

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

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

December Household Survey

to the

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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 December Household Survey, the fifth 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 December study collected data between December 6, 2000, and December 12, 2000. Data were collected from households in the U.S. using a random-digit-dialed telephone survey. The final completed sample size is 1,171 cases, and the total number of variables in the internal-use dataset is 170. The data were collected by Battelle, under contract with the BTS.

This codebook provides technical documentation for the December 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 dictionaries that provides the names of survey variables, their respective values, and their codes;
- An alphabetical index of data elements in each 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:

1. **Appendix A: Data Dictionaries.** A separate data dictionary is provided for the Interview dataset (questionnaire, weighting, and other survey-related variables) and the Disposition dataset (screening, disposition codes, and other pre-survey variables). They include detailed information on all variable names, possible responses, formatted values, and corresponding SAS[®] formats.
2. **Appendix B: Indices of Data Elements by Alphabetic Order.** A separate index is provided for the Interview dataset and the Disposition dataset. They are output from the SAS[®] Contents Procedure (SAS[®] Proc Contents) that show all variables ordered alphabetically.
3. **Appendix C: Frequency Tables for All Questionnaire Data Elements.** This is formatted output from the SAS[®] Frequencies Procedure (SAS[®] Proc Freq) and the SAS[®] Univariate Procedure (SAS[®] Proc Univariate), as well as the SUDAAN[™] Crosstab and Descript Procedures. Marginal frequency distributions (counts and percentages) are shown for each categorical questionnaire variable (note that the seven continuous variables included on the questionnaire were re-coded into categorical variables for the purposes of these tables). Arithmetic means are also shown for the continuous variables. Standard errors are provided for the percentages and the arithmetic means. All statistics are calculated using the final survey weights.
4. **Appendix D: Final Survey Questionnaire.** This is a hard copy of the final survey questionnaire that was used to collect the data by CATI telephone interviews. Note that respondent zip code information is not included in the data set in conformance with Privacy 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, “I” 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., 1200). The final two characters, “PU,” indicate that the file is for public use. Consider as an example the file named HI1200PU.SD2. This file contains the December 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), and
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 eighteen 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 13,205 telephone numbers for the December survey. Of these, 8,000 were identified as working, residential telephone numbers and were divided into 16 replicates of approximately 500 households. Four of the sample replicates were not needed, resulting in 6,011 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. Extreme values of the final analysis weight were then reduced using standard weight trimming procedures.

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:

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

where the denominator is the CASRO response rate for Census region c and metropolitan status s . The nonresponse adjustment factor for a specific cell (defined by metropolitan status and Census region) is given by the ratio of the estimated number of telephone households to the number of completed surveys. Determining the estimated number of telephone households is complicated by the unresolved telephone numbers; that is, it is unknown whether these are residential, business, or nonworking telephone numbers. For those telephone numbers that are resolved, we compute the ratio of residential telephone numbers to total numbers dialed. This ratio is applied to the unresolved telephone numbers to estimate the number of residential telephone numbers. The estimated number of telephone households is the sum of the responding households, nonresponding households, and the estimate of telephone households among unresolved numbers. The non-response adjusted weight (W_{NR}) is the product of the sampling weight (W_S) and the non-response adjustment factor (ADJ_{NR}) within each 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:

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

For respondents that did not provide this information, it was assumed that the household contained only one telephone line. The non-response adjusted weight (W_{NR}) is then multiplied by the adjustment factor for multiple telephone lines (ADJ_{MT}) to create a weight that is adjusted for non-response and for multiple probabilities of selection (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 for 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 18 years of age or older) by age, gender, and education. The method of adjustment that was used is called Iterative Proportional Fitting (IPF) or Raking^a. The outcome of that procedure is a multiplier (M) that scales W_{NRMTRA} within each age/gender/education cell so that weighted marginal sums for age, gender, and education agree with the corresponding census distributions for these characteristics. 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}).

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

2.3.6. Trimming Final Analysis Weights

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

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

Each household having a final analysis weight that exceeded the determined threshold value was assigned a trimmed weight equal to the threshold. Final weights below the threshold value remained unchanged.

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

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

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 26 percent.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
# Telephone Numbers Released	6,011
# Out of Scope Numbers (ineligible)	1,295
# No Contact (Scope Undetermined)	1,095
# HH In scope	3,621
# Completes	1,171
# Partial Completes	44
# Language Problem	183
# Not Screened	240
# Refusal	1,514
# Parental Refusal	0
# Respondent Identified, Case not Finalized	324
# Unavailable During Study Period	145
HH Response Rate	26.4 %

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 December 6, 2000, and continued until December 12, 2000. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. A total of 1,171 completed interviews were obtained. Approximately 93 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 December 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 December 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 16 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, and
- 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 15 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 25. 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 otherwise told not to do so by the household. This allowed for making the maximum number of attempts within the study period.

The December survey included refusal conversion interviews during December 10-12, 2000, to increase response rates. Ten highly experienced refusal conversion specialists attempted to complete the interview with 1,008 households that had previously refused to participate. From those attempts, 80 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 18 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 17 minutes. Additionally, about 3-5 minutes were needed to recruit/screen potential respondents.

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

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 are reported in the "HP1200PU.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) questions 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.

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.

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

3.4.1 Disposition Data

Table 1 in Section 2.4 illustrates the various possible outcomes for each sampled telephone number. These dispositions (e.g., complete, partial complete, refusal, no contact, etc.) are presented for each sampled telephone number in the disposition data files (i.e., HD1200PU.xxx), along with other tracking and screening information such as the start and end times of the interview, the number of call attempts, and demographic information. This information can be used to determine the optimum number of call attempts necessary to achieve the highest response rate with the most efficient use of resources. It can also be used for characterizing the differences, if any, among responding and non-responding households.

3.4.2 Treatment of Missing Values

As with any survey, the BTS Household Survey, by design, contains questions that are not asked of certain respondents based on their response(s) to other questions. In addition, there will always be some respondents who do not know the answer to or chose not to answer some items in the survey. Each of these responses can have a different meaning to the data user. While each of these response categories is important in characterizing the results of the survey, they are often removed from certain analyses, particularly those involving percentages. Therefore, the categories were given standard codes for easy identification. Table 2 below presents the response categories and how they are represented in each data file.

Battelle has not attempted to impute any data to account for missing values in specific questions, except during the weighting process described in Section 2.3.4. Those values were imputed only for the purpose of weighting the data and are not included in the final data files.

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

Response Category	Data Set Value				
	SAS[®] Version 6.12¹	SAS[®] Transport¹	Microsoft Excel	Microsoft Access	ASCII
Appropriate Skip	.S	.S	-7	-7	-7
Refused	.R	.R	-8	-8	-8
Don't Know	.D	.D	-9	-9	-9

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

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		9-Digit ID Values	
A1	GTA1A	Used Local Bus, Subway, or Commuter Rail	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1B	Drive Alone in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1C	Travel in Organized Carpool or Vanpool	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1D	Travel with Others in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1E	Used City to City Bus	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1F	Used City to City Train	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1G	Used Taxi, Limo, or Shuttle Service	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1H	Used Commercial Airplane	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1I	Used Private or Charter Airplane	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
A1	GTA1J	Used Comm Boat, Ship, or Ferry	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1K	Used Recreational Boat	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1L	Used Bicycle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
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	
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	
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	
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	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
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	
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	
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	
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	
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	
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	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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	
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	
D1	DCD1	Number of Licensed Vehicles in Household		Numeric Values	TE_61F
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
D1	DCD1CAT	Number of Lic Veh in Household (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
A2	GTA2	Accident Involvement in Last 3 Months	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
			.S	Appropriate Skip	
				Numeric Values	
A2a	GTA2A	Number of Accidents in Last 3 Months	.D	Don't Know	TE_61FS
			.R	Refused	
			.S	Appropriate Skip	
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
A2a	GTA2ACAT	Number of Acc in Last 3 Months (Categ)	.D	Don't Know	TEB_1FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
A2b	GTA2B	Num of Acc in Last 3 Mths R was Injured		Numeric Values	TE_61FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
A2b	GTA2BCAT	Num Acc in Last 3 Mths R was Inj (Categ)	.D	Don't Know	TEB_1FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
A2c	GTA2C	Received Treatment for Last Accident	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A2d	GTA2D	Cost of Treatment Rec'd for Last Acc (\$)		Numeric Values	TE_61FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
A2d	GTA2DCAT	Cost of Treatment Received (Categ)	.D	Don't Know	TEB_2FS
			.R	Refused	
			.S	Appropriate Skip	
			1	\$0-\$999	
			2	\$1,000-\$1,999	
			3	\$2,000-\$4,999	
			4	\$5,000-\$9,999	
			5	More than \$9,999	
A2e	GTA2E	Vehicle Damaged in Last Accident	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A2f	GTA2F	Cost of Vehicle Repair for Last Acc (\$)		Numeric Values	TE_61FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name				
A2f	GTA2FCAT	Cost of Vehicle Repair (Categ)	.D	Don't Know	TEB_3FS				
			.R	Refused					
			.S	Appropriate Skip					
			1	\$0-\$999					
			2	\$1,000-\$1,999					
			3	\$2,000-\$2,999					
			4	\$3,000-\$3,999					
			5	\$4,000-\$4,999					
C15	RMC15A	Concern Lev - Any Kind of Trans Accident	.D	Don't Know	TE_21F				
			.R	Refused					
			1	Not Concerned					
			3	Neutral					
			5	Concerned					
			C15	RMC15B		Concern Lev - Unskilled/Impaired Ops	.D	Don't Know	TE_21F
							.R	Refused	
							1	Not Concerned	
3	Neutral								
5	Concerned								
C15	RMC15C	Concern Lev - Mechanical Equip Failure			.D		Don't Know	TE_21F	
					.R		Refused		
					1		Not Concerned		
			3	Neutral					
			5	Concerned					
			C15	RMC15D	Concern Lev - Dangerous Behavior-Others	.D	Don't Know		TE_21F
						.R	Refused		
						1	Not Concerned		
3	Neutral								
5	Concerned								
C15	RMC15E	Concern Lev - Poor Rd, Runway, Rail Line				.D	Don't Know	TE_21F	
						.R	Refused		
						1	Not Concerned		
			3	Neutral					
			5	Concerned					
			C15	RMC15F	Concern Lev - Release of Hazardous Chems	.D	Don't Know		TE_21F
						.R	Refused		
						1	Not Concerned		
3	Neutral								
5	Concerned								

