Bureau of Transportation Statistics

Survey Documentation for the Bureau of Transportation Statistics Omnibus Survey Program

(Public Use)

December 2001

Prepared by:

M. Davis and Company Inc.
&
HLB Decision Economics Inc.

SURVEY DOCUMENTATION FOR THE BUREAU OF TRANSPORTATION STATISTICS OMNIBUS SURVEY PROGRAM (PUBLIC USE)

DECEMBER 2001

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1. INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) is conducting a series of monthly 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 for internal DOT performance indicators. Overall, the surveys will support the collection of information on a wide range of transportation-related topics.

This report presents the results of the December 2001 Household Survey, the sixth 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 in each survey.

The December 2001 survey collected data between December 1, 2001 and December 10, 2001. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,083 cases, and the total number of variables in the public-use dataset is 258. The data were collected by M. Davis and Company, under contract with the BTS.

This report provides technical documentation for the December 2001 Household Survey. Its primary goal is to document background information, sampling procedures, data collection, data elements and survey variables, response rates, final weights and standard errors estimation.

This report contains the following information:

- Background of the survey initiative;

- A detailed description of how sample respondents were selected for the survey;

- Information regarding the data collection period, the number of completed interviews, and response rates;

- Information on interviewer training, pre-testing, interviewing methods, household screening methods and methods for call attempts and callbacks;

- Information on the number of cases in the file;

- Guidance on the use of weights for analyses;

- Instructions for calculating standard error estimates;

- The final survey questionnaire;

- A data dictionary that provides the names of survey variables, their codes, labels and the associated response categories; and

- A SAS formats library.

2.   SAMPLE DESIGN

2.1   Target Population

The target population is the United States non-institutionalized adult population (18 years of age or older).

2.2   Sampling Frame and Selection

To ensure that the monthly Omnibus Survey conducted in December 2001 and thereafter is comparable to past Omnibus Surveys (March, 2001 and earlier) the previous methodology was replicated.   The methodology was used to achieve a random sample of non-institutionalized adults 18 years and older in the fifty states of the United States and the District of Columbia. A national probability sample of households using list-assisted random digit dialing (RDD) methodology was employed for the survey. The sample was purchased from GENESYS, a firm that provides sample for numerous government agencies and the private sector. In summary, GENESYS initiated a sample development process by first imposing an implicit stratification on the telephone prefixes using the Census Bureau divisions and metropolitan status (See the Census Bureau regions and divisions below).

Table 1: Census Bureau Regions and Divisions

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

Within each Census Bureau division, counties and their associated prefix areas located in Metropolitan Statistical Areas (MSA) were sorted by the size of the MSA. Counties and their associated prefix areas within a Census Bureau division that are located outside of MSAs were first sorted by state. Within each state, the counties and their associated prefix areas were sorted by geographic location. This implicit stratification ensures that the sample of telephone numbers is geographically representative.

The resulting sample of telephone numbers was address-matched for subsequent mailing of a pre-contact letter to each address.

M. Davis and Company purchased 11,271 telephone numbers for the *December* 2001 survey. A total of 6,931 of these numbers were identified as working residential numbers and were divided into 70 replicates. Each replicate contained approximately 100 households. Four (4) unused replicates from December 2001's sample were used to conduct a pretest. Twenty-five (25) of the 70 December replicates were not utilized in the actual interviewing, resulting in 4,456 numbers being released for use by the telephone interviewers.

2.2.1 RDD Sample

To generate the sample the GENESYS System employs list-assisted random digit dialing methodology. 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.

The system utilizes a database consisting of all residential telephone exchanges, working bank information, and various geographic service parameters such as state, county, Primary ZIP code, etc. In addition, the database provides working bank information at the two-digit level – each of the 100 banks (i.e., first two digits of the four-digit suffix) in each exchange is defined as "working" if it contains one or more listed telephone households. On a National basis, this definition covers an estimated 96.4% of all residential telephone numbers and 99.96% of listed residential numbers. This database is updated on a quarterly basis.

