

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

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

February Household Survey

to the

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1.0 INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) is conducting 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 February Household Survey, the seventh 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 February study collected data between February 7 and February 13, 2001. Data were collected from households in the U.S. using a random-digit-dialed telephone survey. The final completed sample size is 1,056 cases, and the total number of variables in the public-use dataset is 182. The data were collected by Battelle, under contract with the BTS.

This codebook provides technical documentation for the February 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 provide 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® dataset; 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 two 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 question D10 (Zip Code) is not included in the dataset 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., 0201). The final two characters, “PU,” indicate that the file is for public use. Consider as an example the file named HI0201PU.SD2. This file contains the February 2001 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 11,755 telephone numbers for the February survey. Of these, 7,000 were identified as working, residential telephone numbers and were divided into 14 replicates of approximately 500 households. Four of the sample replicates were not needed, resulting in 5,000 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 division and metropolitan status (inside or outside an MSA). The non-response adjustment factor for all telephone numbers in each Census division (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 division c and metropolitan status s . The nonresponse adjustment factor for a specific cell (defined by metropolitan status and Census division) is a function of the response rate, which is given by the ratio of the estimated number of telephone households to the number of completed surveys. 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 division/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. 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. 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, five 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 29 percent.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
# Telephone Numbers Released	5,000
# Out of Scope Numbers (ineligible)	1,153
# No Contact (Scope Undetermined)	886
# HH In scope	2,961
# Completes	1,056
# Partial Completes	63
# Language Problem	148
# Not Screened	222
# Refusal	1,064
# Parental Refusal	0
# Respondent Identified, Case not Finalized	292
# Unavailable During Study Period	116
HH Response Rate	29.3 %

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 February 7, 2001, and continued until February 13, 2001. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. A total of 1,056 completed interviews were obtained. Approximately 67 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 February 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 16 minutes.

3.2.2 Interviewer Training

Two types of training were performed for the February 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 Pre-Contact Letter

For the February Household Survey a pre-contact letter was included in the study protocol. Address information matching the sampled telephone numbers was purchased from Genesys for approximately 47% of the sample. A letter introducing the survey was then mailed to each of these addresses about five days before telephone interviews were conducted. The letter explained the procedures of the survey, encouraged participation, and was endorsed by Dr. Ashish Sen, Director of the Bureau of Transportation Statistics.

3.2.4 Scheduling Calls and Tracking Cases

All survey data were collected using Blaise, a Windows-based, 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 February survey included refusal conversion interviews during February 11-13, 2001, to increase response rates. Fourteen highly experienced refusal conversion specialists attempted to complete the interview with 967 households that had previously refused to participate. From those attempts, 117 households completed the survey.

3.2.5 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.

3.2.6 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 18 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 "HP0201PU.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., HD0201PU.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 6.12 ¹	SAS® Transport ¹	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
A1a	GTA1A	Used Local Bus, Subway, or Commuter Rail	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1b	GTA1B	Drive Alone in Private Vehicle	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1c	GTA1C	Travel in Organized Carpool or Vanpool	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1d	GTA1D	Travel with Others in Private Vehicle	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1e	GTA1E	Used City to City Bus	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1f	GTA1F	Used City to City Train	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1g	GTA1G	Used Taxi, Limo, or Shuttle Service	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1h	GTA1H	Used Commercial Airplane	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1i	GTA1I	Used Private or Charter Airplane	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1j	GTA1J	Used Comm Boat, Ship, or Ferry	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
A1k	GTA1K	Used Recreational Boat	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1l	GTA1L	Used Bicycle	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xa	GTA1AT	Days Used Bus, Subway, or Commuter Rail	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xb	GTA1BT	Days Used Private Vehicle	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xc	GTA1CT	Days Travel in Carpool or Vanpool	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xd	GTA1DT	Days Travel with Others in Private Veh	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
A1xe	GTA1ET	Days Used City to City Bus	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xf	GTA1FT	Days Used City to City Train	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xg	GTA1GT	Days Used Taxi, Limo, or Shuttle Service	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xh	GTA1HT	Days Used Commercial Airplane	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xi	GTA1IT	Days Used Private or Charter Airplane	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xj	GTA1JT	Days Used Comm Boat, Ship, or Ferry	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
A1xk	GTA1KT	Days Used Recreational Boat	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1ka	GTA1KA	Hours Spent on Recreational Boat	1	1-6	BOATUSE
			2	7-12	
			3	13-20	
			4	More Than 20 Hours	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1xl	GTA1LT	Days Used Bicycle	1	1-2	DAYSUSED
			2	3-5	
			3	6-10	
			4	More than 10 Days	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1la	GTA1LA	Primary Use of Bicycle	1	Commuting to Work	BIKEUSE
			2	Recreation	
			3	Exercise	
			4	Running Errands (Going to the Store, Post Office, etc.)	
			5	Some Other Purpose	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
A1la	GTA1LAO	Primary Use of Bicycle (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C20aa	RMC20AA	Satisfied with Public Transportation	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C20ac	RMC20AC	Satisfied with Organized Carpool	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
C20ae	RMC20AE	Satisfied with City to City Bus	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C20af	RMC20AF	Satisfied with City to City Train	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C20ag	RMC20AG	Satisfied with Taxi/Limo/Shuttle Service	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C20ah	RMC20AH	Satisfied with Commercial Airplane	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C20aj	RMC20AJ	Satisfied with Comm Boat, Ship, or Ferry	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M24	OMM24G	Main Reason for Not Using Public Trans	1	Have My Own Car/More Convenient to Drive	NOPUBTRN
			2	Too Far to a Bus Stop or Subway Station	
			3	Too Complicated/Requires Too Many Transfers	
			4	Don't Like Riding with Strangers	
			5	Unsafe	
			6	Dirty/Not Clean	
			7	Public Transportation Takes Too Long	
			8	Hard to Get Information on Schedules or Stops	
			9	Costs Too Much	
			10	Unreliable	
			11	Doesn't Go Where Respondent Needs to Travel	
			12	Public Transportation Not Readily Available	
			13	Health Condition or Disability	
			14	Don't Need It	
			15	Other	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
M24	OMM24O	Reason for Not Using Pub Trans (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M25	OMM25G	Main Reason for Not Using Carpool	1	Have My Own Car/More Convenient to Drive Self	NOCARPOL
			2	Need the Flexibility to Make Stops	
			3	Prefer Riding Alone	
			4	Don't Like Riding with Strangers	
			5	Takes Too Long	
			6	Hard to Find Car or Vanpools that Fit Schedule	
			7	Costs Too Much	
			8	Unreliable	
			9	Not Applicable to Respondent's Situation/Doesn't Commute	
			10	Need Flexibility to Come and Go	
			11	Commute is Short	
			12	Use Public Transportation	
			13	Organized Carpool or Vanpool Transportation Not Readily Available	
			14	Health Condition/Disability	
			15	Other	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M25	OMM25O	Reason for Not Using Carpool (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9a	RMC9A	Concern Lev - Air Pollution	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9b	RMC9B	Concern Lev - Noise Pollution	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
C9c	RMC9C	Concern Lev - Water Pollution	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9d	RMC9D	Concern Lev - Avail of Info on Emissions	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9e	RMC9E	Concern Lev - Eff of Emission on Weather	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9f	RMC9F	Concern Lev - Traffic Congestion	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9g	RMC9G	Concern Lev - Air Traffic	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9h	RMC9H	Concern Lev - Digging Act Effect on Water	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
C9i	RMC9I	Concern Lev - Hazardous Material Incident	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C9j	RMC9J	Concern Lev - Having Say in Trans Proj	1	Very Concerned	CONCRNHL
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10a	RMC10A	Satisf Lev - Reducing Air Pollution	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10b	RMC10B	Satisf Lev - Reducing Noise Pollution	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10c	RMC10C	Satisf Lev - Reducing Water Pollution	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10d	RMC10D	Satisf Lev - Avail of Info on Emissions	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
C10e	RMC10E	Satisf Lev - Enforcing Veh Emission Strds	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10f	RMC10F	Satisf Lev - Reducing Traffic Congestion	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10g	RMC10G	Satisf Lev - Reducing Air Traffic Cong	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10h	RMC10H	Satisf Lev - Reducing Dredging Effects	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10i	RMC10I	Satisf Lev - Reducing Haz Mat Incidents	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	
C10j	RMC10J	Satisf Lev - Ensuring Say in Trans Proj	1	Very Dissatisfied	SATISLH
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
M37a	OMM37AC	Noise Level from Airplanes	1	Greater than It Was One Year Ago	NOISELEV
			2	Less (than One Year Ago)	
			3	About the Same (as One Year Ago)	
			4	Not Noticeable in Your Community	
			.R, -8	Refused	
			.D, -9	Don't Know	
M37b	OMM37BC	Current Noise Level from Airplanes	1	Acceptable	ACCEPT
			2	Not Acceptable	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M38a	OMM38AF	Noise Level from Trains	1	Greater than It Was One Year Ago	NOISELEV
			2	Less (than One Year Ago)	
			3	About the Same (as One Year Ago)	
			4	Not Noticeable in Your Community	
			.R, -8	Refused	
			.D, -9	Don't Know	
M38b	OMM38BF	Current Noise Level from Trains	1	Acceptable	ACCEPT
			2	Not Acceptable	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M39a	OMM39AI	Agree Lev - Pipelines Serve Purpose	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
M39b	OMM39BI	Agree Lev - Pipelines are Safe	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
M39c	OMM39CI	Agree Lev - Contact Auth Prot Pipelines	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
M40a	OMM40AA	Agree Lev - Mandatory Booster Seats	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
M40b	OMM40BA	Agree Lev - Seat Belt Eff as Booster	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
M40c	OMM40CA	Agree Lev - Booster Pos Child Properly	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
M26	OMM26G	Primary Cause of Air Pollution	1	Power Plants	POLUTION
			2	Semis/Large Trucks	
			3	Commercial Airplanes	
			4	Trains	
			5	Busses	
			6	Cars/SUVs/Pickups/Vans	
			7	Dust	
			8	Pollen	
			9	Factories	
			10	Something Else	
			11	Don't Have Air Pollution Where You Live	
			.R, -8	Refused	
			.D, -9	Don't Know	
M26	OMM26O	Other Cause of Air Pollution (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
C27	RMC27	Most Important in Choosing Where to Live	1	Housing Availability	WHERLIVE
			2	Housing Costs	
			3	Housing Characteristics (House Style, Ratio of Housing to Green Space, etc.)	
			4	Convenience to Services (Shopping, Libraries, Hospitals, Swimming Pools, Parks, Theaters, Senior Centers)	
			5	Low Property Taxes	
			6	Convenience to Day Care	
			7	Convenience to Schools	
			8	Quality of Schools	
			9	Convenience to Work/Easy Commute	
			10	Low Traffic Congestion	
			11	Access to Public Transportation	
			12	Low Crime	
			13	Overall Quality of Life	
			14	Other	
			.R, -8	Refused	
			.D, -9	Don't Know	
C27	RMC27O	Most Imp Choosing Where Live (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
C11a	RMC11A	Importance- Ease of Driving	1	Not at All Important	IMPORTLH
			2	Not Very Important	
			3	Neutral	
			4	Somewhat Important	
			5	Very Important	
			.R, -8	Refused	
			.D, -9	Don't Know	
C11b	RMC11B	Importance - Low Traffic Congestion	1	Not at All Important	IMPORTLH
			2	Not Very Important	
			3	Neutral	
			4	Somewhat Important	
			5	Very Important	
			.R, -8	Refused	
			.D, -9	Don't Know	
C11c	RMC11C	Importance - Public Trans Convenient	1	Not at All Important	IMPORTLH
			2	Not Very Important	
			3	Neutral	
			4	Somewhat Important	
			5	Very Important	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
C11d	RMC11D	Importance - Sidewalks Convenient	1	Not at All Important	IMPORTLH
			2	Not Very Important	
			3	Neutral	
			4	Somewhat Important	
			5	Very Important	
			.R, -8	Refused	
			.D, -9	Don't Know	
C11e	RMC11E	Importance - Bikeways Convenient	1	Not at All Important	IMPORTLH
			2	Not Very Important	
			3	Neutral	
			4	Somewhat Important	
			5	Very Important	
			.R, -8	Refused	
			.D, -9	Don't Know	
C11f	RMC11F	Importance - Comm Airports Convenient	1	Not at All Important	IMPORTLH
			2	Not Very Important	
			3	Neutral	
			4	Somewhat Important	
			5	Very Important	
			.R, -8	Refused	
			.D, -9	Don't Know	
C11g	RMC11G	Importance - Railway Stations Convenient	1	Not at All Important	IMPORTLH
			2	Not Very Important	
			3	Neutral	
			4	Somewhat Important	
			5	Very Important	
			.R, -8	Refused	
			.D, -9	Don't Know	
C14a	RMC14A	Tran Sys Benefits Community	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
C14b	RMC14B	Tran Sys Makes Comm Better Place to Live	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
C14c	RMC14C	Tran Sys Cont to Economic Well-being	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
C14d	RMC14D	Tran Sys Cont to Environment Well-being	1	Strongly Disagree	AGREELH
			2	Somewhat Disagree	
			3	Neutral	
			4	Somewhat Agree	
			5	Strongly Agree	
			.R, -8	Refused	
			.D, -9	Don't Know	
B3	CSB3	Travel Diff Due to Disability or Health	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
M2_1	OMM211	Difficulties - Car as Driver	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M2_2	OMM212	Difficulties - Car as Passenger	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M2_3	OMM213	Difficulties - Public Trans	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M2_4	OMM214	Difficulties - Bicycle	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M2_5	OMM215	Difficulties - Walking	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
M2_6	OMM2I6	Difficulties - Airplane	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M2_7	OMM2I7	Difficulties - Other	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
M2_7	OMM2IO	Difficulties - Other (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4a	CSB4A	Req Product/Service fm USDOT since 01/00	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_1	CSB4B201	Past Year Request Information from NHTSA	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_2	CSB4B202	Past Year Request Information from USCG	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_3	CSB4B203	Past Year Request Information from FAA	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_4	CSB4B204	Past Year Request Information from MARAD	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_5	CSB4B205	Past Year Request Information from FHWA	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
B4b2_6	CSB4B206	Past Year Request Information from FRA	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_7	CSB4B207	Past Year Request Information from FTA	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_8	CSB4B208	Past Year Request Information from FMCSA	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_9	CSB4B209	Past Year Request Information from RSPA	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_10	CSB4B210	Past Year Request Information from BTS	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_11	CSB4B211	Past Year Request Information from SLSDC	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_12	CSB4B212	Past Year Request Information from OST	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_13	CSB4B213	Past Year Request Information from OTHER	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b2_13	CSB4B2O	Past Year Request Info OTHER (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
B4b3	CSB4B3	Agency Contacted Most Recently	1	The National Highway Traffic Safety Administration	AGENCY
			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	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b1	CSB4B1	Amount of Time since Most Recent Request	1	Since the Beginning of January of 2001	REQUESTF
			2	During November and December of 2000	
			3	Between August and October of 2000	
			4	Between February and July of 2000	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_1	CSB4B41	Prod Req: Data	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_2	CSB4B42	Prod Req: Publications/Brochures/Reports	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_3	CSB4B43	Prod Req: Maps	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_4	CSB4B44	Prod Req: Press Releases	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
B4b4_5	CSB4B45	Prod Req: Videos	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_6	CSB4B46	Prod Req: Employment Information	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_7	CSB4B47	Prod Req: Grant/Scholarship Information	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_8	CSB4B48	Prod Req: Other	1	Yes	YESNOS
			2	No	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B4b4_8	CSB4B4O	Prod Req: Other (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B5	CSB5	How Did R Contact the Agency	1	Telephone	CONTACT
			2	Internet/World Wide Web/E-mail	
			3	(Regular) Mail	
			4	In Person	
			5	Other	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B5	CSB5O	Other Contact (Specify)		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
B6	CSB6	Rate Level of Service Received	1	Very Dissatisfied	SATISLHS
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
D1	DCD1	Number of Licensed Vehicles in Household		Numeric Values	RFDK
			.R, -8	Refused	
			.D, -9	Don't Know	
D1	DCD1CAT	Number of Lic Veh in Household (Categ)	1	Zero	CATEG
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
			.R, -8	Refused	
			.D, -9	Don't Know	
D2	DCD2	R is Licensed Commercial Trans Op	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D3	DCD3	R Owns or Operates Business from Home	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D4	DCD4	R Age	2	18 - 24	AGE
			3	25 - 34	
			4	35 - 44	
			5	45 - 54	
			6	55 - 64	
			7	65 or Older	
			.R, -8	Refused	
			.D, -9	Don't Know	
D5	DCD5	R Gender	1	Male	GENDER
			2	Female	
			.R, -8	Refused	
			.D, -9	Don't Know	
D6	DCD6	R Education	1	Less than High School	EDUC
			2	High School Graduate/GED	
			3	Technical School/Professional Business School	
			4	Some College	
			5	Community College Graduate (AA: Associate of Arts Degree)	
			6	College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	
			7	Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	
			.R, -8	Refused	
			.D, -9	Don't Know	
D7	DCD7	R is of Hispanic Origin	1	Yes	HISPANIC
			2	No, Not Hispanic/Spanish/Latino	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
D8_1	DCD81	R is White	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D8_2	DCD82	R is Black or African American	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D8_3	DCD83	R is American Indian or Alaska Native	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D8_4	DCD84	R is Asian	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D8_5	DCD85	R is Pacific Islander	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D8_6	DCD86	R is Other Race	1	Yes	YESNO
			2	No	
			.R, -8	Refused	
			.D, -9	Don't Know	
D8_6	DCD8OTH	Other Race Specification		Text Values	\$RFDKS
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
D9a	DCD9A	Number of Other Phone Lines	1	None	NUMLINES
			2	One	
			3	Two	
			4	Three	
			5	Four or More	
			.R, -8	Refused	
			.D, -9	Don't Know	
D9b	DCD9B	Primary Use of Multiple Phone Lines	1	Household Use Only	PHONEUSE
			2	Business and Home Use	
			3	Business Use Only	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	
D12	DCD12	Number of People 18 and Older in HH		Numeric Values	RFDK
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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
D12	DCD12CAT	Num of People 18 and Older in HH (Categ)	1	Zero	CATEG
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
			.R, -8	Refused	
			.D, -9	Don't Know	
CAT1	CASEID	Caseld		9-Digit ID Values	
CAT1	CASESTAT	Final Interview Disposition Codes	1	Complete	STATUS
			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	
CAT1	ETIME	Interview End Time		Time Values	
CAT1	HHSCREEN	Telephone Disposition Codes	1	Household	TELDISP
			2	Business	
			3	Institution or School	
			4	Cellular Phone	
			.R, -8	Refused	
			.D, -9	Don't Know	
CAT1	INTLNGTH	Length of Interview (Minutes)		Numeric Values	
CAT1	SCREENER	Screener Disposition Codes	1	Eligible Adult (18 or Older) Identified	ELGADULT
CAT1	STIME	Interview Start Time		Time Values	
CAT1	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	

