Not at All Important	72,516,166	35 (2.45)
Somewhat Important	55,519,602	27 (2.57)
Very Important	79,110,278	38 (1.67)
Subtotal Valid Responses	207,146,047	100
Don't Know	655,977	
Refused	56,294	
Total	207,858,318	
C14. Please tell me whether you disagree, agree, or feel neutral about the following statements: The transportation system, including roads, public transportation, bikeways, and sidewalks . . .		
a. Benefits my community		
Disagree	21,533,816	10 (1.81)
Neutral	38,565,304	19 (1.83)
Agree	146,234,242	71 (2.95)
Subtotal Valid Responses	206,333,362	100
Don't Know	1,524,956	
Total	207,858,318	
C14. Please tell me whether you disagree, agree, or feel neutral about the following statements: The transportation system, including roads, public transportation, bikeways, and sidewalks . . .		
b. Helps make my community a better place to live		
Disagree	18,349,723	9 (1.05)
Neutral	34,133,407	17 (1.12)
Agree	154,128,630	75 (1.11)
Subtotal Valid Responses	206,611,760	100
Don't Know	1,246,558	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
C14. Please tell me whether you disagree, agree, or feel neutral about the following statements: The transportation system, including roads, public transportation, bikeways, and sidewalks . . .		
c. Contributes to the economic well-being of my community		
Disagree	23,258,482	11 (0.45)
Neutral	36,870,948	18 (1.25)
Agree	146,569,861	71 (1.65)
Subtotal Valid Responses	206,699,290	100
Don't Know	1,159,028	
Total	207,858,318	
C14. Please tell me whether you disagree, agree, or feel neutral about the following statements: The transportation system, including roads, public transportation, bikeways, and sidewalks . . .		
d. Contributes to the environmental well-being of my community		
Disagree	32,213,518	16 (0.69)
Neutral	51,443,594	25 (1.37)
Agree	122,626,949	59 (1.65)
Subtotal Valid Responses	206,284,062	100
Don't Know	1,574,256	
Total	207,858,318	
B4a. In the past year, have you requested a product or service from an agency of the U.S. Department of Transportation?		
Yes	10,809,341	5 (0.80)
No	196,941,770	95 (0.80)
Subtotal Valid Responses	207,751,111	100
Refused	107,207	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
B4b. Which of the following agencies did you contact?		
1. the National Highway Traffic Safety Administration		
Yes	2,310,219	1 (0.42)
No	205,548,099	99 (0.42)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
2. U.S. Coast Guard		
Yes	481,941	0 (0.09)
No	207,376,377	100 (0.09)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
3. Federal Aviation Administration		
Yes	579,855	0 (0.09)
No	207,278,463	100 (0.09)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
4. Maritime Administration		
Yes	222,417	0 (0.04)
No	207,635,901	100 (0.04)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
B4b. Which of the following agencies did you contact?		
5. Federal Highway Administration		
Yes	2,433,298	1 (0.30)
No	205,425,020	99 (0.30)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
6. Federal Railroad Administration		
Yes	276,500	0 (0.05)
No	207,581,818	100 (0.05)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
7. Federal Transit Administration		
Yes	1,057,167	1 (0.13)
No	206,801,151	99 (0.13)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
8. Federal Motor Carrier Safety Administration		
Yes	1,218,020	1 (0.23)
No	206,640,298	99 (0.23)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
B4b. Which of the following agencies did you contact?		
9. Research and Special Programs Administration		
Yes	83,443	0 (0.04)
No	207,774,875	100 (0.04)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
10. Bureau of Transportation Statistics		
Yes	656,728	0 (0.08)
No	207,201,590	100 (0.08)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
11. St. Lawrence Seaway Development Corporation		
Yes	83,443	0 (0.04)
No	207,774,875	100 (0.04)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
12. Office of the Secretary of Transportation		
Yes	664,732	0 (0.09)
No	207,193,586	100 (0.09)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	