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
C15	RMC15G	Concern Lev - Fuel/Nat Gas Pipes in Comm	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C16	RMC16A	Satisf Lev - Standards for Pass Vehicles	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16B	Satisf Lev - Standards for Large Trucks	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16C	Satisf Lev - Take-Off/Land of Aircraft	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16D	Satisf Lev - Fuel/Nat Gas Pipe Safety	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16E	Satisf Lev - Safe Trans- Hazardous Chems	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C2	RMC2A	Safety Perc - Highways	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
			5	Very Safe	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
C2	RMC2B	Safety Perc - City to City Train	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2C	Safety Perc - Commuter Train/Subway	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2D	Safety Perc - Commercial Airplane	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2E	Safety Perc - Private Airplane	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2F	Safety Perc - City to City/Charter Bus	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2G	Safety Perc - Local Bus	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
			5	Very Safe	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
C2	RMC2H	Safety Perc - Recreational Boat	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2I	Safety Perc - Commercial Boat/Ship/Ferry	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2J	Safety Perc - Bicycle in or Near Traffic	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
C2	RMC2K	Safety Perc - Pedest in or Near Traffic	.D	Don't Know	TE_63F
			.R	Refused	
			1	Very Unsafe	
			2	Somewhat Unsafe	
			3	Neutral	
			4	Somewhat Safe	
M3	OMM3AH	Most Truck Drivers on Hwys Drive Safely	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	
			M3	OMM3BH	
.R	Refused				
1	Disagree				
3	Neutral				
5	Agree				
M3	OMM3CH	Eff to Avoid Driving Near Large Trucks			.D
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
M3	OMM3DH	Large Trucks Take Longer to Comp Stop	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	
B4a	CSB4A	Req Product/Service fm USDOT since 12/99	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
B4b1	CSB4B1	Amount of Time since Most Recent Request	.D	Don't Know	TE_55F
			.R	Refused	
			.S	Appropriate Skip	
			1	Since the Beginning of November of this Year	
			2	During September and October of this Year	
			3	During June through August of this Year	
B4b2	CSB4B201	Past Year Request Information from NHTSA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B202	Past Year Request Information from USCG	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B203	Past Year Request Information from FAA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B204	Past Year Request Information from MARAD	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B205	Past Year Request Information from FHA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
B4b2	CSB4B206	Past Year Request Information from FRA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B207	Past Year Request Information from FTA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B208	Past Year Request Information from FMCSA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B209	Past Year Request Information from RSPA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B210	Past Year Request Information from BTS	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B211	Past Year Request Information from SLSDC	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B212	Past Year Request Information from OST	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B213	Past Year Request Information from OTHER	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
B4b3	CSB4B3	Agency Contacted Most Recently	.D	Don't Know	TE_30F
			.R	Refused	
			.S	Appropriate Skip	
			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				
13	Some Other Agency				
B5	CSB5	How Did R Contact the Agency	.D	Don't Know	TE_31F
			.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)		Text Values	\$TE_62FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
B6	CSB6	Rate Level of Service Received	.D	Don't Know	TE_24F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
4	Somewhat Satisfied				
5	Very Satisfied				
M4	OMM4A	Police Eff Reduce Drink/Driv since 11/00	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
M5	OMM5A	Public Serv Msgs Drink/Driv since 11/00	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
C19	RMC19	How Beneficial is Change in BAC Level	.D	Don't Know	TE_60F
			.R	Refused	
			1	Not at All Beneficial	
			2	Somewhat Beneficial	
M30	OMM30A	How Likely to Receive Ticket/No Seatbelt	.D	Don't Know	TE_56F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Likely	
			2	Somewhat Likely	
M31	OMM31A	Police Ticket Seat Belt Vio/30 Days	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M32	OMM32A	Police Ticket Chld Seat Belt Vio/30 Days	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
M33	OMM33A	Saw/Heard Msgs Encour Seat Belts/30 Days	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
M34	ORDERED1	Omm34AA Asked First, Omm34BA Asked Next	1	OMM34AA Asked First	ORDER1A
			2	OMM34BA Asked First	
M34	ORDERED2	Omm34BA Asked First, Omm34AA Asked Next	1	OMM34BA Asked First	ORDER2A
			2	OMM34AA Asked First	
M34	OMM34AA	Important Police Enf Seat Belt Laws	.D	Don't Know	TE_57F
			.R	Refused	
			1	Strongly Agree	
			2	Somewhat Agree	
			3	Somewhat Disagree	
			4	Strongly Disagree	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
M34	OMM34BA	Important Police Wrt More Seat Belt Tkts	.D	Don't Know	TE_57F
			.R	Refused	
			1	Strongly Agree	
			2	Somewhat Agree	
			3	Somewhat Disagree	
M10	OMM10F	Appr Act at RR Cross w/ No Gate or Light	.D	Don't Know	TE_32F
			.R	Refused	
			1	Proceed through the Crossing	
			2	Approach the Crossing, Look to See if a Train is Approaching, and Be Prepared to Stop	
			3	Stop and Look for the Train, then Proceed if It is Safe to Do So	
M14	OMM14AI	Comm Airlines - Motor Oil	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14BI	Comm Airlines - Gas Stoves or Tools	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14CI	Comm Airlines - Pepper Spray	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14DI	Comm Airlines - Flares and Fireworks	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14EI	Comm Airlines - Loaded Pistols	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14FI	Comm Airlines - Batteries	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
M14	OMM14GI	Comm Airlines - Magnets	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14HI	Comm Airlines - Aerosol Hair Spray	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14II	Comm Airlines - Pers Use O2 Generators	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
M14	OMM14JI	Comm Airlines - Cigarette Lighters	.D	Don't Know	TE_35F
			.R	Refused	
			1	Never Allowed	
			2	Allowed with Some Restrictions	
			3	Always Allowed	
B3	CSB3	Travel Diff Due to Disability or Health	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M2	OMM211	Difficulties - Car as Driver	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM212	Difficulties - Car as Passenger	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM213	Difficulties - Public Trans	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM214	Difficulties - Bicycle	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
M2	OMM215	Difficulties - Pedestrian	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM216	Difficulties - Airplane	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM217	Difficulties - Other	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
D2	DCD2	R is Licensed Commercial Trans Op	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D3	DCD3	R Owns or Operates Business from Home	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D4	DCD4	R Age	.D	Don't Know	TE_41F
			.R	Refused	
			2	18 - 24	
			3	25 - 34	
			4	35 - 44	
			5	45 - 54	
			6	55 - 64	
			7	65 or Older	
D5	DCD5	R Gender	.D	Don't Know	TE_42F
			.R	Refused	
			1	Male	
			2	Female	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
D6	DCD6	R Education	.D	Don't Know	TE_43F
			.R	Refused	
			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)	
D7	DCD7	R is of Hispanic Origin	.D	Don't Know	TE_13HF
			.R	Refused	
			1	Yes	
			2	No, Not Spanish/Hispanic/Latino	
D8	DCD81	R is White	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD82	R is Black or African American	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD83	R is American Indian or Alaska Native	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD84	R is Asian	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD85	R is Pacific Islander	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD86	R is Other Race	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD8OTH	Other Race Specification		Text Values	\$TE_62FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
D9	DCD9	Multiple Phone Lines in Household	.D	Don't Know	TE_14F

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
			.R	Refused	
			1	Yes	
			2	No	
D9a	DCD9A	Number of Other Phone Lines		Numeric Values	TE_61FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
D9a	DCD9ACAT	Number of Other Phone Lines (Categ)	.D	Don't Know	TEB_1FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
D9b	DCD9B	Primary Use of Multiple Phone Lines	.D	Don't Know	TE_45F
			.R	Refused	
			.S	Appropriate Skip	
			1	Home Use Only	
			2	Business and Home Use	
			3	Business Use Only	
D12	DCD12	Number of People 18 and Older in HH		Numeric Values	TE_61F
			.D	Don't Know	
			.R	Refused	
D12	DCD12CAT	Num of People 18 and Older in HH (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
			.D	Don't Know	
			.R	Refused	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
CATI	CASESTAT	Final Interview Disposition Codes	.D	Don't Know	TE_2F
			.R	Refused	
			1	Complete	
			2	Partial Complete	
			3	Refusal	
			4	Parental Refusal	
			5	Language Problem	
			6	Out of Scope (Ineligible)	
			7	Respondent Unavailable during Study Period	
			8	No Contact (Scope Undetermined)	
			9	Residence Not Screened	
			10	Respondent Identified, Case not Finalized	
CATI	ETIME	Interview End Time		Time Values	
CATI	HHSCREEN	Telephone Disposition Codes	.D	Don't Know	TE_3F
			.R	Refused	
			1	Household	
			2	Business	
			3	Institution or School	
			4	Cellular Phone	
CATI	SCREENER	Screeener Disposition Codes	1	Eligible Adult (18 or Older) Identified	TE_6F
CATI	STIME	Interview Start Time		Time Values	
CATI	TIMEZONE	Time Zone	B	Bering	\$TIMEZON
			C	Central	
			E	Eastern	
			H	Hawaii	
			M	Mid-Atlantic	
			P	Pacific	
GENESYS	AGE00_17	Percent Age 0 - 17		Numeric Values	
GENESYS	AGE18_24	Percent Age 18 - 24		Numeric Values	
GENESYS	AGE25_34	Percent Age 25 - 34		Numeric Values	
GENESYS	AGE35_44	Percent Age 35 - 44		Numeric Values	
GENESYS	AGE45_54	Percent Age 45 - 54		Numeric Values	
GENESYS	AGE55_64	Percent Age 55 - 64		Numeric Values	
GENESYS	AGEOVR65	Percent Age Over 65		Numeric Values	
GENESYS	CITY	City		Text Values	
GENESYS	CREGION	Census Region	1	Northeast	CREGION
			2	Midwest	
			3	South	
			4	West	
GENESYS	FIPSCODE	FIPS Code		FIPS Codes	
GENESYS	INC00_09	Percent Household Income 0 < 10K		Numeric Values	
GENESYS	INC10_14	Percent Household Income 10 < 15K		Numeric Values	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
GENESYS	INC15_24	Percent Household Income 15 < 25K		Numeric Values	
GENESYS	INC25_34	Percent Household Income 25 < 35K		Numeric Values	
GENESYS	INC35_49	Percent Household Income 35 < 50K		Numeric Values	
GENESYS	INC50_74	Percent Household Income 50 < 75K		Numeric Values	
GENESYS	INCOVR75	Percent Household Income Over 75K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	
GENESYS	PBLACK	Percent Black		Numeric Values	
GENESYS	PHISPA	Percent Hispanic		Numeric Values	
GENESYS	PWHITE	Percent White		Numeric Values	
GENESYS	STATE	State		Text Values	
WEIGHT	BASEWGT	Base Weight		Weight Values	
WEIGHT	CEN_FACT	Census Population Adjustment Factor		Weight Values	
WEIGHT	FINALWGT	Final Weight - Sums to Population Total		Weight Values	
WEIGHT	NR_FACT	Non-Response Adjustment Factor		Weight Values	
WEIGHT	PER_FACT	Adjustment for No. Eligible Household M		Weight Values	
WEIGHT	PHN_FACT	Multiple Phone Lines Adjustment Factor		Weight Values	
WEIGHT	SCALEWGT	Final Weight - Sums to Sample Total		Weight Values	
WEIGHT	WD_FACT	Weighted Deflation Adjustment Factor		Weight Values	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-2. DATA DICTIONARY FOR DISPOSITION DATASET