*.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	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	DIVISION	Census Division	1	New England	DIVISION
			2	Middle Atlantic	
			3	South Atlantic	
			4	East South Central	
			5	West South Central	
			6	East North Central	
			7	West North Central	
			8	Mountain	
			9	Pacific	
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	IN75_100	Percent Household Income 75 < 100K		Numeric Values	
GENESYS	INOVR100	Percent Household Income Over 100K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	
GENESYS	PASIAN	Percent Asian/Pacific Islander		Numeric Values	
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	CaseID		9-Digit ID Values	
CATI	CASESTAT	Final Interview Disposition Codes	1	Complete	STATUS
			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	1	Household	TELDISP
			2	Business	
			3	Institution or School	
			4	Cellular Phone	
			.R, -8	Refused	
			.D, -9	Don't Know	
CATI	NROFCALL	Number of Calls		Numeric Values	
CATI	SCREENER	Screener Disposition Codes	1	Eligible Adult (18 or Older) Identified	ELGADULT
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	
GENESYS	CREGION	Census Region	1	Northeast	CREGION
			2	Midwest	
			3	South	
			4	West	

*.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	DIVISION	Census Division	1	New England	DIVISION
			2	Middle Atlantic	
			3	South Atlantic	
			4	East South Central	
			5	West South Central	
			6	East North Central	
			7	West North Central	
			8	Mountain	
			9	Pacific	
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	IN75_100	Percent Household Income 75 < 100K		Numeric Values	
GENESYS	INOV100	Percent Household Income Over 100K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	
GENESYS	PASIAN	Percent Asian/Pacific Islander		Numeric Values	
GENESYS	PBLACK	Percent Black		Numeric Values	
GENESYS	PHISPA	Percent Hispanic		Numeric Values	
GENESYS	PWHITE	Percent White		Numeric Values	
GENESYS	STATE	State		Text Values	
SCREENING	SP1A	Number of Other Phone Lines	1	None	NUMLINES
			2	One	
			3	Two	
			4	Three	
			5	Four or More	
			.R, -8	Refused	
			.D, -9	Don't Know	
SCREENING	SP2	Primary Use of Multiple Phone Lines	1	Household Use Only	PHONEUSE
			2	Business and Home Use	
			3	Business Use Only	
			.S, -7	Appropriate Skip	
			.R, -8	Refused	
			.D, -9	Don't Know	

*.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.HI0201PU	Observations: 1056
Member Type: DATA	Variables: 182
Engine: V612	Indexes: 0
Created: 18:21 Tuesday, February 20, 2001	Observation Length: 1812
Last Modified: 18:21 Tuesday, February 20, 2001	Deleted Observations: 0
Protection:	Compressed: NO
Data Set Type:	Sorted: NO
Label:	