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

Based on the sample frame defined above, the system computes an interval such that the number of intervals is equivalent to the desired number of sample pieces. The interval is computed by dividing the total possible telephone numbers in the sample frame (i.e., # of working banks X 100) by the number of RDD sample pieces required. Within each interval a single random number is generated between 1 and the interval size; the corresponding phone number within the interval is identified and written to an output file.

The result is that every potential telephone number within the defined sample frame has a known and equal probability of selection.

2.2.2 ID-PLUS

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

The Pre-Dialer Phase – The file of generated numbers is passed against the ID database, comprised of the GENESYS-Plus business database and the listed household database. Business numbers are eliminated while listed household numbers are set aside, to be recombined after the active Dialer Phase.

The Dialer Phase – The remaining numbers are then processed using automated dialing equipment – actually a specially configured PROYTYS Telephony system. In this phase, the dialing is 100% attended and the phone is allowed to ring up to two times. Specially trained agents are available to speak to anyone who might answer the phone and the number is dispositioned accordingly. Given this human intervention in evaluating all call results, virtually all remaining businesses, non-working and non-tritone intercepts, compensate for differences in non-working intercept behavior. The testing takes place during the restricted hours of 9 a.m. – 5 p.m. local time, to further minimize intrusion since fewer people are home during these hours.

The Post-Dialer Phase – The sample is then reconstructed, excluding the non-productive numbers identified in the previous two phases.

2.2.3 Address Matching

The Donnelley (InfoUSA) listed residential database was used for residential reverse matches (name and address). This file contains approximately 174 million names and addresses, of which 90 million have a phone number. This file is white-page based and has NCOA updates applied to it monthly. Full updates to the file are received 3 times a year as well as monthly ZIP Code replacements. Name and address or address (including ZIP+4's) only, is appended, where available.

2.3 Precision of Estimates

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

$$p_s \pm Z\sqrt{Var(p_s)}$$

Where p_s is the estimated (sample) proportion;

Z is the 5 percent critical value of the normal distribution; and

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

The calculation of the end points of the confidence interval can be re-written as:

$$p_s \pm Z\sqrt{\frac{p_s(1-p_s)}{n}}$$

Or

$$p_s - Z\sqrt{\frac{p_s(1-p_s)}{n}} \leq P \leq p_s + Z\sqrt{\frac{p_s(1-p_s)}{n}}$$

Where   P is the true population value of the proportion; and

               n is the sample size.

Therefore, with a sample size of 1,083 and p_s = 50 percent, the confidence interval range would be 47 P 53, *approximately*.[1]

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[1] This method of confidence interval calculation is conservative.

3. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

- Calculation of the base sampling weights;

- Adjustment for unit non-response;

- Adjustment for households with multiple voice telephone numbers;

- Adjustment for selecting an adult within a sampled household; and

- Post-stratification adjustments to the target population.

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

3.1 Base Sampling Weights

The first step in weighting the sample is to calculate the sampling weight for each telephone number in the sample. The sampling rate is the inverse of the telephone number's 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, N, is 260,828,700. The total number of telephone numbers in the sample (numbers dialed) is 4,454.

3.2 Adjustment for Unit Non-Response

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

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

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

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.

3.3 Adjustment for Households with Multiple Telephone Numbers

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

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

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

The table below provides summary statistics for the number of telephone lines in the monthly sampled households.

Table 2: Number of Telephone Lines per Household

	Value
Mean	1.201
Standard deviation	0.542
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5

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

3.4 Adjustment for Number of Eligible Household Members

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 is:

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

The table below provides summary statistics for the number of eligible members in the monthly sampled households.