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
CATI	CASEID	CaselD		9-Digit ID Values	
CATI	CASESTAT	Final Interview Disposition Codes	1	Complete	TE_2F
			2	Partial Complete	
			3	Refusal	
			4	Parental Refusal	
			5	Language Problem	
			6	Out of Scope (Ineligible)	
			7	Respondent Unavailable during Study Period	
			8	No Contact (Scope Undetermined)	
			9	Residence Not Screened	
			10	Respondent Identified, Case not Finalized	
CATI	ETIME	Interview End Time		Time Values	
CATI	HHSCREEN	Telephone Disposition Codes	.D	Don't Know	TE_3F
			.R	Refused	
			1	Household	
			2	Business	
			3	Institution or School	
			4	Cellular Phone	
CATI	NROFCALL	Number of Calls		Numeric Values	
CATI	SCREENER	Screener Disposition Codes	1	Eligible Adult (18 or Older) Identified	TE_6F
CATI	STIME	Interview Start Time		Time Values	
GENESYS	AGE00_17	Percent Age 0 - 17		Numeric Values	
GENESYS	AGE18_24	Percent Age 18 - 24		Numeric Values	
GENESYS	AGE25_34	Percent Age 25 - 34		Numeric Values	
GENESYS	AGE35_44	Percent Age 35 - 44		Numeric Values	
GENESYS	AGE45_54	Percent Age 45 - 54		Numeric Values	
GENESYS	AGE55_64	Percent Age 55 - 64		Numeric Values	
GENESYS	AGEOVR65	Percent Age Over 65		Numeric Values	
GENESYS	CITY	City		Text Values	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
GENESYS	CREGION	Census Region	1	Northeast	CREGION
			2	Midwest	
			3	South	
			4	West	
GENESYS	FIPSCODE	FIPS CODE		FIPS Codes	
GENESYS	INC00_09	Percent Household Income 0 < 10K		Numeric Values	
GENESYS	INC10_14	Percent Household Income 10 < 15K		Numeric Values	
GENESYS	INC15_24	Percent Household Income 15 < 25K		Numeric Values	
GENESYS	INC25_34	Percent Household Income 25 < 35K		Numeric Values	
GENESYS	INC35_49	Percent Household Income 35 < 50K		Numeric Values	
GENESYS	INC50_74	Percent Household Income 50 < 75K		Numeric Values	
GENESYS	INCOVR75	Percent Household Income Over 75K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	
GENESYS	PBLACK	Percent Black		Numeric Values	
GENESYS	PHISPA	Percent Hispanic		Numeric Values	
GENESYS	PWHITE	Percent White		Numeric Values	
GENESYS	STATE	State		Text Values	
SCREENING	SP1	Household has Multiple Phone Lines	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
SCREENING	SP1A	Number of Other Phone Lines		Numeric Values	TE_61FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
SCREENING	SP1ACAT	Number of Other Phone Lines (Categ)	.D	Don't Know	TEB_1FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
SCREENING	SP2	Primary Use of Multiple Phone Lines	.D	Don't Know	TE_45F
			.R	Refused	
			.S	Appropriate Skip	
			1	Home Use Only	
			2	Business and Home Use	
			3	Business Use Only	

*.S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

APPENDIX B:
INDEX OF DATA ELEMENTS
BY ALPHABETIC ORDER

Contents of the Interview Data Set

Data Set Name: PUBCOMP.HI1200PU	Observations: 1171
Member Type: DATA	Variables: 170
Engine: V612	Indexes: 0
Created: 10:50 Monday, December 18, 2000	Observation Length: 1403
Last Modified: 10:50 Monday, December 18, 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
138	AGE00_17	Char	6	1174		Percent Age 0 - 17
139	AGE18_24	Char	6	1180		Percent Age 18 - 24
140	AGE25_34	Char	6	1186		Percent Age 25 - 34
141	AGE35_44	Char	6	1192		Percent Age 35 - 44
142	AGE45_54	Char	6	1198		Percent Age 45 - 54
143	AGE55_64	Char	6	1204		Percent Age 55 - 64
144	AGEOVR65	Char	6	1210		Percent Age Over 65
163	BASEWGT	Num	8	1339		Base Weight
1	CASEID	Char	9	0		CaseID
137	CASESTAT	Num	8	1166	TE_2F.	Final Interview Disposition Codes
167	CEN_FACT	Num	8	1371		Census Population Adjustment Factor
159	CITY	Char	20	1301		City
148	CREGION	Num	8	1234	CREGION.	Census Region
107	CSB3	Num	8	891	TE_14F.	Travel Diff Due to Disability or Health
82	CSB5	Num	8	649	TE_31F.	How Did R Contact the Agency
84	CSB6	Num	8	707	TE_24F.	Rate Level of Service Received
66	CSB4A	Num	8	521	TE_14F.	Req Product/Service fm USDOT since 12/99
67	CSB4B1	Num	8	529	TE_55F.	Amount of Time since Most Recent Request
81	CSB4B3	Num	8	641	TE_30F.	Agency Contacted Most Recently
68	CSB4B201	Num	8	537	TE_14FS.	Past Year Request Information from NHTSA
69	CSB4B202	Num	8	545	TE_14FS.	Past Year Request Information from USCG
70	CSB4B203	Num	8	553	TE_14FS.	Past Year Request Information from FAA
71	CSB4B204	Num	8	561	TE_14FS.	Past Year Request Information from MARAD
72	CSB4B205	Num	8	569	TE_14FS.	Past Year Request Information from FHA
73	CSB4B206	Num	8	577	TE_14FS.	Past Year Request Information from FRA
74	CSB4B207	Num	8	585	TE_14FS.	Past Year Request Information from FTA
75	CSB4B208	Num	8	593	TE_14FS.	Past Year Request Information from FMCSA
76	CSB4B209	Num	8	601	TE_14FS.	Past Year Request Information from RSPA
77	CSB4B210	Num	8	609	TE_14FS.	Past Year Request Information from BTS
78	CSB4B211	Num	8	617	TE_14FS.	Past Year Request Information from SLSDC
79	CSB4B212	Num	8	625	TE_14FS.	Past Year Request Information from OST
80	CSB4B213	Num	8	633	TE_14FS.	Past Year Request Information from OTHER
83	CSB50	Char	50	657	\$TE_62FS40.	Other Contact (Specify)
26	DCD1	Num	8	201	TE_61F.	Number of Licensed Vehicles in Household
115	DCD2	Num	8	955	TE_14F.	R is Licensed Commercial Trans Op
116	DCD3	Num	8	963	TE_14F.	R Owns or Operates Business from Home
117	DCD4	Num	8	971	TE_41F.	R Age
118	DCD5	Num	8	979	TE_42F.	R Gender
119	DCD6	Num	8	987	TE_43F.	R Education
120	DCD7	Num	8	995	TE_13HF.	R is of Hispanic Origin
128	DCD9	Num	8	1101	TE_14F.	Multiple Phone Lines in Household
132	DCD12	Num	8	1133	TE_61F.	Number of People 18 and Older in HH
121	DCD81	Num	8	1003	TE_14F.	R is White
122	DCD82	Num	8	1011	TE_14F.	R is Black or African American
123	DCD83	Num	8	1019	TE_14F.	R is American Indian or Alaska Native
124	DCD84	Num	8	1027	TE_14F.	R is Asian
125	DCD85	Num	8	1035	TE_14F.	R is Pacific Islander
126	DCD86	Num	8	1043	TE_14F.	R is Other Race
133	DCD12CAT	Num	8	1141	TEB_1F.	Num of People 18 and Older in HH (Categ)
27	DCD1CAT	Num	8	209	TEB_1F.	Number of Lic Veh in Household (Categ)
127	DCD8OTH	Char	50	1051	\$TE_62FS40.	Other Race Specification
129	DCD9A	Num	8	1109	TE_61FS.	Number of Other Phone Lines
130	DCD9ACAT	Num	8	1117	TEB_1FS.	Number of Other Phone Lines (Categ)
131	DCD9B	Num	8	1125	TE_45F.	Primary Use of Multiple Phone Lines
162	ETIME	Char	8	1331		Interview End Time
169	FINALWGT	Num	8	1387		Final Weight - Sums to Population Total
149	FIPSCODE	Char	5	1242		FIPS Code