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

#	Variable	Type	Len	Pos	Format	Label
149	AGE00_17	Char	5	1598		Percent Age 0 - 17
150	AGE18_24	Char	5	1603		Percent Age 18 - 24
151	AGE25_34	Char	5	1608		Percent Age 25 - 34
152	AGE35_44	Char	5	1613		Percent Age 35 - 44
153	AGE45_54	Char	5	1618		Percent Age 45 - 54
154	AGE55_64	Char	5	1623		Percent Age 55 - 64
155	AGEOVR65	Char	5	1628		Percent Age Over 65
175	BASEWGT	Num	8	1748		Base Weight
141	CASEID	Char	9	1540		CaseID
142	CASESTAT	Num	8	1549	STATUS.	Final Interview Disposition Codes
176	CEN_FACT	Num	8	1756		Census Population Adjustment Factor
156	CITY	Char	20	1633		City
157	CREGION	Num	8	1653	CREGION.	Census Region
84	CSB3	Num	8	874	YESNO.	Travel Diff Due to Disability or Health
119	CSB5	Num	8	1280	CONTACT.	How Did R Contact the Agency
121	CSB6	Num	8	1338	SATISLHS.	Rate Level of Service Received
93	CSB4A	Num	8	988	YESNO.	Req Product/Service fm USDOT since 01/00
109	CSB4B1	Num	8	1158	REQUESTF.	Amount of Time since Most Recent Request
108	CSB4B3	Num	8	1150	AGENCY.	Agency Contacted Most Recently
110	CSB4B41	Num	8	1166	YESNOS.	Prod Req: Data
111	CSB4B42	Num	8	1174	YESNOS.	Prod Req: Publications/Brochures/Reports
112	CSB4B43	Num	8	1182	YESNOS.	Prod Req: Maps
113	CSB4B44	Num	8	1190	YESNOS.	Prod Req: Press Releases
114	CSB4B45	Num	8	1198	YESNOS.	Prod Req: Videos
115	CSB4B46	Num	8	1206	YESNOS.	Prod Req: Employment Information
116	CSB4B47	Num	8	1214	YESNOS.	Prod Req: Grant/Scholarship Information
117	CSB4B48	Num	8	1222	YESNOS.	Prod Req: Other
94	CSB4B201	Num	8	996	YESNOS.	Past Year Request Information from NHTSA
95	CSB4B202	Num	8	1004	YESNOS.	Past Year Request Information from USCG
96	CSB4B203	Num	8	1012	YESNOS.	Past Year Request Information from FAA
97	CSB4B204	Num	8	1020	YESNOS.	Past Year Request Information from MARAD
98	CSB4B205	Num	8	1028	YESNOS.	Past Year Request Information from FHWA
99	CSB4B206	Num	8	1036	YESNOS.	Past Year Request Information from FRA
100	CSB4B207	Num	8	1044	YESNOS.	Past Year Request Information from FTA
101	CSB4B208	Num	8	1052	YESNOS.	Past Year Request Information from FMCSA
102	CSB4B209	Num	8	1060	YESNOS.	Past Year Request Information from RSPA
103	CSB4B210	Num	8	1068	YESNOS.	Past Year Request Information from BTS
104	CSB4B211	Num	8	1076	YESNOS.	Past Year Request Information from SLSDC
105	CSB4B212	Num	8	1084	YESNOS.	Past Year Request Information from OST
106	CSB4B213	Num	8	1092	YESNOS.	Past Year Request Information from OTHER
107	CSB4B20	Char	50	1100	\$RFDKS60.	Past Year Request Info OTHER (Specify)
118	CSB4B40	Char	50	1230	\$RFDKS60.	Prod Req: Other (Specify)
120	CSB50	Char	50	1288	\$RFDKS40.	Other Contact (Specify)
122	DCD1	Num	8	1346	RFDK.	Number of Licensed Vehicles in Household
124	DCD2	Num	8	1362	YESNO.	R is Licensed Commercial Trans Op
125	DCD3	Num	8	1370	YESNO.	R Owns or Operates Business from Home
126	DCD4	Num	8	1378	AGE.	R Age
127	DCD5	Num	8	1386	GENDER.	R Gender
128	DCD6	Num	8	1394	EDUC.	R Education
129	DCD7	Num	8	1402	HISPANIC.	R is of Hispanic Origin
139	DCD12	Num	8	1524	NUMLINES.	Number of People 18 and Older in HH
130	DCD81	Num	8	1410	YESNO.	R is White
131	DCD82	Num	8	1418	YESNO.	R is Black or African American
132	DCD83	Num	8	1426	YESNO.	R is American Indian or Alaska Native
133	DCD84	Num	8	1434	YESNO.	R is Asian
134	DCD85	Num	8	1442	YESNO.	R is Pacific Islander
135	DCD86	Num	8	1450	YESNO.	R is Other Race

#	Variable	Type	Len	Pos	Format	Label
140	DCD12CAT	Num	8	1532	CATEG.	Num of People 18 and Older in HH (Categ)
123	DCD1CAT	Num	8	1354	CATEG.	Number of Lic Veh in Household (Categ)
136	DCD80TH	Char	50	1458	\$RFDKS40.	Other Race Specification
137	DCD9A	Num	8	1508	NUMLINES.	Number of Other Phone Lines
138	DCD9B	Num	8	1516	PHONEUSE.	Primary Use of Multiple Phone Lines
158	DIVISION	Num	8	1661	DIVISION.	Census Division
143	ETIME	Char	8	1557		Interview End Time
177	FINALWGT	Num	8	1764		Final Weight - Sums to Population Total
159	FIPSCODE	Char	5	1669		FIPS Code
1	GTA1A	Num	8	0	YESNO.	Used Local Bus, Subway, or Commuter Rail
13	GTA1AT	Num	8	96	DAYSUSED.	Days Used Bus, Subway, or Commuter Rail
2	GTA1B	Num	8	8	YESNO.	Drive Alone in Private Vehicle
14	GTA1BT	Num	8	104	DAYSUSED.	Days Used Private Vehicle
3	GTA1C	Num	8	16	YESNO.	Travel in Organized Carpool or Vanpool
15	GTA1CT	Num	8	112	DAYSUSED.	Days Travel in Carpool or Vanpool
4	GTA1D	Num	8	24	YESNO.	Travel with Others in Private Vehicle
16	GTA1DT	Num	8	120	DAYSUSED.	Days Travel with Others in Private Veh
5	GTA1E	Num	8	32	YESNO.	Used City to City Bus
17	GTA1ET	Num	8	128	DAYSUSED.	Days Used City to City Bus
6	GTA1F	Num	8	40	YESNO.	Used City to City Train
18	GTA1FT	Num	8	136	DAYSUSED.	Days Used City to City Train
7	GTA1G	Num	8	48	YESNO.	Used Taxi, Limo, or Shuttle Service
19	GTA1GT	Num	8	144	DAYSUSED.	Days Used Taxi, Limo, or Shuttle Service
8	GTA1H	Num	8	56	YESNO.	Used Commercial Airplane
20	GTA1HT	Num	8	152	DAYSUSED.	Days Used Commercial Airplane
9	GTA1I	Num	8	64	YESNO.	Used Private or Charter Airplane
21	GTA1IT	Num	8	160	DAYSUSED.	Days Used Private or Charter Airplane
10	GTA1J	Num	8	72	YESNO.	Used Comm Boat, Ship, or Ferry
22	GTA1JT	Num	8	168	DAYSUSED.	Days Used Comm Boat, Ship, or Ferry
11	GTA1K	Num	8	80	YESNO.	Used Recreational Boat
24	GTA1KA	Num	8	184	BOATUSE.	Hours Spent on Recreational Boat
23	GTA1KT	Num	8	176	DAYSUSED.	Days Used Recreational Boat
12	GTA1L	Num	8	88	YESNO.	Used Bicycle
26	GTA1LA	Num	8	200	BIKEUSE.	Primary Use of Bicycle
27	GTA1LAO	Char	50	208	\$RFDKS40.	Primary Use of Bicycle (Specify)
25	GTA1LT	Num	8	192	DAYSUSED.	Days Used Bicycle
144	HHSCREEN	Num	8	1565	TELDISP.	Telephone Disposition Codes
166	IN75_100	Char	5	1704		Percent Household Income 75 < 100K
160	INC00_09	Char	5	1674		Percent Household Income 0 < 10K
161	INC10_14	Char	5	1679		Percent Household Income 10 < 15K
162	INC15_24	Char	5	1684		Percent Household Income 15 < 25K
163	INC25_34	Char	5	1689		Percent Household Income 25 < 35K
164	INC35_49	Char	5	1694		Percent Household Income 35 < 50K
165	INC50_74	Char	5	1699		Percent Household Income 50 < 75K
167	INOVRI00	Char	5	1709		Percent Household Income Over 100K
145	INTLNGTH	Num	8	1573		Length of Interview (Minutes)
168	METRO	Num	8	1714	INOUT.	Inside/Outside Metropolitan Area
169	MSA	Char	4	1722		MSA
178	NR_FACT	Num	8	1772		Nonresponse Adjustment Factor
35	OMM24G	Num	8	314	NOPUBTRN.	Main Reason for Not Using Public Trans
36	OMM24O	Char	50	322	\$RFDKS60.	Reason for Not Using Pub Trans (Specify)
37	OMM25G	Num	8	372	NOCARPOL.	Main Reason for Not Using Carpool
38	OMM25O	Char	50	380	\$RFDKS60.	Reason for Not Using Carpool (Specify)
69	OMM26G	Num	8	670	POLUTION.	Primary Cause of Air Pollution
70	OMM26O	Char	50	678	\$RFDKS60.	Other Cause of Air Pollution (Specify)
85	OMM2I1	Num	8	882	YESNOS.	Difficulties - Car as Driver
86	OMM2I2	Num	8	890	YESNOS.	Difficulties - Car as Passenger
87	OMM2I3	Num	8	898	YESNOS.	Difficulties - Public Trans
88	OMM2I4	Num	8	906	YESNOS.	Difficulties - Bicycle
89	OMM2I5	Num	8	914	YESNOS.	Difficulties - Walking
90	OMM2I6	Num	8	922	YESNOS.	Difficulties - Airplane
91	OMM2I7	Num	8	930	YESNOS.	Difficulties - Other
92	OMM2IO	Char	50	938	\$RFDKS40.	Difficulties - Other (Specify)
59	OMM37AC	Num	8	590	NOISELEV.	Noise Level from Airplanes
60	OMM37BC	Num	8	598	ACCEPT.	Current Noise Level from Airplanes
61	OMM38AF	Num	8	606	NOISELEV.	Noise Level from Trains
62	OMM38BF	Num	8	614	ACCEPT.	Current Noise Level from Trains
63	OMM39AI	Num	8	622	AGREELH.	Agree Lev - Pipelines Serve Purpose
64	OMM39BI	Num	8	630	AGREELH.	Agree Lev - Pipelines are Safe
65	OMM39CI	Num	8	638	AGREELH.	Agree Lev - Contact Auth Prot Pipelines

#	Variable	Type	Len	Pos	Format	Label
66	OMM40AA	Num	8	646	AGREELH.	Agree Lev - Mandatory Booster Seats
67	OMM40BA	Num	8	654	AGREELH.	Agree Lev - Seat Belt Eff as Booster
68	OMM40CA	Num	8	662	AGREELH.	Agree Lev - Booster Pos Child Properly
170	PASIAN	Char	5	1726		Percent Asian/Pacific Islander
171	PBLACK	Char	5	1731		Percent Black
179	PER_FACT	Num	8	1780		Adjust. for No. of Eligible HH Members
172	PHISPA	Char	5	1736		Percent Hispanic
180	PHN_FACT	Num	8	1788		Multiple Phone Lines Adjustment Factor
173	PWHITE	Char	5	1741		Percent White
71	RMC27	Num	8	728	WHERELIVE.	Most Important in Choosing Where to Live
49	RMC10A	Num	8	510	SATISLH.	Satisf Lev - Reducing Air Pollution
50	RMC10B	Num	8	518	SATISLH.	Satisf Lev - Reducing Noise Pollution
51	RMC10C	Num	8	526	SATISLH.	Satisf Lev - Reducing Water Pollution
52	RMC10D	Num	8	534	SATISLH.	Satisf Lev - Avail of Info on Emissions
53	RMC10E	Num	8	542	SATISLH.	Satisf Lev - Enforcing Haz Mat Incidents
54	RMC10F	Num	8	550	SATISLH.	Satisf Lev - Reducing Traffic Congestion
55	RMC10G	Num	8	558	SATISLH.	Satisf Lev - Reducing Air Traffic Cong
56	RMC10H	Num	8	566	SATISLH.	Satisf Lev - Reducing Dredging Effects
57	RMC10I	Num	8	574	SATISLH.	Satisf Lev - Reducing Haz Mat Incidents
58	RMC10J	Num	8	582	SATISLH.	Satisf Lev - Ensuring Say in Trans Proj
73	RMC11A	Num	8	786	IMPORTLH.	Importance- Ease of Driving
74	RMC11B	Num	8	794	IMPORTLH.	Importance - Low Traffic Congestion
75	RMC11C	Num	8	802	IMPORTLH.	Importance - Public Trans Convenient
76	RMC11D	Num	8	810	IMPORTLH.	Importance - Sidewalks Convenient
77	RMC11E	Num	8	818	IMPORTLH.	Importance - Bikeways Convenient
78	RMC11F	Num	8	826	IMPORTLH.	Importance - Comm Airports Convenient
79	RMC11G	Num	8	834	IMPORTLH.	Importance - Railway Stations Convenient
80	RMC14A	Num	8	842	AGREELH.	Tran Sys Benefits Community
81	RMC14B	Num	8	850	AGREELH.	Tran Sys Makes Comm Better Place to Live
82	RMC14C	Num	8	858	AGREELH.	Tran Sys Cont to Economic Well-being
83	RMC14D	Num	8	866	AGREELH.	Tran Sys Cont to Environment Well-being
28	RMC20AA	Num	8	258	YESNOS.	Satisfied with Public Transportation
29	RMC20AC	Num	8	266	YESNOS.	Satisfied with Organized Carpool
30	RMC20AE	Num	8	274	YESNOS.	Satisfied with City to City Bus
31	RMC20AF	Num	8	282	YESNOS.	Satisfied with City to City Train
32	RMC20AG	Num	8	290	YESNOS.	Satisfied with Taxi/Limo/Shuttle Service
33	RMC20AH	Num	8	298	YESNOS.	Satisfied with Commercial Airplane
34	RMC20AJ	Num	8	306	YESNOS.	Satisfied with Comm Boat, Ship, or Ferry
72	RMC27O	Char	50	736	\$RFDKS60.	Most Imp Choosing Where Live (Specify)
39	RMC9A	Num	8	430	CONCRNHL.	Concern Lev - Air Pollution
40	RMC9B	Num	8	438	CONCRNHL.	Concern Lev - Noise Pollution
41	RMC9C	Num	8	446	CONCRNHL.	Concern Lev - Water Pollution
42	RMC9D	Num	8	454	CONCRNHL.	Concern Lev - Avail of Info on Emissions
43	RMC9E	Num	8	462	CONCRNHL.	Concern Lev - Eff of Emission on Weather
44	RMC9F	Num	8	470	CONCRNHL.	Concern Lev - Traffic Congestion
45	RMC9G	Num	8	478	CONCRNHL.	Concern Lev - Air Traffic
46	RMC9H	Num	8	486	CONCRNHL.	Concern Lev - Digging Act Effect on Wate
47	RMC9I	Num	8	494	CONCRNHL.	Concern Lev - Hazardous Material Inciden
48	RMC9J	Num	8	502	CONCRNHL.	Concern Lev - Having Say in Trans Proj
181	SCALEWGT	Num	8	1796		Final Weight - Sums to Sample Total
146	SCREENER	Num	8	1581	ELGADULT.	Screeners Disposition Codes
174	STATE	Char	2	1746		State
147	STIME	Char	8	1589		Interview Start Time
148	TIMEZONE	Char	1	1597	\$TIMEZON.	Time Zone
182	WD_FACT	Num	8	1804		Weighted Deflation Adjustment Factor