**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
B4b. Which of the following agencies did you contact?		
13. Some other way-SPECIFY		
Yes	3,942,666	2 (0.16)
No	203,915,652	98 (0.16)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
Appropriate Skip		
Yes	196,941,770	95 (0.81)
No	10,916,548	5 (0.81)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
B4b. Which of the following agencies did you contact?		
Refused/Don't Know		
No	207,858,318	100 (0.00)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
B5. How did you first contact the Department of Transportation?		
Telephone	5,072,259	68 (2.91)
Internet/World Wide Web	1,163,153	16 (5.28)
(Regular) Mail	580,841	8 (3.03)
In Person	474,234	6 (2.85)
Other	142,363	2 (1.62)
Subtotal Valid Responses	7,432,850	100
Don't Know	260,550	
Appropriate Skip	200,164,918	
Total	207,858,318	
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.		
Very Dissatisfied	2,005,697	26 (7.13)
Dissatisfied	669,472	9 (2.13)
Neither Satisfied nor Dissatisfied	1,845,323	24 (12.30)
Satisfied	1,200,238	16 (3.35)
Very Satisfied	1,972,669	26 (5.08)
Subtotal Valid Responses	7,693,400	100
Appropriate Skip	200,164,918	
Total	207,858,318	
M11. When is it considered trespassing if you are on railroad tracks other than at a posted crossing?		
Never	23,712,460	12 (1.06)
Always	106,987,663	55 (1.73)
Only when "No Trespassing" Signs are Posted	62,502,264	32 (1.01)
Subtotal Valid Responses	193,202,387	100
Don't Know	14,228,031	
Refused	427,900	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home?		
Yes	16,365,955	8 (0.41)
No	191,079,049	92 (0.41)
Subtotal Valid Responses	207,445,004	100
Don't Know	88,258	
Refused	325,056	
Total	207,858,318	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
a. By car as a driver		
Yes	8,443,875	4 (0.38)
No	199,414,443	96 (0.38)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
b. By car as a passenger		
Yes	3,748,057	2 (0.70)
No	204,110,261	98 (0.70)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
c. By public transportation		
Yes	6,914,215	3 (0.60)
No	200,944,103	97 (0.60)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
d. By bicycle		
Yes	7,908,776	4 (0.45)
No	199,949,542	96 (0.45)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
e. As a pedestrian		
Yes	7,669,967	4 (0.59)
No	200,188,351	96 (0.59)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
f. By airplane		
Yes	4,314,137	2 (0.29)
No	203,544,181	98 (0.29)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
g. By other		
Yes	3,290,138	2 (0.40)
No	204,568,180	98 (0.40)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
Refused/Don't Know		
No	207,858,318	100 (0.00)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
Appropriate Skip		
Yes	191,079,049	92 (0.42)
No	16,779,269	8 (0.42)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
D2. Are you a licensed commercial transportation operator?		
Yes	26,231,301	13 (0.86)
No	181,133,131	87 (0.86)
Subtotal Valid Responses	207,364,432	100
Refused	493,886	
Total	207,858,318	
D3. Do you own or operate a business from your home?		
Yes	16,178,271	8 (1.17)
No	191,202,125	92 (1.17)
Subtotal Valid Responses	207,380,396	100
Refused	477,922	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
D4. Please stop me when I reach the category that best describes your age.		
Less than 18	5,232,455	3 (0.91)
18 - 24	28,115,265	14 (0.44)
25 - 34	36,219,539	17 (1.03)
35 - 44	44,115,260	21 (0.99)
45 - 54	36,846,620	18 (1.44)
55 - 64	24,075,956	12 (1.37)
65 or Older	32,964,526	16 (1.28)
Subtotal Valid Responses	207,569,621	100
Refused	288,697	
Total	207,858,318	
D5. Are you male or female?		
Male	99,112,678	48 (0.84)
Female	108,745,640	52 (0.84)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
D6. What is the last grade of school you completed?		
Less than High School	29,289,213	14 (1.14)
High School Graduate/GED	80,746,272	39 (2.77)
Some College	38,692,727	19 (1.14)
Community College Graduate (AA: Associate of Arts Degree)	10,042,012	5 (0.60)
College Graduate (BA Or BS: Bachelor of Arts or Sciences Degree)	30,320,495	15 (1.54)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	13,948,560	7 (0.77)
Technical School/Professional Business School	4,063,215	2 (0.30)
Subtotal Valid Responses	207,102,495	100
Don't Know	265,373	
Refused	490,450	
Total	207,858,318	
D7. Are you of Hispanic origin?		
Yes	11,514,715	6 (1.39)
No, not Spanish/Hispanic/Latino	194,584,617	94 (1.39)
Subtotal Valid Responses	206,099,332	100
Don't Know	83,882	
Refused	1,675,103	
Total	207,858,318	
D8. What is your race?		
1. White		
Yes	164,282,612	79 (2.95)
No	43,575,706	21 (2.95)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
D8. What is your race?		
2. Black or African-American		
Yes	21,927,256	11 (1.99)
No	185,931,062	89 (1.99)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
D8. What is your race?		
3. American Indian or Alaska Native		
Yes	3,689,828	2 (0.65)
No	204,168,490	98 (0.65)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
D8. What is your race?		
4. Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)		
Yes	4,018,921	2 (0.66)
No	203,839,397	98 (0.66)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
D8. What is your race?		
5. Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)		
Yes	728,335	0 (0.27)
No	207,129,983	100 (0.27)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	