#	Variable	Type	Len	Pos	Format	Label
28	GTA2	Num	8	217	TE_14F.	Accident Involvement in Last 3 Months
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
25	GTA1LT	Num	8	193	TE_15F.	Days Used Bicycle
29	GTA2A	Num	8	225	TE_61FS.	Number of Accidents in Last 3 Months
30	GTA2ACAT	Num	8	233	TEB_1FS.	Number of Acc in Last 3 Months (Categ)
31	GTA2B	Num	8	241	TE_61FS.	Num of Acc in Last 3 Mths R was Injured
32	GTA2BCAT	Num	8	249	TEB_1FS.	Num Acc in Last 3 Mths R was Inj (Categ)
33	GTA2C	Num	8	257	TE_14FS.	Received Treatment for Last Accident
34	GTA2D	Num	8	265	TE_61FS.	Cost of Treatment Rec'd for Last Acc (\$)
35	GTA2DCAT	Num	8	273	TEB_2FS.	Cost of Treatment Received (Categ)
36	GTA2E	Num	8	281	TE_14FS.	Vehicle Damaged in Last Accident
37	GTA2F	Num	8	289	TE_61FS.	Cost of Vehicle Repair for Last Acc (\$)
38	GTA2FCAT	Num	8	297	TEB_3FS.	Cost of Vehicle Repair (Categ)
135	HHSCREEN	Num	8	1150	TE_3F.	Telephone Disposition Codes
150	INC00_09	Char	6	1247		Percent Household Income 0 < 10K
151	INC10_14	Char	6	1253		Percent Household Income 10 < 15K
152	INC15_24	Char	6	1259		Percent Household Income 15 < 25K
153	INC25_34	Char	6	1265		Percent Household Income 25 < 35K
154	INC35_49	Char	6	1271		Percent Household Income 35 < 50K
155	INC50_74	Char	6	1277		Percent Household Income 50 < 75K
156	INCOVR75	Char	6	1283		Percent Household Income Over 75K
157	METRO	Num	8	1289	INOUT.	Inside/Outside Metropolitan Area
158	MSA	Char	4	1297		MSA
164	NR_FACT	Num	8	1347		Nonresponse Adjustment Factor
96	OMM10F	Num	8	803	TE_32F.	Appr Act at RR Cross w/ No Gate or Light
97	OMM14AI	Num	8	811	TE_35F.	Comm Airlines - Motor Oil
98	OMM14BI	Num	8	819	TE_35F.	Comm Airlines - Gas Stoves or Tools
99	OMM14CI	Num	8	827	TE_35F.	Comm Airlines - Pepper Spray
100	OMM14DI	Num	8	835	TE_35F.	Comm Airlines - Flares and Fireworks
101	OMM14EI	Num	8	843	TE_35F.	Comm Airlines - Loaded Pistols
102	OMM14FI	Num	8	851	TE_35F.	Comm Airlines - Batteries
103	OMM14GI	Num	8	859	TE_35F.	Comm Airlines - Magnets
104	OMM14HI	Num	8	867	TE_35F.	Comm Airlines - Aerosol Hair Spray
105	OMM14II	Num	8	875	TE_35F.	Comm Airlines - Pers Use O2 Generators
106	OMM14JI	Num	8	883	TE_35F.	Comm Airlines - Cigarette Lighters
108	OMM2I1	Num	8	899	TE_14FS.	Difficulties - Car as Driver
109	OMM2I2	Num	8	907	TE_14FS.	Difficulties - Car as Passenger
110	OMM2I3	Num	8	915	TE_14FS.	Difficulties - Public Trans
111	OMM2I4	Num	8	923	TE_14FS.	Difficulties - Bicycle
112	OMM2I5	Num	8	931	TE_14FS.	Difficulties - Pedestrian
113	OMM2I6	Num	8	939	TE_14FS.	Difficulties - Airplane
114	OMM2I7	Num	8	947	TE_14FS.	Difficulties - Other
88	OMM30A	Num	8	739	TE_56F.	How Likely to Receive Ticket/No Seatbelt
89	OMM31A	Num	8	747	TE_14F.	Police Ticket Seat Belt Vio/30 Days
90	OMM32A	Num	8	755	TE_14F.	Police Ticket Chld Seat Belt Vio/30 Days
91	OMM33A	Num	8	763	TE_14F.	Saw/Heard Msgs Encour Seat Belts/30 Days
94	OMM34AA	Num	8	787	TE_57F.	Important Police Enf Seat Belt Laws
95	OMM34BA	Num	8	795	TE_57F.	Important Police Wrt More Seat Belt Tkts

#	Variable	Type	Len	Pos	Format	Label
62	OMM3AH	Num	8	489	TE_20F.	Most Truck Drivers on Hwys Drive Safely
63	OMM3BH	Num	8	497	TE_20F.	Feel Concerned for Safety When Traveling
64	OMM3CH	Num	8	505	TE_20F.	Eff to Avoid Driving Near Large Trucks
65	OMM3DH	Num	8	513	TE_20F.	Large Trucks Take Longer to Comp Stop
85	OMM4A	Num	8	715	TE_14F.	Police Eff Reduce Drink/Driv since 11/00
86	OMM5A	Num	8	723	TE_14F.	Public Serv Msgs Drink/Driv since 11/00
92	ORDERED1	Num	8	771	ORDER1A.	Omm34AA Asked First, Omm34BA Asked Next
93	ORDERED2	Num	8	779	ORDER2A.	Omm34BA Asked First, Omm34AA Asked Next
146	PBLACK	Char	6	1222		Percent Black
166	PER_FACT	Num	8	1363		Adjust. for No. of Eligible HH Members
147	PHISPA	Char	6	1228		Percent Hispanic
165	PHN_FACT	Num	8	1355		Multiple Phone Lines Adjustment Factor
145	PWHITE	Char	6	1216		Percent White
87	RMC19	Num	8	731	TE_60F.	How Beneficial is Change in BAC Level
39	RMC15A	Num	8	305	TE_21F.	Concern Lev - Any Kind of Trans Accident
40	RMC15B	Num	8	313	TE_21F.	Concern Lev - Unskilled/Impaired Ops
41	RMC15C	Num	8	321	TE_21F.	Concern Lev - Mechanical Equip Failure
42	RMC15D	Num	8	329	TE_21F.	Concern Lev - Dangerous Behavior-Others
43	RMC15E	Num	8	337	TE_21F.	Concern Lev - Poor Rd, Runway, Rail Line
44	RMC15F	Num	8	345	TE_21F.	Concern Lev - Release of Hazardous Chems
45	RMC15G	Num	8	353	TE_21F.	Concern Lev - Fuel/Nat Gas Pipes in Comm
46	RMC16A	Num	8	361	TE_23F.	Satisf Lev - Standards for Pass Vehicles
47	RMC16B	Num	8	369	TE_23F.	Satisf Lev - Standards for Large Trucks
48	RMC16C	Num	8	377	TE_23F.	Satisf Lev - Take-Off/Land of Aircraft
49	RMC16D	Num	8	385	TE_23F.	Satisf Lev - Fuel/Nat Gas Pipe Safety
50	RMC16E	Num	8	393	TE_23F.	Satisf Lev - Safe Trans- Hazardous Chems
51	RMC2A	Num	8	401	TE_63F.	Safety Perc - Highways
52	RMC2B	Num	8	409	TE_63F.	Safety Perc - City to City Train
53	RMC2C	Num	8	417	TE_63F.	Safety Perc - Commuter Train/Subway
54	RMC2D	Num	8	425	TE_63F.	Safety Perc - Commercial Airplane
55	RMC2E	Num	8	433	TE_63F.	Safety Perc - Private Airplane
56	RMC2F	Num	8	441	TE_63F.	Safety Perc - City to City/Charter Bus
57	RMC2G	Num	8	449	TE_63F.	Safety Perc - Local Bus
58	RMC2H	Num	8	457	TE_63F.	Safety Perc - Recreational Boat
59	RMC2I	Num	8	465	TE_63F.	Safety Perc - Commercial Boat/Ship/Ferry
60	RMC2J	Num	8	473	TE_63F.	Safety Perc - Bicycle in or Near Traffic
61	RMC2K	Num	8	481	TE_63F.	Safety Perc - Pedest in or Near Traffic
170	SCALEWGT	Num	8	1395		Final Weight - Sums to Sample Total
136	SCREENER	Num	8	1158	TE_6F.	Screener Disposition Codes
160	STATE	Char	2	1321		State
161	STIME	Char	8	1323		Interview Start Time
134	TIMEZONE	Char	1	1149	\$TIMEZON.	Time Zone
168	WD_FACT	Num	8	1379		Weighted Deflation Adjustment Factor

Contents of the Disposition Data Set

Data Set Name: PUBDISP.HD1200PU	Observations:	6011
Member Type: DATA	Variables:	34
Engine: V612	Indexes:	0
Created: 10:50 Monday, December 18, 2000	Observation Length:	238
Last Modified: 10:50 Monday, December 18, 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	CREGION.	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.	Screener Disposition Codes
27	SP1	Num	8	174	TE_14F.	Household Has Multiple Phone Lines
29	SP2	Num	8	190	TE_45F.	Primary Use of Multiple Phone Lines
28	SP1A	Num	8	182	TE_61FS.	Number of Other Phone Lines
34	SP1ACAT	Num	8	230	TEB_1FS.	Number of Other Phone Lines (Categ)
21	STATE	Char	2	120		State
30	STIME	Char	8	198		Interview Start Time

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

**APPENDIX C:
FREQUENCY TABLES**

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

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. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	28,133,379	14 (3.09)
No	172,380,334	86 (3.09)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
1-2	10,701,781	38 (3.47)
3-5	5,723,431	20 (5.27)
6-10	2,082,450	7 (1.54)
More than 10 Days	9,625,717	34 (5.69)
Subtotal Valid Responses	28,133,379	100
Appropriate Skip	172,380,334	
Total	200,513,713	
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	179,597,270	90 (2.03)
No	20,916,443	10 (2.03)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
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	3,904,587	2 (0.41)
3-5	8,709,315	5 (0.67)
6-10	13,370,892	7 (1.03)
More than 10 Days	153,612,475	86 (1.42)
Subtotal Valid Responses	179,597,270	100
Appropriate Skip	20,916,443	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