Contents of the Disposition Data Set

Data Set Name: PUBDISP.HD0201PU	Observations: 5000
Member Type: DATA	Variables: 35
Engine: V612	Indexes: 0
Created: 18:22 Tuesday, February 20, 2001	Observation Length: 223
Last Modified: 18:22 Tuesday, February 20, 2001	Deleted Observations: 0
Protection:	Compressed: NO
Data Set Type:	Sorted: NO
Label:	

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

#	Variable	Type	Len	Pos	Format	Label
8	AGE00_17	Char	5	57		Percent Age 0 - 17
9	AGE18_24	Char	5	62		Percent Age 18 - 24
10	AGE25_34	Char	5	67		Percent Age 25 - 34
11	AGE35_44	Char	5	72		Percent Age 35 - 44
12	AGE45_54	Char	5	77		Percent Age 45 - 54
13	AGE55_64	Char	5	82		Percent Age 55 - 64
14	AGEOVR65	Char	5	87		Percent Age Over 65
1	CASEID	Char	9	0		CaseID
2	CASESTAT	Num	8	9	STATUS.	Final Interview Disposition Codes
15	CITY	Char	20	92		City
16	CREGION	Num	8	112	CREGION.	Census Region
17	DIVISION	Num	8	120	DIVISION.	Census Division
3	ETIME	Char	8	17		Interview End Time
18	FIPSCODE	Char	5	128		FIPS Code
4	HHSCREEN	Num	8	25	TELDISP.	Telephone Disposition Codes
25	IN75_100	Char	5	163		Percent Household Income 75 < 100K
19	INC00_09	Char	5	133		Percent Household Income 0 < 10K
20	INC10_14	Char	5	138		Percent Household Income 10 < 15K
21	INC15_24	Char	5	143		Percent Household Income 15 < 25K
22	INC25_34	Char	5	148		Percent Household Income 25 < 35K
23	INC35_49	Char	5	153		Percent Household Income 35 < 50K
24	INC50_74	Char	5	158		Percent Household Income 50 < 75K
26	INOVRI00	Char	5	168		Percent Household Income Over 100K
27	METRO	Num	8	173	INOUT.	Inside/Outside Metropolitan Area
28	MSA	Char	4	181		MSA
5	NROFCALL	Num	8	33		Number of Calls
29	PASIAN	Char	5	185		Percent Asian/Pacific Islander
30	PBLACK	Char	5	190		Percent Black
31	PHISPA	Char	5	195		Percent Hispanic
32	PWHITE	Char	5	200		Percent White
6	SCREENER	Num	8	41	ELGADULT.	Screener Disposition Codes
35	SP2	Num	8	215	PHONEUSE.	Primary Use of Multiple Phone Lines
34	SP1A	Num	8	207	NUMLINES.	Number of Other Phone Lines
33	STATE	Char	2	205		State
7	STIME	Char	8	49		Interview Start Time

APPENDIX C:
FREQUENCY TABLES

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

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	24,078,682	12 (1.17)
No	176,628,018	88 (1.17)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. 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	8,682,986	36 (5.16)
3-5	5,076,094	21 (3.88)
6-10	1,469,640	6 (2.12)
More than 10 Days	8,849,962	37 (5.25)
Subtotal Valid Responses	24,078,682	100
Appropriate Skip	176,628,018	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	21,108,052	88 (3.65)
No	2,970,630	12 (3.65)
Subtotal Valid Responses	24,078,682	100
Appropriate Skip	176,628,018	
Total	200,706,700	
M24. In your own words, please tell me the main reason you had for not using public transportation in the past 30 days.		
Have My Own Car/More Convenient to Drive	98,743,213	56 (1.97)
Too Far to a Bus Stop or Subway Station	3,773,204	2 (0.52)
Too Complicated/Requires Too Many Transfers	1,760,595	1 (0.35)
Don't Like Riding with Strangers	503,655	0 (0.28)
Dirty/Not Clean	276,562	0 (0.16)
Public Transportation Takes Too Long	2,427,385	1 (0.44)
Hard to Get Information on Schedules or Stops	1,106,683	1 (0.43)
Costs Too Much	214,686	0 (0.10)
Unreliable	2,889,560	2 (0.41)
Doesn't Go Where Respondent Needs to Travel	7,329,332	4 (0.71)
Public Transportation Not Readily Available	40,359,620	23 (1.64)
Health Condition or Disability	1,188,351	1 (0.27)
Don't Need It	7,906,870	4 (0.90)
Other	8,148,304	5 (0.90)
Subtotal Valid Responses	176,628,018	100
Appropriate Skip	24,078,682	
Total	200,706,700	

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?		
b. Driving alone in a private vehicle, such as a car, sport utility vehicle, pickup truck, van, or motorcycle		
Yes	182,678,138	91 (1.07)
No	18,028,562	9 (1.07)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. 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	3,346,923	2 (0.64)
3-5	8,738,375	5 (0.73)
6-10	13,439,557	7 (0.98)
More than 10 Days	157,153,282	86 (1.32)
Subtotal Valid Responses	182,678,138	100
Appropriate Skip	18,028,562	
Total	200,706,700	
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	23,282,045	12 (1.27)
No	177,424,655	88 (1.27)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
c. Traveling in an organized carpool or vanpool		
1-2	3,914,244	17 (4.70)
3-5	6,755,053	29 (5.17)
6-10	4,268,942	18 (4.16)
More than 10 Days	8,343,807	36 (5.87)
Subtotal Valid Responses	23,282,045	100
Appropriate Skip	177,424,655	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
c. Traveling in an organized carpool or vanpool		
Yes	22,026,183	95 (2.55)
No	1,255,862	5 (2.55)
Subtotal Valid Responses	23,282,045	100
Appropriate Skip	177,424,655	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
M25. In your own words, please tell me the main reason you had for not using an organized carpool or vanpool in the past 30 days.		
Have My Own Car/More Convenient to Drive Self	77,557,465	44 (1.98)
Need the Flexibility to Make Stops	3,641,985	2 (0.48)
Prefer Riding Alone	1,799,589	1 (0.40)
Don't Like Riding with Strangers	562,178	0 (0.20)
Takes Too Long	1,179,614	1 (0.30)
Hard to Find Car or Vanpools that Fit Schedule	14,416,465	8 (1.08)
Costs Too Much	327,833	0 (0.12)
Unreliable	3,300,994	2 (0.62)
Not Applicable to Respondent's Situation/Doesn't Commute	21,707,548	12 (1.30)
Need Flexibility to Come and Go	5,531,472	3 (0.64)
Commute is Short	3,321,824	2 (0.54)
Use Public Transportation	3,829,086	2 (0.53)
Organized Carpool or Vanpool Transportation Not Readily Available	20,131,719	11 (1.21)
Health Condition/Disability	1,614,448	1 (0.33)
Other	17,601,643	10 (1.20)
Subtotal Valid Responses	176,523,862	100
Don't Know	604,429	
Refused	296,364	
Appropriate Skip	23,282,045	
Total	200,706,700	
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	128,757,228	64 (1.81)
No	71,860,648	36 (1.81)
Subtotal Valid Responses	200,617,876	100
Don't Know	88,824	
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
d. Traveling with others in a private vehicle		
1-2	17,766,841	14 (1.60)
3-5	25,707,515	20 (1.78)
6-10	22,862,340	18 (1.70)
More than 10 Days	62,354,406	48 (2.32)
Subtotal Valid Responses	128,691,102	100
Don't Know	66,126	
Appropriate Skip	71,949,472	
Total	200,706,700	
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	4,202,365	2 (0.54)
No	196,504,335	98 (0.54)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
A1x. On how many days did you use this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
1-2	3,129,088	74 (11.10)
3-5	965,572	23 (11.00)
6-10	62,533	1 (1.52)
More than 10 Days	45,171	1 (1.10)
Subtotal Valid Responses	4,202,365	100
Appropriate Skip	196,504,335	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
Yes	4,100,250	98 (2.46)
No	102,114	2 (2.46)
Subtotal Valid Responses	4,202,365	100
Appropriate Skip	196,504,335	
Total	200,706,700	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
f. City to city train, such as AMTRAK		
Yes	6,069,744	3 (0.59)
No	194,636,956	97 (0.59)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
f. City to city train, such as AMTRAK		
1-2	4,095,097	67 (9.03)
3-5	1,243,227	20 (7.97)
6-10	199,728	3 (2.36)
More than 10 Days	531,693	9 (5.13)
Subtotal Valid Responses	6,069,744	100
Appropriate Skip	194,636,956	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
f. City to city train, such as AMTRAK		
Yes	5,665,368	93 (3.50)
No	404,376	7 (3.50)
Subtotal Valid Responses	6,069,744	100
Appropriate Skip	194,636,956	
Total	200,706,700	