**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
D8. What is your race?		
6. Other Race		
Yes	10,089,848	5 (1.11)
No	197,768,470	95 (1.11)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
D8. What is your race?		
Refused/Don't Know		
No	207,858,318	100 (0.00)
Subtotal Valid Responses	207,858,318	100
Total	207,858,318	
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	15,844,492	8 (1.14)
No	190,948,990	92 (1.14)
Subtotal Valid Responses	206,793,482	100
Don't Know	83,882	
Refused	980,954	
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
D9a. How many other telephone lines are there?		
1	12,006,038	76 (4.04)
2	3,130,442	20 (1.98)
3	251,841	2 (1.10)
4	342,771	2 (1.32)
5 or More	113,399	1 (0.45)
Subtotal Valid Responses	15,844,492	100
Average (Arithmetic Mean)		1.3 (0.08) <sup>a</sup>
Appropriate Skip	192,013,826	
Total	207,858,318	
D9b. What is the primary use of this (these) phone lines?		
Home Use Only	12,141,475	78 (2.00)
Business and Home Use	2,148,165	14 (2.08)
Business Use Only	1,334,685	9 (2.43)
Subtotal Valid Responses	15,624,325	100
Refused	220,166	
Appropriate Skip	192,013,826	
Total	207,858,318	
D12. How many people 16 years or older live in your household?		
1	37,577,674	18 (0.48)
2	101,445,644	49 (2.98)
3	37,796,701	18 (1.87)
4	16,496,440	8 (1.28)
5 or More	14,541,860	7 (0.66)
Subtotal Valid Responses	207,858,318	100
Average (Arithmetic Mean)		2.4 (0.05) <sup>a</sup>
Total	207,858,318	

**Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors**

Questionnaire Item	Count	Percentage (Standard Error)
D8RACE.		
NonHispanic White	163,749,317	85 (2.35)
NonHispanic Black	21,803,277	11 (2.19)
NonHispanic Indian	3,418,796	2 (0.67)
NonHispanic Asian	3,983,441	2 (0.72)
NonHispanic Pacific Island	625,530	0 (0.25)
Subtotal Valid Responses	193,580,361	100
Total	193,580,361	

- 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**

# **October Omnibus Household Survey Questionnaire**

**September 10, 2019**

NOTES: All questions are numbered with a letter and number indicating their section origins (see key below). 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 Customer Satisfaction Questions ... *Rotate three times per year by goal area*

	Month 1 .....	Safety
	Month 2 .....	Mobility/Economic Growth and Trade
<b><i>This Month</i></b> →	<b>Month 3 .....</b>	<b>Human and Natural Environment</b>
	Month 4 .....	National Security

Section D: Demographic Core Questions .....*Asked every month*

**SECTION M: MODAL QUESTIONS ..... CHANGE EVERY MONTH**

Formatting Conventions:

- **Text in 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 – GTA1L)

	<u>Yes</u>	<u>No</u>
a. Public Transportation, for example 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 in an organized carpool or vanpool .....	1	2
d. Traveling with others in a private vehicle .....	1	2
e. City to city bus, such as Greyhound or Charter .....	1	2
f. City to city train, such as AMTRAK .....	1	2
g. Taxi, limousine, or shuttle service.....	1	2
h. Commercial airplane.....	1	2
i. Private or charter airplane .....	1	2
j. Commercial boat, ship, or ferry .....	1	2
k. Recreational boat .....	1	2
l. 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 – GTA1LT)