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?		
c. Traveling in an organized carpool or vanpool		
Yes	17,211,043	9 (1.11)
No	183,302,670	91 (1.11)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
c. Traveling in an organized carpool or vanpool		
1-2	4,204,174	24 (2.19)
3-5	2,760,157	16 (1.87)
6-10	1,684,817	10 (2.21)
More than 10 Days	8,561,894	50 (3.59)
Subtotal Valid Responses	17,211,043	100
Appropriate Skip	183,302,670	
Total	200,513,713	
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	131,324,392	66 (2.53)
No	68,810,596	34 (2.53)
Subtotal Valid Responses	200,134,989	100
Refused	378,724	
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
d. Traveling with others in a private vehicle		
1-2	20,951,607	16 (0.76)
3-5	30,188,766	23 (2.51)
6-10	25,823,501	20 (2.34)
More than 10 Days	53,288,498	41 (1.75)
Subtotal Valid Responses	130,252,371	100
Don't Know	1,072,021	
Appropriate Skip	69,189,321	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

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?		
e. City to city bus, such as Greyhound or Charter		
Yes	6,783,079	3 (0.41)
No	193,730,634	97 (0.41)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
1-2	5,497,173	81 (2.54)
3-5	884,886	13 (4.32)
6-10	76,998	1 (0.99)
More than 10 Days	324,022	5 (3.12)
Subtotal Valid Responses	6,783,079	100
Appropriate Skip	193,730,634	
Total	200,513,713	
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	7,203,161	4 (1.15)
No	193,310,552	96 (1.15)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
f. City to city train, such as AMTRAK		
1-2	4,909,268	68 (4.44)
3-5	840,534	12 (2.73)
6-10	64,236	1 (0.90)
More than 10 Days	1,389,124	19 (4.06)
Subtotal Valid Responses	7,203,161	100
Appropriate Skip	193,310,552	
Total	200,513,713	
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	23,148,951	12 (1.96)
No	177,364,762	88 (1.96)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
g. Taxi, limousine, or shuttle service		
1-2	12,111,314	52 (3.80)
3-5	6,345,250	27 (1.94)
6-10	3,344,548	14 (2.57)
More than 10 Days	1,347,839	6 (2.83)
Subtotal Valid Responses	23,148,951	100
Appropriate Skip	177,364,762	
Total	200,513,713	
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	26,580,096	13 (1.51)
No	173,933,617	87 (1.51)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
h. Commercial airplane		
1-2	19,979,163	75 (2.53)
3-5	4,814,037	18 (2.93)
6-10	1,484,614	6 (1.65)
More than 10 Days	302,282	1 (0.51)
Subtotal Valid Responses	26,580,096	100
Appropriate Skip	173,933,617	
Total	200,513,713	
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	3,109,862	2 (0.15)
No	197,403,851	98 (0.15)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
i. Private or charter airplane		
1-2	2,389,235	77 (9.87)
3-5	655,226	21 (9.76)
More than 10 Days	65,400	2 (1.92)
Subtotal Valid Responses	3,109,862	100
Appropriate Skip	197,403,851	
Total	200,513,713	
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	2,368,864	1 (0.17)
No	198,144,849	99 (0.17)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
j. Commercial boat, ship, or ferry		
1-2	1,878,991	79 (4.29)
3-5	197,348	8 (7.68)
6-10	158,843	7 (3.21)
More than 10 Days	133,682	6 (4.94)
Subtotal Valid Responses	2,368,864	100
Appropriate Skip	198,144,849	
Total	200,513,713	
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	6,733,277	3 (0.51)
No	193,780,436	97 (0.51)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
k. Recreational boat		
1-2	5,543,892	82 (1.61)
3-5	468,211	7 (2.33)
6-10	512,028	8 (4.14)
More than 10 Days	209,146	3 (2.77)
Subtotal Valid Responses	6,733,277	100
Appropriate Skip	193,780,436	
Total	200,513,713	
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	29,024,252	14 (1.54)
No	171,489,461	86 (1.54)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
l. Bicycle		
1-2	11,297,803	39 (3.28)
3-5	8,257,787	28 (2.73)
6-10	2,773,793	10 (1.93)
More than 10 Days	6,694,869	23 (3.21)
Subtotal Valid Responses	29,024,252	100
Appropriate Skip	171,489,461	
Total	200,513,713	
D1. How many licensed vehicles are available for regular use by members of your household?		
Zero	7,984,958	4 (1.01)
One	53,459,125	27 (1.23)
Two	79,463,435	40 (2.38)
Three	35,907,399	18 (1.43)
Four	15,814,319	8 (0.57)
Five or More	7,366,207	4 (0.45)
Subtotal Valid Responses	199,995,443	100
Average (Arithmetic Mean)		2.1 (0.04) ^a
Don't Know	378,724	
Refused	139,546	
Total	200,513,713	

^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.

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A2. Have you been involved in any accidents during the past 3 months? (Please include your experience on all means of travel as either a driver or a passenger.)		
Yes	6,958,030	3 (0.66)
No	193,555,683	97 (0.66)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A2a. How many accidents have you been in during the past 3 months?		
One	6,371,516	92 (4.04)
Two	586,515	8 (4.04)
Subtotal Valid Responses	6,958,030	100
Average (Arithmetic Mean)		1.1 (0.04) ^a
Appropriate Skip	193,555,683	
Total	200,513,713	
A2b. In how many of these accidents were you injured?		
Zero	5,852,742	84 (8.69)
One	1,105,288	16 (8.69)
Subtotal Valid Responses	6,958,030	100
Average (Arithmetic Mean)		0.2 (0.09) ^a
Appropriate Skip	193,555,683	
Total	200,513,713	
A2c. In the most recent accident (in this accident), did you require medical treatment from a hospital, clinic, or physician?		
Yes	431,247	39 (17.30)
No	674,041	61 (17.30)
Subtotal Valid Responses	1,105,288	100
Appropriate Skip	199,408,425	
Total	200,513,713	
A2d. And what would you estimate as the total cost paid to the hospital, clinic, or physician for the treatment of your injuries?		
\$0-\$999	17,888	4 (4.27)
\$1,000-\$1,999	86,440	20 (20.50)
\$2,000-\$4,999	261,519	61 (29.20)
\$5,000-\$9,999	65,400	15 (15.60)
Subtotal Valid Responses	431,247	100
Average (Arithmetic Mean)		\$2,171.60 (\$425.28) ^a
Appropriate Skip	200,082,466	
Total	200,513,713	

^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.

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A2e. In your most recent accident (in this accident) was damage done to your personal vehicle?		
Yes	5,328,021	77 (11.50)
No	1,630,009	23 (11.50)
Subtotal Valid Responses	6,958,030	100
Appropriate Skip	193,555,683	
Total	200,513,713	
A2f. And what would you estimate as the total cost of repair to your personal vehicle?		
\$0-\$999	1,295,308	26 (15.20)
\$1,000-\$1,999	1,519,992	30 (10.30)
\$2,000-\$2,999	685,531	14 (7.01)
\$3,000-\$3,999	670,813	13 (9.87)
\$5,000-\$9,999	827,069	17 (6.98)
Subtotal Valid Responses	4,998,714	100
Average (Arithmetic Mean)		\$2,312.10 (\$340.32) ^a
Don't Know	329,308	
Appropriate Skip	195,185,692	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
a. The risk of being in any kind of transportation accident. Include all types of transportation.		
Not Concerned	36,040,514	18 (1.35)
Neutral	31,574,291	16 (0.71)
Concerned	132,599,627	66 (0.92)
Subtotal Valid Responses	200,214,433	100
Don't Know	299,280	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
b. Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.		
Not Concerned	26,215,411	13 (0.33)
Neutral	25,679,493	13 (1.21)
Concerned	148,256,361	74 (1.09)
Subtotal Valid Responses	200,151,265	100
Don't Know	362,448	
Total	200,513,713	

^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.