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?		
g. Taxi, limousine, or shuttle service		
Yes	20,492,445	10 (1.09)
No	180,214,255	90 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
g. Taxi, limousine, or shuttle service		
1-2	13,560,670	66 (5.16)
3-5	5,280,561	26 (4.88)
6-10	497,937	2 (1.15)
More than 10 Days	1,153,277	6 (2.30)
Subtotal Valid Responses	20,492,445	100
Appropriate Skip	180,214,255	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
g. Taxi, limousine, or shuttle service		
Yes	19,164,006	94 (2.47)
No	1,328,439	6 (2.47)
Subtotal Valid Responses	20,492,445	100
Appropriate Skip	180,214,255	
Total	200,706,700	
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	20,074,204	10 (1.00)
No	180,632,496	90 (1.00)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
h. Commercial airplane		
1-2	15,556,046	77 (4.02)
3-5	2,882,298	14 (3.10)
6-10	1,119,905	6 (2.34)
More than 10 Days	515,954	3 (1.80)
Subtotal Valid Responses	20,074,204	100
Appropriate Skip	180,632,496	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C20a. Were you satisfied with this type of transportation?		
h. Commercial airplane		
Yes	17,649,195	88 (3.03)
No	2,425,008	12 (3.03)
Subtotal Valid Responses	20,074,204	100
Appropriate Skip	180,632,496	
Total	200,706,700	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
i. Private or charter airplane		
Yes	2,949,751	1 (0.37)
No	197,701,356	99 (0.37)
Subtotal Valid Responses	200,651,106	100
Don't Know	55,594	
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
i. Private or charter airplane		
1-2	1,655,384	56 (12.30)
3-5	880,301	30 (11.20)
6-10	346,920	12 (6.73)
More than 10 Days	67,146	2 (2.30)
Subtotal Valid Responses	2,949,751	100
Appropriate Skip	197,756,949	
Total	200,706,700	
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	2,935,451	1 (0.41)
No	197,771,249	99 (0.41)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
j. Commercial boat, ship, or ferry		
1-2	1,669,073	57 (14.40)
6-10	1,036,221	35 (14.50)
More than 10 Days	230,157	8 (5.95)
Subtotal Valid Responses	2,935,451	100
Appropriate Skip	197,771,249	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C20a. Were you satisfied with this type of transportation?		
j. Commercial boat, ship, or ferry		
Yes	2,386,224	81 (13.20)
No	549,227	19 (13.20)
Subtotal Valid Responses	2,935,451	100
Appropriate Skip	197,771,249	
Total	200,706,700	
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	4,062,720	2 (0.52)
No	196,643,980	98 (0.52)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
k. Recreational boat		
1-2	3,319,166	82 (7.71)
3-5	405,372	10 (6.20)
6-10	109,990	3 (2.73)
More than 10 Days	228,193	6 (3.42)
Subtotal Valid Responses	4,062,720	100
Appropriate Skip	196,643,980	
Total	200,706,700	
A1ka. Altogether, how many hours did you spend on a recreational boat?		
1-6	3,061,543	75 (10.50)
7-12	426,639	11 (9.09)
13-20	109,990	3 (2.73)
More Than 20 Hours	464,549	11 (5.89)
Subtotal Valid Responses	4,062,720	100
Appropriate Skip	196,643,980	
Total	200,706,700	
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	19,092,157	10 (1.09)
No	181,614,543	90 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
A1x. On how many days did you use this type of transportation?		
I. Bicycle		
1-2	9,075,582	48 (6.01)
3-5	4,849,455	26 (5.58)
6-10	985,131	5 (1.81)
More than 10 Days	4,028,363	21 (4.98)
Subtotal Valid Responses	18,938,531	100
Don't Know	153,626	
Appropriate Skip	181,614,543	
Total	200,706,700	
A1la. Did you use your bicycle primarily for. . .		
Commuting to Work	548,936	3 (1.57)
Recreation	7,945,119	42 (5.81)
Exercise	6,842,873	36 (5.79)
Running Errands (Going to the Store, Post Office, etc.)	1,682,360	9 (3.38)
Some Other Purpose	2,072,869	11 (4.24)
Subtotal Valid Responses	19,092,157	100
Appropriate Skip	181,614,543	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
a. Air pollution in your community from transportation sources		
Very Concerned	55,542,626	28 (1.73)
Somewhat Concerned	36,516,068	18 (1.45)
Neutral	48,119,368	24 (1.57)
Not Very Concerned	28,409,357	14 (1.29)
Not at All Concerned	31,875,336	16 (1.34)
Subtotal Valid Responses	200,462,754	100
Don't Know	243,946	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
b. Noise pollution in your community from transportation sources		
Very Concerned	40,182,842	20 (1.51)
Somewhat Concerned	29,111,946	15 (1.28)
Neutral	38,532,714	19 (1.43)
Not Very Concerned	42,492,388	21 (1.53)
Not at All Concerned	50,144,514	25 (1.64)
Subtotal Valid Responses	200,464,404	100
Don't Know	242,296	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
c. Water pollution in your community from transportation sources		
Very Concerned	55,821,971	28 (1.76)
Somewhat Concerned	29,779,759	15 (1.27)
Neutral	33,658,951	17 (1.41)
Not Very Concerned	32,391,782	16 (1.37)
Not at All Concerned	46,907,020	24 (1.59)
Subtotal Valid Responses	198,559,483	100
Don't Know	2,147,217	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
d. The availability of information on how emissions from transportation sources affect air quality		
Very Concerned	48,199,773	24 (1.67)
Somewhat Concerned	43,307,167	22 (1.59)
Neutral	49,445,975	25 (1.60)
Not Very Concerned	24,235,868	12 (1.20)
Not at All Concerned	31,584,899	16 (1.42)
Subtotal Valid Responses	196,773,682	100
Don't Know	3,933,018	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
e. The effect emissions from transportation sources might have on global weather patterns		
Very Concerned	56,806,445	29 (1.71)
Somewhat Concerned	44,871,576	23 (1.60)
Neutral	40,214,840	20 (1.53)
Not Very Concerned	25,601,828	13 (1.22)
Not at All Concerned	29,659,334	15 (1.35)
Subtotal Valid Responses	197,154,024	100
Don't Know	3,552,676	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
f. The effect of vehicle traffic congestion on the quality of life in your community.		
Very Concerned	75,608,484	38 (1.80)
Somewhat Concerned	40,840,979	20 (1.45)
Neutral	34,068,327	17 (1.43)
Not Very Concerned	21,842,129	11 (1.18)
Not at All Concerned	27,931,136	14 (1.29)
Subtotal Valid Responses	200,291,055	100
Don't Know	415,645	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
g. The effect of air traffic on the quality of life in your community.		
Very Concerned	34,037,106	17 (1.48)
Somewhat Concerned	30,517,606	15 (1.33)
Neutral	40,229,466	20 (1.47)
Not Very Concerned	39,399,910	20 (1.49)
Not at All Concerned	54,807,910	28 (1.66)
Subtotal Valid Responses	198,991,999	100
Don't Know	1,362,334	
Refused	352,367	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
h. The effects of dredging/digging activities on local waterways in your community		
Very Concerned	45,241,663	23 (1.67)
Somewhat Concerned	35,037,771	18 (1.44)
Neutral	39,564,529	20 (1.49)
Not Very Concerned	27,956,634	14 (1.24)
Not at All Concerned	49,132,222	25 (1.62)
Subtotal Valid Responses	196,932,820	100
Don't Know	3,553,748	
Refused	220,132	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
i. Hazardous material incidents from transportation sources		
Very Concerned	68,017,801	34 (1.81)
Somewhat Concerned	41,675,915	21 (1.47)
Neutral	30,746,598	16 (1.39)
Not Very Concerned	23,502,048	12 (1.15)
Not at All Concerned	33,538,567	17 (1.45)
Subtotal Valid Responses	197,480,929	100
Don't Know	3,135,428	
Refused	90,343	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
j. Having a say about transportation projects in your community		
Very Concerned	61,634,959	31 (1.75)
Somewhat Concerned	48,980,305	25 (1.61)
Neutral	41,394,343	21 (1.52)
Not Very Concerned	22,180,798	11 (1.22)
Not at All Concerned	23,459,990	12 (1.24)
Subtotal Valid Responses	197,650,395	100
Don't Know	2,695,304	
Refused	361,000	
Total	200,706,700	
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
a. Reducing air pollution from transportation sources		
Very Dissatisfied	23,831,052	12 (1.29)
Somewhat Dissatisfied	29,954,629	16 (1.37)
Neither Dissatisfied nor Satisfied	76,617,054	40 (1.85)
Somewhat Satisfied	40,781,306	21 (1.59)
Very Satisfied	21,329,543	11 (1.26)
Subtotal Valid Responses	192,513,584	100
Don't Know	7,631,322	
Refused	561,795	
Total	200,706,700	
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied a and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
b. Reducing noise pollution from transportation sources		
Very Dissatisfied	22,913,844	12 (1.30)
Somewhat Dissatisfied	29,396,105	15 (1.33)
Neither Dissatisfied nor Satisfied	72,478,461	38 (1.82)
Somewhat Satisfied	41,561,237	22 (1.59)
Very Satisfied	25,964,482	14 (1.44)
Subtotal Valid Responses	192,314,130	100
Don't Know	7,610,644	
Refused	781,926	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
c. Reducing water pollution from transportation sources		
Very Dissatisfied	31,348,480	17 (1.45)
Somewhat Dissatisfied	28,810,341	15 (1.38)
Neither Dissatisfied nor Satisfied	70,005,234	37 (1.85)
Somewhat Satisfied	34,870,007	18 (1.52)
Very Satisfied	24,118,075	13 (1.34)
Subtotal Valid Responses	189,152,137	100
Don't Know	10,744,769	
Refused	809,794	
Total	200,706,700	
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
d. Providing information on how emissions from transportation sources affect air quality		
Very Dissatisfied	26,856,450	14 (1.35)
Somewhat Dissatisfied	35,292,884	18 (1.44)
Neither Dissatisfied nor Satisfied	68,680,838	36 (1.84)
Somewhat Satisfied	37,889,974	20 (1.55)
Very Satisfied	23,426,455	12 (1.31)
Subtotal Valid Responses	192,146,600	100
Don't Know	7,931,875	
Refused	628,225	
Total	200,706,700	
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
e. Enforcing emission standards for transportation sources		
Very Dissatisfied	30,306,399	16 (1.43)
Somewhat Dissatisfied	33,476,291	17 (1.36)
Neither Dissatisfied nor Satisfied	59,281,575	31 (1.75)
Somewhat Satisfied	40,148,494	21 (1.56)
Very Satisfied	30,046,704	16 (1.45)
Subtotal Valid Responses	193,259,463	100
Don't Know	6,819,012	
Refused	628,225	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
f. Reducing vehicle traffic congestion on the roads in your community		
Very Dissatisfied	43,599,794	22 (1.56)
Somewhat Dissatisfied	38,810,583	20 (1.51)
Neither Dissatisfied nor Satisfied	44,508,603	23 (1.60)
Somewhat Satisfied	37,680,436	19 (1.53)
Very Satisfied	29,236,849	15 (1.40)
Subtotal Valid Responses	193,836,265	100
Don't Know	5,759,182	
Refused	1,111,253	
Total	200,706,700	
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
g. Reducing air traffic congestion		
Very Dissatisfied	18,578,420	10 (1.06)
Somewhat Dissatisfied	23,115,974	12 (1.21)
Neither Dissatisfied nor Satisfied	74,314,421	39 (1.88)
Somewhat Satisfied	34,472,649	18 (1.50)
Very Satisfied	39,795,278	21 (1.62)
Subtotal Valid Responses	190,276,741	100
Don't Know	9,426,673	
Refused	1,003,285	
Total	200,706,700	
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
h. Reducing the effects of dredging on local waterways		
Very Dissatisfied	21,312,737	12 (1.33)
Somewhat Dissatisfied	17,503,012	10 (1.10)
Neither Dissatisfied nor Satisfied	83,817,078	46 (1.93)
Somewhat Satisfied	36,146,350	20 (1.67)
Very Satisfied	24,597,179	13 (1.33)
Subtotal Valid Responses	183,376,357	100
Don't Know	16,302,893	
Refused	1,027,450	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
i. Reducing the number of incidents from the transport of hazardous materials		
Very Dissatisfied	22,724,312	12 (1.26)
Somewhat Dissatisfied	30,103,878	16 (1.30)
Neither Dissatisfied nor Satisfied	62,604,693	33 (1.80)
Somewhat Satisfied	39,144,362	21 (1.57)