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

*If ALL=yes, then ask the following after A1a:*

A1La. **Did you use your bicycle primarily for ..... (GTA1LA)**

- 1) **commuting to work**
- 2) **recreation**
- 3) **exercise**
- 4) **some other purpose – SPECIFY \_\_\_\_\_ (GTA1LAO)**

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

ENTER NUMBER OF LICENSED VEHICLES \_\_\_\_\_

*Ask M29 only if D1 is greater than or equal to 1.*

M29. **Were you aware that the National Highway Traffic Safety Administration has...**

	<u>Yes</u>	<u>No</u>
1) <b>A toll-free Auto Safety Hotline (1-888-327-4236) .....1</b> <b>(OMM29A1)</b>		2
2) <b>A website (www.nhtsa.dot.gov) for receiving reports from</b> <b>consumers of vehicle safety problems and safety defects? ... 1</b> <b>(OMM29A2)</b>		2

*If A1a =2, then ask M24a. Else skip to M25a CATI Instruction.*

M24a. **Is public transportation available in your area? (OMM24AE)**

- 1) **Yes**
- 2) **No – skip to M25a CATI Instruction**

M24b. Please tell me the main reason you had for not using public transportation in the past 30 days. (Code the reason given by the respondent. If the response is "I don't like it" probe for a specific reason.) (OMM24BE)

- 1) IT IS MORE CONVENIENT TO DRIVE
- 2) IT IS TOO FAR TO A BUS STOP OR SUBWAY STATION
- 3) A TYPICAL TRIP IS TOO COMPLICATED/REQUIRES TOO MANY TRANSFERS
- 4) DOESN'T LIKE RIDING WITH STRANGERS
- 5) IT'S UNSAFE
- 6) IT'S DIRTY/NOT CLEAN
- 7) IT TAKES TOO LONG
- 8) IT IS HARD TO GET INFORMATION ON SCHEDULES OR STOPS
- 9) IT COSTS TOO MUCH
- 10) IT IS UNRELIABLE
- 11) IT DOESN'T GO WHERE RESPONDENT NEEDS TO TRAVEL
- 12) OTHER/SPECIFY \_\_\_\_\_ (OMM24BO)

*If A1c = 2, then ask M25a. Else skip to M26.*

M25a. Are organized car or vanpools available in your area? (OMM25AE)

- 1) Yes
- 2) No – skip to M26



M25b. Please tell me the main reason you had for not using an organized carpool or vanpool in the past 30 days. (Code the reason given by the respondent.) (OMM25BE)

- 1) IT IS MORE CONVENIENT TO DRIVE SELF
- 2) NEED THE FLEXIBILITY TO MAKE STOPS
- 3) PREFERS RIDING ALONE
- 4) IT TAKES TOO LONG
- 5) IT IS HARD TO FIND CAR OR VANPOOLS THAT FIT SCHEDULE
- 6) IT COSTS TOO MUCH
- 7) IT IS UNRELIABLE
- 8) NOT APPLICABLE TO RESPONDENT'S SITUATION/DOESN'T COMMUTE
- 9) FLEXIBILITY IN WHEN RESPONDENT CAN COME AND GO
- 10) OTHER/SPECIFY \_\_\_\_\_ (OMM25BO)

M26. What do you think is the primary cause of air pollution in your community? (Code the reason given by the respondent.) (OMM26E)

- 1) POWER PLANTS
- 2) SEMIS/LARGE TRUCKS
- 3) DUST
- 4) CARS/SUVS/PICKUPS/VANS
- 5) POLLEN
- 6) FACTORIES
- 7) SOMETHING ELSE? SPECIFY \_\_\_\_\_ (OMM26EO)
- 8) DON'T HAVE AIR POLLUTION WHERE I LIVE

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

C9. Tell me whether you are not concerned, concerned or feel neutral about the following issues. (RMC9A – RMC9G)

		Not <u>Concerned</u>	<u>Concerned</u>
a. The level of air pollution from transportation sources in your community .....	1	3	5
b. The level of noise from transportation sources in your community .....	1	3	5
c. The level of water pollution from transportation sources in your community .....	1	3	5
d. The availability of information on how vehicle emissions affect air quality .....	1	3	5
e. The effect vehicle emissions might have on global weather patterns.....	1	3	5
f. The level of traffic congestion on the roads in your community .....	1	3	5
g. Having a say about transportation projects in your community .....	1	3	5

C10. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues. (RMC10A – RMC10G)