Table 3: Number of Eligible Household Members

	Value
Mean	1.998
Standard deviation	0.851
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	8

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

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

3.5 Post-Stratification Adjustments

Adjusting weighted survey counts so that they agree with population counts provided by the Census Bureau can compensate for different response rates by demographic subgroups, increase the precision of survey estimates, and reduce the bias present in the estimates resulting from the inclusion of only telephone households. The final adjustment to the survey weight is a post-stratification adjustment that allows the weights to sum to the target population (i.e. U.S. non-institutionalized persons 18 years of age or older) by age, gender and race/ethnicity.

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

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

- A table of the sum of the weights for each cell denoted by each age, gender, and race/ethnicity combination is created. Each cell is denoted by $S(i,j,k)$, where i is the indicator for age, j is the indicator for gender, and k is the indicator for race/ethnicity;

- A similar table of national population controls is created, where each cell is denoted by $P(i,j,k)$;

- The ratio $R(i,j,k) = P(i,j,k) / S(i,j,k)$ is calculated; the cell ratio $R(i,j,k)$ is denoted as the multiplier M;

- Each weight, at the record level, is multiplied by the appropriate cell ratio of $R(i,j,k)$ to form the post-stratification adjustment.

Again, cells used in the post-stratification are defined by the combination of age, gender, and race/ethnicity. With two categories for gender, six for age and four for race/ethnicity,[3] a total of 48 (2x6x4) cells can be used. In any month, some race/ethnicity or, preferably, age categories may be merged if the number of completed interviews within the corresponding cells falls below thirty.

For this survey, many of the cells had less than thirty observations. After grouping, and to remain consistent with what was done in the previous months, a total of 19 cells were used for post-stratification. The cells, used to construct post-stratification adjustments for December 2001, together with the number of sample observations and the national population estimates from the Census Bureau are shown in the table on the next page.

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[2] The Census Bureau provides a detailed breakdown of population count by age, gender and race/ethnicity.
[3] The four race/ethnicity categories used for post-stratification purposes are: Hispanic (any race), Non-Hispanic Black, Non-Hispanic White, and Non-Hispanic Other.

Table 4: Post-Stratification Cells

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (Any Race)	38	10,167,034
2	Male - Non-Hispanic Black	27	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	31	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	62	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	88	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	72	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	55	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	69	11,755,768
9	Male - Non-Hispanic Other	24	4,146,032
10	Female - Hispanic (Any Race)	44	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	28	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	16	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	35	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	73	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	96	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	75	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	76	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	116	15,762,147
19	Female - Non-Hispanic Other	39	4,762,691
N/A	Missing Demographic Information	19	N/A
TOTAL		**1,083**	**200,706,700**

Those respondents who did not supply the demographic information necessary to categorize their age, gender and/or race/ethnicity are excluded from the post-stratification process and assigned a value of 1 for M.

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

$$DEF = \frac{\sum_{i=1}^{6}\sum_{j=1}^{2}\sum_{k=1}^{4} P(i,j,k)}{TW_{NRMTRA\_NA} + \sum_{i=1}^{6}\sum_{j=1}^{2}\sum_{k=1}^{4} P(i,j,k)}$$

Where:

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

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

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

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

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

3.6   Trimming of Final Analysis Weights

Extreme values of W_{FINAL} are trimmed to avoid over-inflation of the sampling variance. In short, the trimming process limits the relative contribution of the variance associated with the kth 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 $w_1, w_2, \ldots w_j$, denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

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

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

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

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

4.   VARIANCE ESTIMATION

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

4.1   Variance Estimation Methodology

The software package SUDAAN® (Software for the Statistical Analysis of Correlated Data) Version 7.5.6 was used for computing standard errors.

4.1.1   Software

SUDAAN® is a statistical software package developed by Research Triangle Institute to analyze data from complex sample surveys. SUDAAN® uses advanced statistical techniques to produce robust variance estimates under various survey design options. The software, in particular, can handle stratification and the numerous adjustments associated with weights subject to multiple adjustments.