Very Satisfied	34,735,417	18 (1.61)
Subtotal Valid Responses	189,312,661	100
Don't Know	10,140,359	
Refused	1,253,680	
Total	200,706,700	
C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in...		
j. Ensuring that you can have a say about transportation projects in your community		
Very Dissatisfied	34,035,452	18 (1.44)
Somewhat Dissatisfied	36,466,090	19 (1.47)
Neither Dissatisfied nor Satisfied	56,415,376	30 (1.72)
Somewhat Satisfied	37,021,407	19 (1.52)
Very Satisfied	27,185,086	14 (1.45)
Subtotal Valid Responses	191,123,410	100
Don't Know	8,267,135	
Refused	1,316,155	
Total	200,706,700	
M37a. Now please think specifically about the level of noise caused by airplanes flying over your community, and tell me how you would compare that noise level to a year ago. Is the noise level:		
Greater than It Was One Year Ago	26,088,828	13 (1.24)
Less (than One Year Ago)	11,127,639	6 (0.94)
About the Same (as One Year Ago)	95,689,338	48 (1.87)
Not Noticeable in Your Community	65,861,301	33 (1.73)
Subtotal Valid Responses	198,767,106	100
Don't Know	1,050,427	
Refused	889,168	
Total	200,706,700	
M37b. And would you say that the current level of noise (caused by airplanes flying over your community) is:		
Acceptable	112,918,468	85 (1.61)
Not Acceptable	19,772,116	15 (1.61)
Subtotal Valid Responses	132,690,585	100
Don't Know	215,220	
Appropriate Skip	67,800,895	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
M38a. Now please think specifically about the level of noise caused by trains in your community, and tell me how you would compare that noise level to a year ago. Is the noise level:		
Greater than It Was One Year Ago	11,912,228	6 (0.90)
Less (than One Year Ago)	10,610,415	5 (0.93)
About the Same (as One Year Ago)	96,367,877	49 (1.89)
Not Noticable in Your Community	79,228,058	40 (1.82)
Subtotal Valid Responses	198,118,579	100
Don't Know	2,006,085	
Refused	582,037	
Total	200,706,700	
M38b. And would you say that the current level of noise (caused by trains in your community) is:		
Acceptable	100,354,921	85 (1.85)
Not Acceptable	18,360,643	15 (1.85)
Subtotal Valid Responses	118,715,564	100
Don't Know	174,956	
Appropriate Skip	81,816,180	
Total	200,706,700	
M39. Now I am going to read a few statements about underground utility pipelines in your community. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
a. Pipelines serve a needed purpose		
Strongly Disagree	9,789,440	5 (0.83)
Somewhat Disagree	5,536,604	3 (0.63)
Neutral	32,083,652	16 (1.42)
Somewhat Agree	43,313,194	22 (1.58)
Strongly Agree	105,886,885	54 (1.90)
Subtotal Valid Responses	196,609,775	100
Don't Know	3,784,404	
Refused	312,520	
Total	200,706,700	
M39. Now I am going to read a few statements about underground utility pipelines in your community. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
b. Pipelines in your community are safe		
Strongly Disagree	9,923,881	5 (0.81)
Somewhat Disagree	15,438,278	8 (1.14)
Neutral	53,706,267	28 (1.70)
Somewhat Agree	51,727,899	27 (1.71)
Strongly Agree	58,868,041	31 (1.81)
Subtotal Valid Responses	189,664,367	100
Don't Know	9,932,123	
Refused	1,110,210	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
M39. Now I am going to read a few statements about underground utility pipelines in your community. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
c. Contacting local authorities, such as a one-call center, before you dig protects underground pipelines		
Strongly Disagree	9,668,164	5 (0.86)
Somewhat Disagree	6,575,386	3 (0.75)
Neutral	32,579,259	17 (1.48)
Somewhat Agree	30,636,018	16 (1.39)
Strongly Agree	110,127,670	58 (1.90)
Subtotal Valid Responses	189,586,497	100
Don't Know	10,290,246	
Refused	829,957	
Total	200,706,700	
M40. These next questions involve the use of child booster seats in cars. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
a. There should be mandatory requirements to use booster seats for children who outgrow infant car seats		
Strongly Disagree	13,602,828	7 (0.95)
Somewhat Disagree	8,459,277	4 (0.82)
Neutral	18,513,045	9 (1.11)
Somewhat Agree	30,208,378	15 (1.41)
Strongly Agree	126,103,525	64 (1.84)
Subtotal Valid Responses	196,887,053	100
Don't Know	3,088,884	
Refused	730,763	
Total	200,706,700	
M40. These next questions involve the use of child booster seats in cars. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
b. A regular car seat belt is as effective as a booster seat to protect children riding in cars		
Strongly Disagree	77,271,963	40 (1.87)
Somewhat Disagree	29,279,239	15 (1.33)
Neutral	28,392,100	15 (1.37)
Somewhat Agree	25,964,314	13 (1.36)
Strongly Agree	32,422,359	17 (1.49)
Subtotal Valid Responses	193,329,975	100
Don't Know	6,414,676	
Refused	962,049	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
M40. These next questions involve the use of child booster seats in cars. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
c. The purpose of a booster seat is to position the child properly to fit the car seat belt		
Strongly Disagree	10,194,368	5 (0.85)
Somewhat Disagree	7,075,080	4 (0.70)
Neutral	23,622,282	12 (1.23)
Somewhat Agree	37,068,303	19 (1.47)
Strongly Agree	115,555,211	60 (1.86)
Subtotal Valid Responses	193,515,244	100
Don't Know	6,948,422	
Refused	243,034	
Total	200,706,700	
M26. In your own words, what do you think is the primary cause of air pollution in your community?		
Power Plants	10,939,006	6 (0.89)
Semis/Large Trucks	18,351,687	9 (1.17)
Commercial Airplanes	5,719,915	3 (0.66)
Trains	2,830,301	1 (0.56)
Busses	3,207,438	2 (0.50)
Cars/SUVs/Pickups/Vans	90,307,968	46 (1.86)
Dust	1,084,931	1 (0.24)
Pollen	921,052	0 (0.21)
Factories	27,309,635	14 (1.28)
Something Else	17,160,421	9 (0.96)
Don't Have Air Pollution Where You Live	17,199,767	9 (1.04)
Subtotal Valid Responses	195,032,121	100
Don't Know	5,306,860	
Refused	367,718	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C27. In your own words, what was the single most important consideration in choosing where you live?		
Housing Availability	5,263,915	3 (0.57)
Housing Costs	9,151,261	5 (0.79)
Housing Characteristics (House Style, Ratio of Housing to Green Space, etc.)	7,818,723	4 (0.66)
Convenience to Services (Shopping, Libraries, Hospitals, Swimming Pools, Parks, Theaters, Senior Centers)	10,796,675	5 (0.82)
Low Property Taxes	705,961	0 (0.18)
Convenience to Day Care	987,060	1 (0.34)
Convenience to Schools	7,666,593	4 (0.66)
Quality of Schools	9,500,299	5 (0.82)
Convenience to Work/Easy Commute	23,980,387	12 (1.17)
Low Traffic Congestion	10,115,275	5 (0.88)
Access to Public Transportation	1,595,544	1 (0.27)
Low Crime	10,755,942	5 (0.88)
Overall Quality of Life	50,283,935	25 (1.69)
Other	48,671,059	25 (1.64)
Subtotal Valid Responses	197,292,629	100
Don't Know	3,033,590	
Refused	380,481	
Total	200,706,700	
C11. Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:		
a. The ease of driving to get to work, shopping, and recreation		
Not at All Important	8,498,652	4 (0.77)
Not Very Important	4,333,011	2 (0.49)
Neutral	15,408,984	8 (0.97)
Somewhat Important	28,620,003	14 (1.24)
Very Important	143,399,135	72 (1.63)
Subtotal Valid Responses	200,259,786	100
Don't Know	446,914	
Total	200,706,700	
C11. Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:		
b. Low levels of traffic congestion on highways and roads		
Not at All Important	10,428,359	5 (0.87)
Not Very Important	12,067,892	6 (0.90)
Neutral	29,568,912	15 (1.31)
Somewhat Important	39,565,717	20 (1.49)
Very Important	107,659,034	54 (1.86)
Subtotal Valid Responses	199,289,916	100
Don't Know	1,336,669	
Refused	80,116	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C11. Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:		
c. Conveniently located public transportation . . . that is, bus, subway, or commuter rail		
Not at All Important	41,206,792	21 (1.46)
Not Very Important	23,035,219	12 (1.15)
Neutral	37,315,319	19 (1.52)
Somewhat Important	26,246,341	13 (1.23)
Very Important	70,563,366	36 (1.79)
Subtotal Valid Responses	198,367,037	100
Don't Know	2,339,663	
Total	200,706,700	
C11. Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:		
d. Conveniently located walking paths and sidewalks		
Not at All Important	18,501,669	9 (1.01)
Not Very Important	13,073,852	7 (0.91)
Neutral	27,826,632	14 (1.32)
Somewhat Important	37,946,257	19 (1.46)
Very Important	102,649,983	51 (1.85)
Subtotal Valid Responses	199,998,393	100
Don't Know	518,991	
Refused	189,316	
Total	200,706,700	
C11. Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:		
e. Conveniently located bikeways		
Not at All Important	29,682,586	15 (1.33)
Not Very Important	18,991,898	10 (1.15)
Neutral	33,807,816	17 (1.36)
Somewhat Important	39,883,096	20 (1.52)
Very Important	75,977,598	38 (1.83)
Subtotal Valid Responses	198,342,995	100
Don't Know	2,363,705	
Total	200,706,700	
C11. Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:		
f. Conveniently located commercial airports		
Not at All Important	28,913,735	14 (1.37)
Not Very Important	28,570,680	14 (1.38)
Neutral	44,038,016	22 (1.54)
Somewhat Important	38,919,373	19 (1.46)
Very Important	59,325,984	30 (1.69)
Subtotal Valid Responses	199,767,787	100
Don't Know	938,913	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C11. Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:		
g. Conveniently located railway stations		
Not at All Important	45,350,878	23 (1.55)
Not Very Important	30,106,871	15 (1.30)
Neutral	44,666,451	23 (1.59)
Somewhat Important	31,901,101	16 (1.44)
Very Important	45,854,311	23 (1.60)
Subtotal Valid Responses	197,879,612	100
Don't Know	2,626,045	
Refused	201,044	
Total	200,706,700	
C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .		
a. Benefits your community		
Strongly Disagree	11,958,147	6 (0.87)
Somewhat Disagree	16,249,400	8 (0.98)
Neutral	38,848,388	19 (1.47)
Somewhat Agree	48,540,150	24 (1.59)
Strongly Agree	84,501,023	42 (1.85)
Subtotal Valid Responses	200,097,109	100
Don't Know	609,591	
Total	200,706,700	
C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .		
b. Helps make your community a better place to live		
Strongly Disagree	11,586,118	6 (0.92)
Somewhat Disagree	11,504,401	6 (0.85)
Neutral	32,114,780	16 (1.35)
Somewhat Agree	50,910,610	25 (1.58)
Strongly Agree	94,151,595	47 (1.87)
Subtotal Valid Responses	200,267,504	100
Don't Know	439,196	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .		
c. Contributes to the economic well-being of your community		
Strongly Disagree	10,588,510	5 (0.89)
Somewhat Disagree	14,965,008	8 (0.95)
Neutral	36,513,430	18 (1.48)
Somewhat Agree	49,900,883	25 (1.59)
Strongly Agree	86,868,914	44 (1.87)
Subtotal Valid Responses	198,836,745	100
Don't Know	1,790,628	
Refused	79,327	
Total	200,706,700	
C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .		
d. Contributes to the environmental well-being of your community		
Strongly Disagree	16,726,154	8 (1.08)
Somewhat Disagree	24,142,630	12 (1.20)
Neutral	45,140,666	23 (1.54)
Somewhat Agree	43,907,449	22 (1.57)
Strongly Agree	69,049,803	35 (1.80)
Subtotal Valid Responses	198,966,702	100
Don't Know	1,416,690	
Refused	323,308	
Total	200,706,700	
B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home?		
Yes	12,873,795	6 (0.82)
No	187,469,849	94 (0.82)
Subtotal Valid Responses	200,343,644	100
Refused	363,056	
Total	200,706,700	
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	5,908,015	46 (6.54)
No	6,965,780	54 (6.54)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