		<u>Dissatisfied</u>	<u>Satisfied</u>
a. Minimizing air pollution from transportation sources .....	1	3	5
b. Minimizing noise from transportation sources.....	1	3	5
c. Minimizing water pollution from transportation sources .....	1	3	5
d. Making information available on how vehicle emissions affect air quality .....	1	3	5
e. Enforcing standards for vehicle emissions.....	1	3	5
f. Reducing traffic congestion on the roads in your community .....	1	3	5
g. Ensuring that you can have a say about transportation projects in your community.....	1	3	5

**Now I'd like to ask you a few questions about your experience with transportation in your community. Your community includes the neighborhood or town where you live.**

**C11. In choosing where to live, how important to you was the ease of driving in getting to work, shopping, and recreation? Would you say not at all important, somewhat important, or very important? (RMC11)**

- 1) Not at all important
- 3) Somewhat important
- 5) Very Important

**C12. In choosing where to live, how important to you was the availability of good public transportation in getting to work, shopping, and recreation? (REPEAT IF NECESSARY... Would you say not at all important, somewhat important, or very important?) (RMC12)**

- 1) Not at all important
- 3) Somewhat important
- 5) Very Important

**C13. In choosing where to live, how important to you was the availability of bikeways, walking paths and sidewalks in getting to work, shopping, and recreation? (REPEAT IF NECESSARY... Would you say not at all important, somewhat important, or very important?) (RMC13)**

- 1) Not at all important
- 3) Somewhat important
- 5) Very Important

C14. Please tell me whether you disagree, agree, or feel neutral about the following statements:

The transportation system, including roads, public transportation, bikeways, and sidewalks..... (RMC14A - RMC14D)

	<u>Disagree</u>	<u>Neutral</u>	<u>Agree</u>
a. benefits my community.....	1	3	5
b. helps make my community a better place to live .....	1	3	5
c. contributes to the economic well-being of my community .....	1	3	5
d. contributes to the environmental well-being of my community .....	1	3	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 M11*

B4b. Which of the following agencies did you contact? (CSB4B1 – CSB4B13)  
READ ALL CHOICES AND CODE ALL THAT APPLY

- 1) the National Highway Traffic Safety Administration,
- 2) U.S. Coast Guard,
- 3) Federal Aviation Administration,
- 4) Maritime Administration,
- 5) Federal Highway Administration,
- 6) Federal Railroad Administration,
- 7) Federal Transit Administration,
- 8) Federal Motor Carrier Safety Administration,
- 9) Research and Special Programs Administration,
- 10) Bureau of Transportation Statistics,
- 11) St. Lawrence Seaway Development Corporation,
- 12) Office of the Secretary of Transportation, or
- 13) some other agency - SPECIFY \_\_\_\_\_ (CSB4BO) - *skip to M11*  
(CSB4SKP, CSB4REF)

B5. **How did you first contact the Department of Transportation?** *(Code the reason given by the respondent.) (CSB5)*

- 1) TELEPHONE
- 2) INTERNET/WORLD WIDE WEB
- 3) (REGULAR) MAIL
- 4) IN PERSON
- 5) OTHER – SPECIFY \_\_\_\_\_ (CSB5O)

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

**This next question asks about railroad crossings.**

M11. **When is it considered trespassing if you are on railroad tracks other than at a posted crossing? (OMM11F)**

- 1) Never,
- 2) Always, or
- 3) Only when “No Trespassing” signs are posted

**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)**

- 1) Yes
- 2) 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. (OMM2I1 – OMM2I7)**

CODE ALL THAT APPLY

- 1) **by car as a driver**
- 2) **by car as a passenger**
- 3) **by public transportation**
- 4) **by bicycle**
- 5) **as a pedestrian**
- 6) **by airplane**
- 7) **other than listed**  
(OMM2SKP, OMM2REF)

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 (DCD81 - DCD86)**

- 1) White
- 2) Black or African-American
- 3) American Indian or Alaska native
- 4) Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)
- 5) Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)
- 6) Other/specify \_\_\_\_\_ (DCD8OTH)  
(DCD8REF)

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 D12*

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) Household use only
- 2) Business and home use
- 3) Business use only

D12. **How many people 16 years or older live in your household? (DCD12)**

\_\_\_\_\_ number of people

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

Zip code \_\_\_\_\_ (DCD10)

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**Thank you for taking the time to complete this survey.**

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