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
c. Safety risks due to mechanical equipment failure. Include all types of transportation.		
Not Concerned	44,133,733	22 (1.28)
Neutral	34,166,007	17 (1.14)
Concerned	122,093,846	61 (1.42)
Subtotal Valid Responses	200,393,587	100
Don't Know	120,126	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
d. Safety risks due to the dangerous behavior of others (such as aggression, road rage, air rage, and drunk driving).		
Not Concerned	14,958,902	7 (0.64)
Neutral	12,460,882	6 (0.43)
Concerned	173,093,929	86 (0.62)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
e. Safety risks due to the poor condition of roads, runways, or rail lines.		
Not Concerned	43,537,832	22 (1.62)
Neutral	32,600,731	16 (1.21)
Concerned	124,228,999	62 (2.74)
Subtotal Valid Responses	200,367,562	100
Don't Know	146,151	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
f. Safety risks from hazardous chemicals released in a transportation accident.		
Not Concerned	59,228,292	30 (1.42)
Neutral	34,842,711	17 (1.73)
Concerned	105,660,319	53 (2.35)
Subtotal Valid Responses	199,731,322	100
Don't Know	782,391	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
g. Safety risks from large fuel or natural gas pipelines in your community.		
Not Concerned	79,896,058	40 (1.83)
Neutral	33,942,437	17 (0.78)
Concerned	85,176,908	43 (2.29)
Subtotal Valid Responses	199,015,403	100
Don't Know	1,498,310	
Total	200,513,713	
C16. 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 the following transportation safety issues:		
a. Establishing effective passenger vehicle safety standards		
Dissatisfied	39,251,897	20 (1.69)
Neutral	58,697,661	30 (1.60)
Satisfied	97,524,157	50 (1.54)
Subtotal Valid Responses	195,473,715	100
Don't Know	4,737,244	
Refused	302,754	
Total	200,513,713	
C16. 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 the following transportation safety issues:		
b. Establishing effective safety standards for large trucks		
Dissatisfied	67,738,923	35 (0.47)
Neutral	53,180,667	27 (1.81)
Satisfied	72,878,182	38 (1.80)
Subtotal Valid Responses	193,797,772	100
Don't Know	6,638,969	
Refused	76,972	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C16. 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 the following transportation safety issues:		
c. Ensuring the safe take-off and landing of aircraft through the air traffic control system		
Dissatisfied	52,598,030	27 (0.54)
Neutral	58,225,859	30 (1.62)
Satisfied	83,628,006	43 (1.83)
Subtotal Valid Responses	194,451,895	100
Don't Know	5,984,395	
Refused	77,423	
Total	200,513,713	
C16. 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 the following transportation safety issues:		
d. Assuring the safety of large fuel and natural gas pipelines in your community		
Dissatisfied	28,590,280	15 (1.34)
Neutral	77,594,677	40 (2.79)
Satisfied	87,702,174	45 (1.92)
Subtotal Valid Responses	193,887,131	100
Don't Know	6,322,066	
Refused	304,516	
Total	200,513,713	
C16. 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 the following transportation safety issues:		
e. Ensuring the safe transportation of hazardous chemicals		
Dissatisfied	48,339,865	25 (1.53)
Neutral	63,859,310	33 (1.55)
Satisfied	80,519,947	42 (2.59)
Subtotal Valid Responses	192,719,121	100
Don't Know	7,662,146	
Refused	132,446	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
a. Driving or riding on the nation's highways		
Very Unsafe	11,303,488	6 (1.03)
Somewhat Unsafe	27,112,145	14 (1.64)
Neutral	84,684,468	42 (1.87)
Somewhat Safe	58,703,121	29 (1.60)
Very Safe	18,710,490	9 (0.92)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
b. Traveling on a city to city train		
Very Unsafe	6,651,524	4 (0.38)
Somewhat Unsafe	18,710,891	10 (2.13)
Neutral	60,337,849	34 (1.23)
Somewhat Safe	56,166,608	31 (2.18)
Very Safe	37,370,804	21 (1.62)
Subtotal Valid Responses	179,237,676	100
Don't Know	20,651,689	
Refused	624,348	
Total	200,513,713	
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
c. Traveling on a commuter train or subway		
Very Unsafe	7,599,619	4 (0.47)
Somewhat Unsafe	27,996,317	16 (1.59)
Neutral	66,443,823	37 (1.67)
Somewhat Safe	52,901,822	29 (1.80)
Very Safe	25,677,071	14 (0.38)
Subtotal Valid Responses	180,618,652	100
Don't Know	19,397,978	
Refused	497,084	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
d. Flying on a commercial airplane		
Very Unsafe	17,754,236	9 (1.75)
Somewhat Unsafe	20,801,287	11 (0.56)
Neutral	46,704,159	24 (1.85)
Somewhat Safe	75,816,380	39 (2.51)
Very Safe	35,342,017	18 (1.26)
Subtotal Valid Responses	196,418,079	100
Don't Know	3,703,941	
Refused	391,693	
Total	200,513,713	
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
e. Flying on a private airplane		
Very Unsafe	26,437,783	15 (1.59)
Somewhat Unsafe	32,688,840	18 (1.28)
Neutral	70,081,466	39 (1.93)
Somewhat Safe	35,456,666	19 (1.60)
Very Safe	17,242,167	9 (0.69)
Subtotal Valid Responses	181,906,922	100
Don't Know	18,215,098	
Refused	391,693	
Total	200,513,713	
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
f. Riding on a city to city or charter bus		
Very Unsafe	5,329,975	3 (0.52)
Somewhat Unsafe	17,520,894	9 (0.61)
Neutral	60,029,696	32 (1.46)
Somewhat Safe	74,548,106	39 (1.39)
Very Safe	32,881,422	17 (1.60)
Subtotal Valid Responses	190,310,093	100
Don't Know	9,929,302	
Refused	274,318	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
g. Riding on a local bus or paratransit vehicle		
Very Unsafe	5,481,148	3 (0.62)
Somewhat Unsafe	13,730,757	7 (1.24)
Neutral	60,896,569	32 (2.04)
Somewhat Safe	74,137,051	39 (1.55)
Very Safe	34,440,838	18 (1.51)
Subtotal Valid Responses	188,686,363	100
Don't Know	11,420,585	
Refused	406,764	
Total	200,513,713	
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
h. Traveling on a privately owned or rented recreational boat		
Very Unsafe	11,153,945	6 (0.90)
Somewhat Unsafe	28,674,164	15 (1.13)
Neutral	64,507,191	34 (1.42)
Somewhat Safe	60,923,604	32 (1.37)
Very Safe	24,448,366	13 (0.83)
Subtotal Valid Responses	189,707,271	100
Don't Know	10,532,124	
Refused	274,318	
Total	200,513,713	
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
i. Traveling on a commercial boat, ship, or ferry		
Very Unsafe	9,044,765	5 (0.93)
Somewhat Unsafe	16,928,600	9 (1.41)
Neutral	48,263,945	26 (1.17)
Somewhat Safe	76,465,293	41 (1.76)
Very Safe	36,024,339	19 (0.77)
Subtotal Valid Responses	186,726,943	100
Don't Know	13,512,452	
Refused	274,318	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
j. Riding a bicycle in or near traffic		
Very Unsafe	59,965,503	30 (2.17)
Somewhat Unsafe	70,830,031	36 (1.93)
Neutral	38,421,512	20 (1.21)
Somewhat Safe	19,461,277	10 (0.69)
Very Safe	7,984,848	4 (0.49)
Subtotal Valid Responses	196,663,170	100
Don't Know	3,443,778	
Refused	406,764	
Total	200,513,713	
C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
k. As a pedestrian in or near traffic		
Very Unsafe	40,690,587	20 (1.73)
Somewhat Unsafe	60,923,086	31 (1.85)
Neutral	48,484,375	24 (1.43)
Somewhat Safe	39,673,369	20 (1.55)
Very Safe	9,930,553	5 (0.84)
Subtotal Valid Responses	199,701,970	100
Don't Know	811,743	
Total	200,513,713	
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
a. Most truck drivers on the highways drive safely		
Disagree	67,022,759	34 (2.68)
Neutral	29,969,317	15 (1.21)
Agree	102,771,154	51 (2.17)
Subtotal Valid Responses	199,763,229	100
Don't Know	464,553	
Refused	285,931	
Total	200,513,713	
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
b. I feel very concerned about my safety when traveling in an automobile near large trucks		
Disagree	49,657,966	25 (0.53)
Neutral	39,921,777	20 (1.28)
Agree	110,933,970	55 (1.26)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
c. When I am driving, I make a special effort to avoid driving near large trucks		
Disagree	50,158,778	25 (1.76)
Neutral	27,136,124	14 (1.15)
Agree	122,438,622	61 (2.41)
Subtotal Valid Responses	199,733,524	100
Don't Know	780,189	
Total	200,513,713	
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
d. It takes a large truck longer to come to a complete stop than the average car		
Disagree	4,624,399	2 (0.31)
Neutral	6,063,549	3 (0.59)
Agree	188,324,762	95 (0.50)
Subtotal Valid Responses	199,012,710	100
Don't Know	1,501,003	
Total	200,513,713	
B4a. Since December 1999, have you requested a product or service from an agency of the U.S. Department of Transportation?		
Yes	9,044,365	5 (0.83)
No	191,380,237	95 (0.83)
Subtotal Valid Responses	200,424,602	100
Don't Know	89,111	
Total	200,513,713	
B4b1. How long ago was your most recent request?		
Since the Beginning of November of this Year	1,134,361	13 (5.07)
During September and October of this Year	1,313,540	15 (4.44)
During June through August of this Year	2,201,629	25 (7.07)
Between December 1999 and May 2000	4,259,357	48 (9.70)
Subtotal Valid Responses	8,908,887	100
Refused	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B4b2. Which of the following agencies did you contact?		
1. The National Highway Traffic Safety Administration		
Yes	1,686,146	19 (4.71)
No	7,222,742	81 (4.71)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
2. U.S. Coast Guard		
Yes	89,701	1 (0.86)
No	8,819,186	99 (0.86)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
3. Federal Aviation Administration		
Yes	949,470	11 (3.84)
No	7,959,417	89 (3.84)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
4. Maritime Administration		
No	8,908,887	100 (0.00)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B4b2. Which of the following agencies did you contact?		
5. Federal Highway Administration		
Yes	1,245,773	14 (1.38)
No	7,663,114	86 (1.38)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
6. Federal Railroad Administration		
Yes	302,026	3 (3.97)
No	8,606,861	97 (3.97)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
7. Federal Transit Administration		
Yes	296,790	3 (1.51)
No	8,612,097	97 (1.51)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
8. Federal Motor Carrier Safety Administration		
Yes	159,503	2 (1.53)
No	8,749,384	98 (1.53)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B4b2. Which of the following agencies did you contact?		
9. Research and Special Programs Administration		
Yes	303,400	3 (1.07)
No	8,605,487	97 (1.07)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
10. Bureau of Transportation Statistics		
Yes	664,869	7 (2.53)
No	8,244,019	93 (2.53)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
11. St. Lawrence Seaway Development Corporation		
No	8,908,887	100 (0.00)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
12. Office of the Secretary of Transportation		
Yes	454,970	5 (4.16)
No	8,453,917	95 (4.16)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B4b2. Which of the following agencies did you contact?		
13. Some other agency		
Yes	3,713,274	42 (6.05)
No	5,195,613	58 (6.05)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b3. Which of those agencies did you most recently contact?		
Federal Aviation Administration	292,303	53 (35.30)
Federal Highway Administration	262,575	47 (35.30)
Subtotal Valid Responses	554,877	100
Don't Know	153,997	
Appropriate Skip	199,804,839	
Total	200,513,713	
B5. How did you contact (fill in agency name from the B4b2 or B4b3)?		
Telephone	2,841,976	53 (12.60)
Internet/World Wide Web	988,823	18 (4.07)
(Regular) Mail	317,040	6 (4.53)
In Person	1,047,774	20 (12.70)
Other	153,997	3 (2.18)
Subtotal Valid Responses	5,349,610	100
Appropriate Skip	195,164,103	
Total	200,513,713	
B6. Please rate your overall satisfaction with the level of service you received. Would you say you were...		
Very Dissatisfied	1,623,793	30 (11.70)
Somewhat Dissatisfied	474,666	9 (5.27)
Neither Dissatisfied nor Satisfied	445,482	8 (3.75)
Somewhat Satisfied	960,765	18 (8.88)
Very Satisfied	1,844,904	34 (7.30)
Subtotal Valid Responses	5,349,610	100
Appropriate Skip	195,164,103	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M4. Since the beginning of November of this year, have you seen or heard of any special effort by local police to reduce the incidence of drinking and driving in your community?		
Yes	120,345,991	60 (1.20)
No	78,590,606	40 (1.20)
Subtotal Valid Responses	198,936,597	100
Don't Know	1,577,116	
Total	200,513,713	
M5. Since the beginning of November, have you seen or heard any public service messages that warn about the dangers of drinking and driving?		
Yes	166,177,691	83 (1.31)
No	33,873,150	17 (1.31)
Subtotal Valid Responses	200,050,842	100
Don't Know	462,871	
Total	200,513,713	
C19. On October 1, 2000, the federal government reduced the standard nationwide for blood-alcohol level from .10 to .08. How beneficial do you think this change will be in reducing alcohol-related traffic accidents? Would you say...		
Not at All Beneficial	60,139,484	31 (2.13)
Somewhat Beneficial	95,651,418	49 (1.41)
Very Beneficial	41,065,119	21 (1.26)
Subtotal Valid Responses	196,856,020	100
Don't Know	3,494,097	
Refused	163,596	
Total	200,513,713	
M30. Assume that you do not use your seat belt at all while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?		
Very Likely	54,216,534	30 (2.14)
Somewhat Likely	43,303,688	24 (0.68)
Somewhat Unlikely	39,557,607	22 (1.59)
Very Unlikely	40,792,669	23 (1.77)
Subtotal Valid Responses	177,870,498	100
Don't Know	1,518,844	
Refused	207,928	
Appropriate Skip	20,916,443	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M31. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations?		
Yes	72,833,525	37 (2.90)
No	126,300,943	63 (2.90)
Subtotal Valid Responses	199,134,468	100
Don't Know	1,379,245	
Total	200,513,713	
M32. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community if children in their vehicles are not wearing seat belts or are not in car seats?		
Yes	81,655,520	41 (2.65)
No	115,739,362	59 (2.65)
Subtotal Valid Responses	197,394,882	100
Don't Know	3,118,831	
Total	200,513,713	
M33. In the past 30 days, have you seen or heard any messages that encourage people to wear their seat belts? This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else.		
Yes	163,406,233	82 (1.26)
No	36,763,256	18 (1.26)
Subtotal Valid Responses	200,169,489	100
Don't Know	344,224	
Total	200,513,713	
M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:		
a. It is important for police to enforce the seat belt laws		
Strongly Agree	132,782,701	67 (2.19)
Somewhat Agree	41,068,291	21 (2.25)
Somewhat Disagree	11,560,282	6 (1.12)
Strongly Disagree	14,128,329	7 (0.64)
Subtotal Valid Responses	199,539,603	100
Don't Know	815,079	
Refused	159,031	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:		
b. Police in my community are writing more seat belt tickets now than they were a few months ago		
Strongly Agree	38,166,899	25 (2.92)
Somewhat Agree	50,888,938	33 (1.79)
Somewhat Disagree	37,578,428	25 (1.13)
Strongly Disagree	25,296,575	17 (0.69)
Subtotal Valid Responses	151,930,840	100
Don't Know	46,502,713	
Refused	2,080,160	
Total	200,513,713	
M10. What should a motorist do when approaching a railroad crossing that has no gates or lights? I will read you four choices.		
Proceed through the Crossing	1,839,117	1 (0.36)
Approach the Crossing, Look to See if a Train is Approaching, and Be Prepared to Stop	55,921,515	28 (2.60)
Stop and Look for the Train, then Proceed if It is Safe to Do So	137,171,911	69 (2.45)
Slow Down because of a Bumpy Crossing	5,069,931	3 (0.17)
Subtotal Valid Responses	200,002,474	100
Don't Know	511,239	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
a. Motor oil		
Never Allowed	135,448,546	79 (1.82)
Allowed with Some Restrictions	23,496,405	14 (1.40)
Always Allowed	11,803,277	7 (0.71)
Subtotal Valid Responses	170,748,229	100
Don't Know	28,019,370	
Refused	1,746,114	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
b. Gas-powered stoves or tools		
Never Allowed	156,038,529	83 (1.06)
Allowed with Some Restrictions	24,304,352	13 (1.10)
Always Allowed	7,185,064	4 (0.16)
Subtotal Valid Responses	187,527,945	100
Don't Know	12,760,511	
Refused	225,258	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
c. Pepper spray		
Never Allowed	115,826,879	63 (1.15)
Allowed with Some Restrictions	43,475,171	24 (0.77)
Always Allowed	25,485,298	14 (1.03)
Subtotal Valid Responses	184,787,348	100
Don't Know	15,383,733	
Refused	342,632	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
d. Flares and fireworks		
Never Allowed	181,564,917	93 (0.69)
Allowed with Some Restrictions	9,029,625	5 (0.31)
Always Allowed	4,625,100	2 (0.63)
Subtotal Valid Responses	195,219,642	100
Don't Know	5,294,071	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
e. Loaded pistols		
Never Allowed	177,970,977	90 (1.09)
Allowed with Some Restrictions	18,359,467	9 (0.96)
Always Allowed	1,660,091	1 (0.38)
Subtotal Valid Responses	197,990,535	100
Don't Know	2,523,178	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
f. Batteries		
Never Allowed	47,632,763	25 (3.36)
Allowed with Some Restrictions	65,071,680	35 (1.57)
Always Allowed	75,597,551	40 (2.37)
Subtotal Valid Responses	188,301,994	100
Don't Know	12,063,433	
Refused	148,286	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
g. Magnets		
Never Allowed	63,020,460	35 (1.84)
Allowed with Some Restrictions	54,419,707	31 (0.59)
Always Allowed	60,782,426	34 (2.27)
Subtotal Valid Responses	178,222,592	100
Don't Know	22,102,972	
Refused	188,150	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
h. Aerosol hair spray		
Never Allowed	59,442,577	31 (1.95)
Allowed with Some Restrictions	40,528,215	21 (1.32)
Always Allowed	89,021,308	47 (2.22)
Subtotal Valid Responses	188,992,100	100
Don't Know	11,268,898	
Refused	252,714	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
i. Personal use oxygen generators		
Never Allowed	27,734,727	15 (0.64)
Allowed with Some Restrictions	93,698,684	51 (1.11)
Always Allowed	62,461,116	34 (1.25)
Subtotal Valid Responses	183,894,527	100
Don't Know	15,868,246	
Refused	750,941	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
j. Cigarette lighters		
Never Allowed	63,577,122	33 (1.59)
Allowed with Some Restrictions	35,841,764	19 (1.32)
Always Allowed	91,975,617	48 (1.85)
Subtotal Valid Responses	191,394,503	100
Don't Know	9,119,210	
Total	200,513,713	
B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home?		
Yes	14,880,748	7 (0.76)
No	184,825,786	93 (0.76)
Subtotal Valid Responses	199,706,534	100
Refused	807,179	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
1. By car as a driver		
Yes	8,335,561	57 (5.91)
No	6,310,437	43 (5.91)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
2. By car as a passenger		
Yes	4,013,227	27 (3.96)
No	10,632,772	73 (3.96)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