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.		
2. By car as a passenger		
Yes	2,783,035	22 (5.38)
No	10,090,760	78 (5.38)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	
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	4,816,806	37 (6.28)
No	8,056,989	63 (6.28)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	
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	5,616,688	44 (6.37)
No	7,257,106	56 (6.37)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	
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	7,915,659	61 (6.29)
No	4,958,136	39 (6.29)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	
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	3,441,395	27 (5.60)
No	9,432,400	73 (5.60)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

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	182,945	1 (1.41)
No	12,690,849	99 (1.41)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	
B4a. Since January 2000, have you requested a product or service from an agency of the U.S. Department of Transportation?		
Yes	4,492,454	2 (0.54)
No	195,952,759	98 (0.54)
Subtotal Valid Responses	200,445,213	100
Don't Know	261,487	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
1. The National Highway Traffic Safety Administration		
Yes	101,443	2 (2.32)
No	4,301,944	98 (2.32)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
2. U.S. Coast Guard		
Yes	264,870	6 (3.62)
No	4,138,517	94 (3.62)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
3. Federal Aviation Administration		
Yes	232,263	5 (3.79)
No	4,171,123	95 (3.79)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

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?		
4. Maritime Administration		
Yes	321,789	7 (5.70)
No	4,081,597	93 (5.70)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
5. Federal Highway Administration		
Yes	343,323	8 (4.43)
No	4,060,063	92 (4.43)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
6. Federal Railroad Administration		
Yes	295,361	7 (5.19)
No	4,108,025	93 (5.19)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
7. Federal Transit Administration		
Yes	685,902	16 (7.86)
No	3,717,485	84 (7.86)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
8. Federal Motor Carrier Safety Administration		
No	4,403,386	100 (0.00)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

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	284,945	6 (4.66)
No	4,118,441	94 (4.66)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
10. Bureau of Transportation Statistics		
Yes	275,055	6 (3.74)
No	4,128,331	94 (3.74)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
11. St. Lawrence Seaway Development Corporation		
No	4,403,386	100 (0.00)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
12. Office of the Secretary of Transportation		
Yes	185,317	4 (3.07)
No	4,218,069	96 (3.07)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
13. Some other agency		
Yes	2,331,157	53 (12.00)
No	2,072,230	47 (12.00)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
B4b3. Which of those agencies did you most recently contact?		
The National Highway Traffic Safety Administration	101,443	35 (28.10)
Federal Railroad Administration	75,328	26 (23.80)
Federal Transit Administration	109,990	38 (29.10)
Subtotal Valid Responses	286,760	100
Appropriate Skip	200,419,940	
Total	200,706,700	
B4b1. How long ago was your most recent request?		
Since the Beginning of January of 2001	176,901	9 (5.28)
During November and December of 2000	1,048,262	51 (14.30)
Between August and October of 2000	521,204	25 (12.00)
Between February and July of 2000	325,863	16 (9.34)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
1. Data (tables, charts, graphs, files, CD-ROM)		
Yes	509,937	25 (12.00)
No	1,562,293	75 (12.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
2. Publications, brochures, pamphlets, fact sheets, reports		
Yes	1,101,324	53 (14.20)
No	970,906	47 (14.20)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
3. Maps		
Yes	453,854	22 (11.40)
No	1,618,376	78 (11.40)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
4. Press Releases		
No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
5. Videos		
No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
6. Employment information		
No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
7. Grant or scholarship information		
No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
8. Other		
Yes	966,749	47 (14.30)
No	1,105,481	53 (14.30)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B5. How did you contact (fill in agency name from the B4b2 or B4b3)?		
Telephone	1,251,460	60 (14.20)
Internet/World Wide Web/E-mail	641,451	31 (14.20)
(Regular) Mail	79,553	4 (3.85)
Other	99,765	5 (4.79)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
B6. Please rate your overall satisfaction with the level of service you received. Would you say you were . . .		
Somewhat Dissatisfied	494,729	24 (14.40)
Neither Dissatisfied nor Satisfied	421,242	20 (11.30)
Somewhat Satisfied	339,415	16 (9.38)
Very Satisfied	816,844	39 (13.50)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
D1. How many licensed vehicles are available for regular use by members of your household?		
Zero	6,884,297	3 (0.64)
One	48,444,248	24 (1.58)
Two	83,958,662	42 (1.83)
Three	37,138,695	19 (1.51)
Four	13,840,092	7 (1.03)
Five or More	10,348,142	5 (0.94)
Subtotal Valid Responses	200,614,137	100
Average (Arithmetic Mean)		2.2 (0.05) ^a
Refused	92,563	
Total	200,706,700	
D2. Are you a licensed commercial transportation operator?		
Yes	17,566,079	9 (1.09)
No	183,140,621	91 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D3. Do you own or operate a business from your home?		
Yes	20,273,339	10 (1.09)
No	180,433,361	90 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D4. Please stop me when I reach the category that best describes your age.		
18 - 24	25,803,908	13 (1.51)
25 - 34	36,067,167	18 (1.42)
35 - 44	44,077,181	22 (1.51)
45 - 54	37,322,989	19 (1.47)
55 - 64	24,080,060	12 (1.11)
65 or Older	33,017,258	16 (1.31)
Subtotal Valid Responses	200,368,563	100
Don't Know	108,051	
Refused	230,086	
Total	200,706,700	

^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)
D5. Are you male or female?		
Male	95,721,554	48 (1.87)
Female	104,985,146	52 (1.87)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D6. What is the last grade of school you completed?		
Less than High School	18,653,327	9 (1.23)
High School Graduate/GED	84,086,108	42 (1.94)
Technical School/Professional Business School	6,995,790	3 (0.54)
Some College	32,138,223	16 (1.19)
Community College Graduate (AA: Associate of Arts Degree)	13,857,138	7 (0.78)
College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	28,998,833	14 (1.07)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	15,576,342	8 (0.79)
Subtotal Valid Responses	200,305,761	100
Don't Know	108,051	
Refused	292,889	
Total	200,706,700	
D7. Are you of Hispanic origin?		
Yes	14,372,735	7 (1.06)
No, Not Hispanic/Spanish/Latino	186,115,952	93 (1.06)
Subtotal Valid Responses	200,488,687	100
Don't Know	108,051	
Refused	109,962	
Total	200,706,700	
D8. What is your race?		
1. White		
Yes	161,637,126	81 (1.56)
No	38,157,009	19 (1.56)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	
D8. What is your race?		
2. Black or African-American		
Yes	19,920,954	10 (1.23)
No	179,873,181	90 (1.23)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
D8. What is your race?		
3. American Indian or Alaska Native		
Yes	4,442,556	2 (0.54)
No	195,351,579	98 (0.54)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	
D8. What is your race?		
4. Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)		
Yes	4,152,140	2 (0.47)
No	195,641,995	98 (0.47)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	
D8. What is your race?		
5. Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)		
Yes	866,453	0 (0.21)
No	198,927,682	100 (0.21)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	
D8. What is your race?		
6. Other Race		
Yes	10,971,072	5 (0.93)
No	188,823,063	95 (0.93)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	
D9a. How many other telephone lines are there?		
None	164,901,689	82 (1.22)
One	27,896,845	14 (1.11)
Two	5,893,122	3 (0.53)
Three	1,066,819	1 (0.17)
Four or More	291,763	0 (0.07)
Subtotal Valid Responses	200,050,239	100
Don't Know	108,051	
Refused	548,410	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
D9b. What is the primary use of this (these) phone line(s)?		
Household Use Only	26,344,840	75 (3.05)
Business and Home Use	6,614,996	19 (2.88)
Business Use Only	2,188,714	6 (1.29)
Subtotal Valid Responses	35,148,550	100
Appropriate Skip	165,558,150	
Total	200,706,700	
D12. How many people 18 years or older live in your household?		
One	30,763,043	15 (1.01)
Two	118,094,835	59 (1.87)
Three	37,560,684	19 (1.67)
Four	9,350,896	5 (1.01)
Five or More	4,590,533	2 (0.83)
Subtotal Valid Responses	200,359,991	100
Average (Arithmetic Mean)		2.2 (0.04) ^a
Don't Know	108,051	
Refused	238,658	
Total	200,706,700	
D8RACE.		
Non-Hispanic White	160,866,627	85 (1.44)
Non-Hispanic Black	19,816,432	10 (1.30)
Non-Hispanic Indian	3,709,273	2 (0.50)
Non-Hispanic Asian	4,114,924	2 (0.49)
Non-Hispanic Pacific Island	866,453	0 (0.23)
Subtotal Valid Responses	189,373,709	100
Total	189,373,709	

^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

February Omnibus Household Survey Questionnaire

FIELD – February 7, 2001

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.....*Identical series asked each month*

Section B: Customer Satisfaction Core Questions.....*Identical series asked each month*

Section C: Rotating Customer Satisfaction Questions ... *Rotate three times per year by goal area*

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

Section D: Demographic Core Questions*Identical series asked each 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 ALL CAPS indicates instructions that will appear to the interviewer on the screen.
- *Text in italics* indicates instructions or options such as skips and fills that will be carried out by the CATI computer system.

Note: The Omnibus Household Survey addresses four of the five strategic goals of the DOT. The fifth goal (economic growth) is addressed by the Omnibus Establishment Survey.

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

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>
A1a. Public Transportation, for example local public bus, subway or commuter rail	1	2
(GTA1A)		

If 'yes', ask A1xa and C20aa. Otherwise skip to M24

A1xa. On how many days did you use this type of transportation? (GTA1AT)

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

	<u>Yes</u>	<u>No</u>
C20aa. Were you satisfied with this type of transportation?	1	2
(RMC20AA)		

M24. In your own words, please tell me the main reason you had for not using public transportation in the past 30 days. (Code the first reason given by the respondent. If the response is, "I don't know" or "I don't like it," probe for a specific reason.) (OMM24G)

- 1) Have my own car/more convenient to drive
- 2) Too far to a bus stop or subway station
- 3) Too complicated/requires too many transfers
- 4) Don't like riding with strangers
- 5) Unsafe
- 6) Dirty/not clean
- 7) Public transportation takes too long
- 8) Hard to get information on schedules or stops
- 9) Costs too much
- 10) Unreliable
- 11) Doesn't go where respondent needs to travel
- 12) Public transportation not readily available
- 13) Health condition or disability
- 14) Don't need it (interviewer probe: "Can you tell me why you don't need it?")
- 15) Other/Specify _____(OMM24O)

		<u>Yes</u>	<u>No</u>
A1b.	(Did you use a) Private vehicle in which you drive alone, such as a car, SUV, pickup truck, van or motorcycle 1 (GTA1B)	1	2

If 'yes', ask A1xb. Otherwise skip to A1c

A1xb. **On how many days did you use this type of transportation? (GTA1BT)**

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

		<u>Yes</u>	<u>No</u>
A1c.	(Did you use an) Organized carpool or vanpool in which you travel with others (GTA1C) 1	1	2

If 'yes', ask A1xc and C20ac. Otherwise skip to M25.

A1xc. **On how many days did you use this type of transportation? (GTA1CT)**

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

		<u>Yes</u>	<u>No</u>
C20ac.	Were you satisfied with this type of transportation? 1 (RMC20AC)	1	2

M25. **In your own words, please tell me the main reason you had for not using an organized carpool or vanpool in the past 30 days.** *(Code the first reason given by the respondent. If the response is, "I don't know" or "I don't like it," probe for a specific reason.)* (OMM25G)

- 1) Have my own car/more convenient to drive self
- 2) Need the flexibility to make stops
- 3) Prefer riding alone
- 4) Don't like riding with strangers
- 5) Takes too long
- 6) Hard to find car or vanpools that fit schedule
- 7) Costs too much
- 8) Unreliable
- 9) Not applicable to respondent's situation/doesn't commute
- 10) Need flexibility to come and go
- 11) Commute is short
- 12) Use public transportation
- 13) Organized carpool or vanpool transportation not readily available
- 14) Health condition/disability
- 15) Other/Specify _____ (OMM25O)

	<u>Yes</u>	<u>No</u>
A1d. (Did you use a) Private vehicle in which you travel with others.....	1	2
(GTA1D)		

If 'yes', ask A1xd. Otherwise skip to A1e

A1xd. **On how many days did you use this type of transportation? (GTA1DT)**

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

	<u>Yes</u>	<u>No</u>
A1e. (Did you use a) City to city bus, such as Greyhound or Charter.....	1	2
(GTA1E)		

If 'yes', ask A1xe and C20ae. Otherwise skip to A1f.

A1xe. **On how many days did you use this type of transportation? (GTA1ET)**

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

	<u>Yes</u>	<u>No</u>
C20ae. Were you satisfied with this type of transportation?	1	2
(RMC20AE)		

		<u>Yes</u>	<u>No</u>
A1f.	(Did you use a) City to City train, such as AMTRAK (GTA1F)	1	2

If 'yes', ask A1xf and C20af. Otherwise skip to A1g.