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.		
3. By public transportation		
Yes	6,215,967	42 (4.64)
No	8,430,032	58 (4.64)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
4. By bicycle		
Yes	8,578,989	59 (7.51)
No	6,067,010	41 (7.51)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
5. By walking		
Yes	8,141,926	56 (3.78)
No	6,504,073	44 (3.78)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
6. By airplane		
Yes	5,524,006	38 (6.38)
No	9,121,992	62 (6.38)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

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.		
7. By other		
Yes	1,858,434	13 (2.13)
No	12,787,565	87 (2.13)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
D2. Are you a licensed commercial transportation operator?		
Yes	23,788,410	12 (1.59)
No	176,526,990	88 (1.59)
Subtotal Valid Responses	200,315,400	100
Don't Know	94,681	
Refused	103,632	
Total	200,513,713	
D3. Do you own or operate a business from your home?		
Yes	18,469,194	9 (0.83)
No	181,693,422	91 (0.83)
Subtotal Valid Responses	200,162,617	100
Don't Know	94,681	
Refused	256,415	
Total	200,513,713	
D4. Please stop me when I reach the category that best describes your age.		
18 - 24	25,658,904	13 (1.97)
25 - 34	35,971,250	18 (1.11)
35 - 44	43,839,625	22 (2.02)
45 - 54	37,223,273	19 (0.47)
55 - 64	23,849,901	12 (1.21)
65 or Older	32,874,540	16 (1.48)
Subtotal Valid Responses	199,417,494	100
Don't Know	272,381	
Refused	823,838	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D5. What is your gender?		
Male	95,491,057	48 (2.55)
Female	105,022,656	52 (2.55)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
D6. What is the last grade of school you completed?		
Less than High School	21,042,568	11 (2.09)
High School Graduate/GED	81,592,477	41 (2.59)
Some College	38,792,031	19 (1.47)
Community College Graduate (AA: Associate of Arts Degree)	11,979,689	6 (0.50)
College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	25,642,837	13 (1.63)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	18,603,172	9 (0.94)
Technical School/Professional Business School	2,147,948	1 (0.27)
Subtotal Valid Responses	199,800,723	100
Don't Know	94,681	
Refused	618,309	
Total	200,513,713	
D7. Are you of Hispanic origin?		
Yes	17,973,291	9 (1.39)
No, Not Spanish/Hispanic/Latino	181,972,958	91 (1.39)
Subtotal Valid Responses	199,946,249	100
Don't Know	94,681	
Refused	472,783	
Total	200,513,713	
D8. What is your race?		
1. White		
Yes	154,952,618	78 (3.11)
No	43,428,930	22 (3.11)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D8. What is your race?		
2. Black or African-American		
Yes	20,474,629	10 (1.53)
No	177,906,919	90 (1.53)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
3. American Indian or Alaska Native		
Yes	4,354,862	2 (0.61)
No	194,026,686	98 (0.61)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
4. Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)		
Yes	7,151,689	4 (1.56)
No	191,229,859	96 (1.56)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
5. Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)		
Yes	2,838,055	1 (0.52)
No	195,543,493	99 (0.52)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D8. What is your race?		
6. Other Race		
Yes	11,196,919	6 (1.45)
No	187,184,629	94 (1.45)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D9. Do you have any other telephone lines in you house that someone would answer? This does not include dedicated computer, fax lines, or cellular phones.		
Yes	14,919,789	7 (0.98)
No	185,242,828	93 (0.98)
Subtotal Valid Responses	200,162,617	100
Don't Know	94,681	
Refused	256,415	
Total	200,513,713	
D9a. How many other telephone lines are there?		
One	10,220,096	70 (2.12)
Two	3,763,323	26 (1.50)
Three	629,718	4 (1.94)
Subtotal Valid Responses	14,613,137	100
Average (Arithmetic Mean)		1.3 (0.04) ^a
Don't Know	306,651	
Appropriate Skip	185,593,924	
Total	200,513,713	
D9b. What is the primary use of this (these) phone line(s)?		
Home Use Only	10,267,153	70 (3.33)
Business and Home Use	2,225,832	15 (1.17)
Business Use Only	2,120,153	15 (3.26)
Subtotal Valid Responses	14,613,137	100
Don't Know	306,651	
Appropriate Skip	185,593,924	
Total	200,513,713	

^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.