A1xf. **On how many days did you use this type of transportation? (GTA1FT)**

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

		<u>Yes</u>	<u>No</u>
C20af.	Were you satisfied with this type of transportation? (RMC20AF)	1	2

		<u>Yes</u>	<u>No</u>
A1g.	(Did you use a) Taxi, Limousine or shuttle service (GTA1G)	1	2

If 'yes', ask A1xg and C20ag. Otherwise skip to A1h.

A1xg. **On how many days did you use this type of transportation? (GTA1GT)**

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

		<u>Yes</u>	<u>No</u>
C20ag.	Were you satisfied with this type of transportation? (RMC20AG)	1	2

		<u>Yes</u>	<u>No</u>
A1h.	(Did you use a) Commercial airplane (GTA1H) (GTA1H)	1	2

If 'yes', ask A1xh and C20ah. Otherwise skip to A1i.

A1xh. **On how many days did you use this type of transportation? (GTA1HT)**

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

		<u>Yes</u>	<u>No</u>
C20ah.	Were you satisfied with this type of transportation? (RMC20AH)	1	2

		<u>Yes</u>	<u>No</u>
A1i.	(Did you use a) Private or charter airplane.....	1	2
	(GTA1I)		

If 'yes', ask A1xi and C20ai. Otherwise skip to A1j.

A1xi. **On how many days did you use this type of transportation? (GTA1IT)**

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

		<u>Yes</u>	<u>No</u>
A1j.	(Did you use a) Commercial boat, ship, or ferry.....	1	2
	(GTA1J)		

If 'yes', ask A1xj and C20aj. Otherwise skip to A1k.

A1xj. **On how many days did you use this type of transportation? (GTA1JT)**

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

		<u>Yes</u>	<u>No</u>
C20aj.	Were you satisfied with this type of transportation?	1	2
	(RMC20AJ)		

		<u>Yes</u>	<u>No</u>
A1k.	(Did you use a) Recreational boat.....	1	2
	(GTA1K)		

If 'yes', ask A1xk and A1ka. Otherwise skip to A1L.

A1xk. **On how many days did you use this type of transportation? (GTA1KT)**

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

A1ka. **Altogether, how many hours did you spend on a recreational boat? (GTA1KA)**

- 1) **1-6**
- 2) **7-12**
- 3) **13-20**
- 4) **more than 20 hours**

	<u>Yes</u>	<u>No</u>
A1L. (Did you use a) Bicycle (GTA1L)	1	2

If 'yes', ask A1xL and A1La. Otherwise skip to C9.

A1xL. **On how many days did you use this type of transportation? (GTA1LT)**

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

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

- 1) **commuting to work**
- 2) **recreation**
- 3) **exercise**
- 4) **running errands (going to the store, post office, etc.)**
- 5) **some other purpose – SPECIFY _____ (GTA1LAO)**

Now we would like to ask your views on a variety of different transportation issues. Many of the following questions will ask you about your community. Your community includes the neighborhood or town where you live.

- C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about... (RMC9A – RMC9J)

	<u>Very Concerned</u>				<u>Not at all Concerned</u>
a. Air pollution in your community from transportation sources	1	2	3	4	5
b. Noise pollution in your community from transportation sources	1	2	3	4	5
c. Water pollution in your community from transportation sources	1	2	3	4	5
d. The availability of information on how emissions from transportation sources affect air quality	1	2	3	4	5
e. The effect emissions from transportation sources might have on global weather patterns	1	2	3	4	5
f. The effect of vehicle traffic congestion on the quality of life in your community.	1	2	3	4	5
g. The effect of air traffic on the quality of life in your community.	1	2	3	4	5
h. The effects of dredging/digging activities on local waterways in your community	1	2	3	4	5
i. Hazardous material incidents from transportation sources	1	2	3	4	5
j. Having a say about transportation projects in your community	1	2	3	4	5

- C10. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about U.S. DOT's efforts in... (RMC10A – RMC10J)

	<u>Very Dissatisfied</u>				<u>Very Satisfied</u>
a. Reducing air pollution from transportation sources	1	2	3	4	5
b. Reducing noise pollution from transportation sources	1	2	3	4	5
c. Reducing water pollution from transportation sources	1	2	3	4	5
d. Providing information on how emissions from transportation sources affect air quality	1	2	3	4	5
e. Enforcing emission standards for transportation sources	1	2	3	4	5
f. Reducing vehicle traffic congestion on the roads in your community	1	2	3	4	5
g. Reducing air traffic congestion	1	2	3	4	5
h. Reducing the effects of dredging on local waterways	1	2	3	4	5
i. Reducing the number of incidents from the transport of hazardous materials	1	2	3	4	5
j. Ensuring that you can have a say about transportation projects in your community	1	2	3	4	5

M37a. Now please think specifically about the level of noise caused by airplanes flying over your community, and tell me how you would compare that noise level to a year ago. Is the noise level: (OMM37AC)

- 1) Greater than it was one year ago,
- 2) Less (than one year ago),
- 3) About the same (as one year ago), or
- 4) Not noticeable in your community? –Skip to M38a

M37b. And would you say that the current level of noise (caused by airplanes flying over your community) is: (OMM37BC)

- 1) Acceptable or
- 2) Not acceptable

M38a. Now please think specifically about the level of noise caused by trains in your community, and tell me how you would compare that noise level to a year ago. Is the noise level: (OMM38AF)

- 1) Greater than it was one year ago,
- 2) Less (than one year ago),
- 3) About the same (as one year ago), or
- 4) Not noticeable in your community? –Skip to M39

M38b. And would you say that the current level of noise (caused by trains in your community) is: (OMM38BF)

- 1) Acceptable or
- 2) Not acceptable

M39. Now I am going to read a few statements about underground utility pipelines in your community. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree. (OMM39AI – OMM39CI)

	Strongly <u>Disagree</u>				Strongly <u>Agree</u>
a. Pipelines serve a needed purpose	1	2	3	4	5
b. Pipelines in your community are safe	1	2	3	4	5
c. Contacting local authorities, such as a one-call center, before you dig protects underground pipelines.	1	2	3	4	5

M40. These next questions involve the use of child booster seats in cars. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree. (OMM40AA – OMM40CA)

	<u>Strongly Disagree</u>				<u>Strongly Agree</u>
a. There should be mandatory requirements to use booster seats for children who outgrow infant car seats	1	2	3	4	5
b. A regular car seat belt is as effective as a booster seat to protect children riding in cars	1	2	3	4	5
c. The purpose of a booster seat is to position the child properly to fit the car seat belt	1	2	3	4	5

M26. In your own words, what do you think is the primary cause of air pollution in your community? (Code the first reason given by the respondent. If the response is, "I don't know," probe for a specific reason.) (OMM26G)

- 1) Power plants
- 2) Semis/large trucks
- 3) Commercial airplanes
- 4) Trains
- 5) Busses
- 6) Cars/SUVs/pickups/vans
- 7) Dust
- 8) Pollen
- 9) Factories
- 10) Something else/Specify _____(OMM26O)
- 11) Don't have air pollution where you live

C27. **In your own words, what was the single most important consideration in choosing where you live?** *(Code the first reason given by the respondent. If the response is, “I don’t know,” probe for a specific reason.)* **(RMC27)**

- 1) Housing availability
- 2) Housing costs
- 3) Housing characteristics (house style, ratio of housing to green space, etc.)
- 4) Convenience to services (shopping, libraries, hospitals, swimming pools, parks, theaters, senior centers)
- 5) Low property taxes
- 6) Convenience to day care
- 7) Convenience to schools
- 8) Quality of schools
- 9) Convenience to work/easy commute
- 10) Low traffic congestion
- 11) Access to public transportation
- 12) Low crime
- 13) Overall quality of life
- 14) Other-Specify _____ **(RMC27O)**

C11. **Now please rate the importance to you of the following transportation issues in your community, using a scale of 1 to 5 where 1 means not at all important and 5 means very important. In your community, how important to you is:**
(RMC11A – RMC11G)

	<u>Not at all</u> <u>Important</u>				<u>Very</u> <u>Important</u>
a. The ease of driving to get to work, shopping, and recreation	1	2	3	4	5
b. Low levels of traffic congestion on highways and roads	1	2	3	4	5
c. Conveniently located public transportation...that is, bus, subway or commuter rail	1	2	3	4	5
d. Conveniently located walking paths and sidewalks	1	2	3	4	5
e. Conveniently located bikeways	1	2	3	4	5
f. Conveniently located commercial airports	1	2	3	4	5
g. Conveniently located railway stations	1	2	3	4	5

- C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement.

As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks... (RMC14A – RMC14D)

	<u>Strongly Disagree</u>				<u>Strongly Agree</u>
a. Benefits your community	1	2	3	4	5
b. Helps make your community a better place to live	1	2	3	4	5
c. Contributes to the economic well-being of your community	1	2	3	4	5
d. Contributes to the environmental well-being of your community	1	2	3	4	5

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

- 1) Yes
- 2) No – *Skip to B4a*

- M2. Which of the following means of transportation cause you difficulty? (MARK ALL THAT APPLY) (OMM2I1 – OMM2I7)

- 1) By car as a driver
- 2) By car as a passenger
- 3) By public transportation, such as bus or rail
- 4) By bicycle
- 5) By walking
- 6) By airplane
- 7) By other means – Specify _____(OMM2IO)

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

- B4a. Since February 2000, have you requested a product or service from an agency of the U.S. Department of Transportation? (CSB4A)

- 1) Yes
- 2) No – *skip to D1*

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

- 1) **The National Highway Traffic Safety Administration,**
- 2) **U.S. Coast Guard,**
- 3) **Federal Aviation Administration,**
- 4) **Maritime Administration,**
- 5) **Federal Highway Administration,**
- 6) **Federal Railroad Administration,**
- 7) **Federal Transit Administration,**
- 8) **Federal Motor Carrier Safety Administration,**
- 9) **Research and Special Programs Administration,**
- 10) **Bureau of Transportation Statistics,**
- 11) **St. Lawrence Seaway Development Corporation,**
- 12) **Office of the Secretary of Transportation, or**
- 13) **Some other agency – Specify _____ (CSB4B2O)**

Ask B4b3 if more than one selected above. List names of those selected for interviewer to choose. If the respondent chooses only 13 for B4b2, skip to D1.

B4b3. Which of those agencies did you most recently contact? (CSB4B3)

List of agencies selected in B4b2. If the respondent chooses 13 for B4b2, skip to D1.

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

- 1) Since the beginning of January of 2001
- 2) During November and December of 2000
- 3) Between August and October of 2000
- 4) Between February and July of 2000

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]? (Mark all that apply) (CSB4B41 – CSB4B48)

- 1) Data (tables, charts, graphs, files, CD-ROM)
- 2) Publications, brochures, pamphlets, fact sheets, reports
- 3) Maps
- 4) Press Releases
- 5) Videos
- 6) Employment information
- 7) Grant or scholarship information
- 8) Other-specify _____ (CSB4B4O)

B5. How did you contact [fill in agency name from B4b3]? (CSB5)

- 1) Telephone
- 2) Internet/world wide web/e-mail
- 3) (Regular) mail
- 4) In person
- 5) Other – specify _____ (CSB5O)

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?

This final set of questions will be used only for general analysis. No personal identifying information about you or your household will ever be reported.

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

ENTER NUMBER OF LICENSED VEHICLES _____

D2. Are you a licensed commercial transportation operator (such as a bus driver or truck driver)? (DCD2)

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

- 1) **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 highest level of education you completed? CODE ONLY ONE (DCD6)**

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

D7. **Are you of Hispanic, Spanish or Latino origin? (DCD7)**

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

D8. **What is your race? CODE ALL THAT APPLY (DCD81 – DCD86)**

- 1) White (Caucasian, Anglo)
- 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 _____ **(DCD8OTH)**

D9a. **Besides the phone line we are using now, how many other telephone lines do you have in your household? Please do not count phone lines that are just for computer or fax use, or cellular phones. (DCD9A)**

- 1) None-*Skip to D12*
- 2) One
- 3) Two
- 4) Three
- 5) Four or more

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 aged 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.