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D12. How many people 18 years or older live in your household?		
One	36,291,513	18 (0.92)
Two	108,168,713	54 (0.99)
Three	30,513,200	15 (0.80)
Four	16,624,480	8 (0.73)
Five or More	8,058,997	4 (0.89)
Subtotal Valid Responses	199,656,903	100
Average (Arithmetic Mean)		2.3 (0.03) ^a
Don't Know	140,355	
Refused	716,455	
Total	200,513,713	
D8RACE.		
Non-Hispanic White	153,977,710	82 (2.32)
Non-Hispanic Black	19,859,147	11 (1.36)
Non-Hispanic Indian	3,905,208	2 (0.58)
Non-Hispanic Asian	7,093,001	4 (1.71)
Non-Hispanic Pacific Island	2,697,526	1 (0.62)
Subtotal Valid Responses	187,532,592	100
Total	187,532,592	

^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

December Omnibus Household Survey Questionnaire

FIELD – December 6, 2000

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.

Professional survey interviewers administer this questionnaire 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*

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

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

Section M: Modal Questions *Change every month*

Formatting Conventions for This Document:

- **Text in boldface type** indicates that the CATI interviewer will read the text aloud to the respondent.
- *Text in italics* indicates instructions or options such as skips and fills that will be carried out by the CATI computer system.
- Reviewer notes appear inside boxes.

We would like to begin by asking you a few questions about how you travel and the transportation systems you use. (GTA1A – GTA1L)

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

	<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, SUV, 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. **READ IF NECESSARY → (During the past 30 days)**

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

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

ENTER NUMBER OF LICENSED VEHICLES _____

A2. **Have you been involved in any accidents during the past 3 months? [Please include your experience on all means of travel as either a driver or passenger]. (GTA2)**

- Yes
- No (Skip to C15)

- A2a. How many?** (*Record number of accidents.*) (GTA2A)
- A2b. In how many of these accidents were you injured?** (*Record number of accidents.*) (GTA2B)
- A2c. In the most recent accident [in this accident], did you require medical treatment from a hospital, clinic, or physician?** (GTA2C)
- Yes
 No (Skip to A2e)
- A2d. And what would you estimate as the total cost paid to the hospital, clinic, or physician for the treatment of your injuries?** (*Record dollar amount.*) (GTA2D)
- A2e. In your most recent accident [in this accident] was damage done to your personal vehicle?** (GTA2E)
- Yes
 No (Skip to C15)
- A2f. And what would you estimate as the total cost of repair to your personal vehicle?** (*Record dollar amount.*) (GTA2F)

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

C15. Tell me whether you are not concerned, concerned or feel neutral about the following risks to your personal safety. Consider all the types of transportation. (RMC15A – RMC15G)

	<u>Not Concerned</u>	<u>Neutral</u>	<u>Concerned</u>
a. The risk of being in <u>any</u> kind of transportation accident. Include all types of transportation.	1	3	5
b. Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.	1	3	5
c. Safety risks due to mechanical equipment failure. Include all types of transportation.	1	3	5
d. Safety risks due to the dangerous behavior of others (such as aggression, road rage, air rage, and drunk driving).	1	3	5
e. Safety risks due to the poor condition of roads, runways, or rail lines.	1	3	5
f. Safety risks from hazardous chemicals released in a transportation accident.	1	3	5
g. Safety risks from large fuel or natural gas pipelines in your community.	1	3	5

C16. 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 the following transportation safety issues: (RMC16A – RMC16E)

	<u>Dissatisfied</u>	<u>Neutral</u>	<u>Satisfied</u>
a. Establishing effective passenger vehicle safety standards	1	3	5
b. Establishing effective safety standards for large trucks	1	3	5
c. Ensuring the safe take-off and landing of aircraft through the air traffic control system.	1	3	5
d. Assuring the safety of large fuel and natural gas pipelines in your community	1	3	5
e. Ensuring the safe transportation of hazardous chemicals.	1	3	5

C2. Please rate your perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicates you think it is Very Unsafe and 5 indicates you think it is Very Safe. (RMC2A – RMC2K)

	<u>Very Unsafe</u>				<u>Very Safe</u>
a. Driving or riding on the nation’s highways	1	2	3	4	5
b. Traveling on a city to city train	1	2	3	4	5
c. Traveling on a commuter train or subway	1	2	3	4	5
d. Flying on a commercial airplane	1	2	3	4	5
e. Flying on a private airplane	1	2	3	4	5
f. Riding on a city to city or charter bus	1	2	3	4	5
g. Riding on a local bus or paratransit vehicle	1	2	3	4	5
h. Traveling on a privately owned or rented recreational boat	1	2	3	4	5
i. Traveling on a commercial boat, ship, or ferry	1	2	3	4	5
j. Riding a bicycle in or near traffic	1	2	3	4	5
k. As a pedestrian in or near traffic	1	2	3	4	5

M3. Please tell me if you disagree, agree or feel neutral about the following statements:
(OMM3AH – OMM3DH)

	<u>Disagree</u>	<u>Neutral</u>	<u>Agree</u>
a. Most truck drivers on the highways drive safely	1	3	5
b. I feel very concerned about my safety when traveling in an automobile near large trucks	1	3	5
c. When I am driving, I make a special effort to avoid driving near large trucks	1	3	5
d. It takes a large truck longer to come to a complete stop than the average car	1	3	5

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

B4a. Since December 1999, have you requested a product or service from an agency of the U.S. Department of Transportation? (CSB4A)

- Yes
- No (Skip to M4)

B4b1. How long ago was your most recent request? (CSB4B1)

- 1) Since the beginning of November of this year
- 2) During September and October of this year
- 3) During June through August of this year
- 4) Between December 1999 and May 2000

B4b2. **Which of the following agencies did you contact?**
READ ALL CHOICES AND CODE ALL THAT APPLY (CSB4B201 – CSB4B213)

- 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 - skip to M4**

Ask B4b3 if more than one selected above. List names of those selected for interviewer to choose.

B4b3. **Which of those agencies did you most recently contact?**
List of agencies selected in B4b2 (CSB4B3)

B5. **How did you contact [fill in agency name from B4b2 or B4b3]? (Code the reason given by the respondent.) (CSB5)**

- 1) Telephone
- 2) Internet/world wide web
- 3) (regular) mail
- 4) In person
- 5) Other – specify _____
(CSB50)

B6. **Please rate your overall satisfaction with the level of service you received. Would you say you were... (CSB6)**

- 1) **Very dissatisfied,**
- 2) **Somewhat dissatisfied,**
- 3) **Neither dissatisfied nor satisfied,**
- 4) **Somewhat satisfied, or**
- 5) **Very satisfied?**

The next questions ask about drinking and driving.

M4. Since the beginning of November of this year, have you seen or heard of any special effort by local police to reduce the incidence of drinking and driving in your community? (OMM4A)

- Yes
- No

M5. Since the beginning of November, have you seen or heard any public service messages that warn about the dangers of drinking and driving? (OMM5A)

- Yes
- No

C19. On October 1, 2000, the federal government reduced the standard nationwide for blood-alcohol level from .10 to .08. How beneficial do you think this change will be in reducing alcohol-related traffic accidents? Would you say...(RMC19)

- 1) **Not at all beneficial,**
- 2) **Somewhat beneficial, or**
- 3) **Very beneficial?**

Now I am going to ask you some questions about seat belts.

Ask M30 only if the answer to A1b was "yes".

M30. Assume that you do not use your seat belt at all while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt? (OMM30A)

- 1) **Very likely**
- 2) **Somewhat likely**
- 3) **Somewhat unlikely**
- 4) **Very unlikely**

M31. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations? (OMM31A)

- Yes
- No

M32. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community if children in their vehicles are not wearing seat belts or are not in car seats? (OMM32A)

- Yes
- No

M33. In the past 30 days, have you seen or heard any messages that encourage people to wear their seat belts? This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else. (OMM33A)

- Yes
- No

M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:

	<u>Strongly</u> <u>Agree</u>	<u>Somewhat</u> <u>Agree</u>	<u>Somewhat</u> <u>Disagree</u>	<u>Strongly</u> <u>Disagree</u>
a) It is important for police to enforce the seat belt laws. (OMM34AA)	1	2	3	4
b) Police in my community are writing more seat belt tickets now than they were a few months ago. (OMM34BA)	1	2	3	4

This next question asks about railroad crossings.

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

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

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines? (OMM14AI – OMM14JI)

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

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

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

- Yes
- No (Skip to D2)

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem. (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) by walking
- 6) by airplane
- 7) other reason

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

- Yes
- No

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

- Yes
- No

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

- 1) **18 to 24**
- 2) **25 to 34**
- 3) **35 to 44**
- 4) **45 to 54**
- 5) **55 to 64**
- 6) **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)**

- Yes
- 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 (Native American) 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 _____ **(DCD80TH)**

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

- Yes
 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 18 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? (DCD10)**

Zip code _____

Thank you for taking the time to complete this survey.