4.1.2   Methods

Overall, three variables, CENDIV (Census Division), METRO (metropolitan status), and FNLWGT (final analysis weights), are needed for variance estimation in SUDAAN®. The method used in the present survey utilizes the variables CENDIV and METRO to create 18 (9x2) strata, a single stage selection with replacement procedure, and the final analysis weights. This method provides somewhat conservative standard error estimates.

Assuming a simplified sample design structure, the following SUDAAN® statements can be used (note that the data file first must be sorted by the variables CENDIV and METRO before using it in SUDAAN®):

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

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

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

When sampling weights are post-stratified, the variance of an estimate is reduced since the totals are known without sampling variation.[4] Using SUDAAN® without any modifications produces standard errors of estimates that do not reflect this reduction in variance. The estimates of the standard errors can be improved by using SUDAAN® post-stratification option (POSTVAR and POSTWGT). This option reflects the reduction in variance due to adjustment to control totals in one dimension. However, this approach still does not reflect the full effect of post-stratification, as the other post-stratification dimensions are ignored.[5]

4.2   Degrees of Freedom and Precision

A typically used rule-of-thumb for degrees of freedom associated with a standard error is the quantity: number of un-weighted records in the dataset *minus* number of strata. The rule-of-thumb degrees of freedom for the method above will fluctuate from month to month depending upon the number of records in each monthly dataset. Most monthly dataset will yield degrees of freedom of around 1,000.

For practical purposes, any degrees of freedom exceeding 120 is treated as infinite, i.e., if one uses a normal Z-statistic instead of a t-statistic for testing. Note, that a one-tailed critical t at 120 degrees of freedom is 1.98 while at an infinite degrees of freedom (a 0.025 z-value) is 1.96. If a variable of interest covers most of the sample strata, this limiting value probably will be adequate for analysis.

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[4] For a discussion of the impact of poststratification on the variance of survey estimates see, in particular, "Sampling and Weighting in the National Assessment", Keith F. Rust and Eugene G. Johnson, *Journal of Educational Statistics*, 17(2): 111-129, Summer 1992.

[5] For a presentation of SUDAAN®'s handling of poststratification adjustments see "1999 Variance Estimation," *National Survey of America's Families Methodology Report*, 1999 Methodology Series, Report No. 4, prepared by J.M. Brick, P. Broene, D. Ferraro, T. Hankins, C. Rauch and T. Strickler, November 2000.

5.   DATA COLLECTION PLAN

5.1   Expert Panel

The following panelists participated in the review of the December 2001 draft survey questionnaire: Barbara Everitt-Bryant, Brian McCollom and Ed Heiden.

Panelists were sent a copy of the December 2001 draft survey on October 19, 2001. Additionally, a link to the BTS website was sent to panelists to provide information about the purpose and history of the Omnibus Household Survey Program. Panelists were instructed to prioritize their comments about the draft survey.   On October 22, 2001 a conference call was conducted among the panelists to identify problems and issues, reach consensus, where possible, on the most significant problems and associated recommendations.   The discussion and associated recommendations were summarized and distributed to the panelists to review for accuracy. Edits and modifications were then incorporated into the document and distributed to the panelists.

5.2   Cognitive Interviews

A total of twenty (20) cognitive interviews are to be conducted each month. Twenty-five (25) cognitive interviews were conducted for the November 2001 draft survey questionnaire on October 23, 2001 at the Cherry Hill, NJ mall. The interviewing was conducted between 10 a.m. and 5 p.m. to broaden the distribution of participants that could participate.   Recruiters intercepted individuals in the mall and screened based on race, gender, age and income to ensure the ending sample of respondents were reflective of the United States population regarding the aforementioned characteristics. They were also screened for no personal experience and/or close relationship with someone working in any of the sensitive occupations (transit agency, market research, advertising or public relations) and their non-participation in any survey initiative in the past six (6) months. Respondents were paid $10 for their participation in the cognitive interview.

Respondents who agreed to participate were escorted to an interviewing facility in the mall and were administered the cognitive interview by MDAC personnel. Interviewers were required to compile results from their interviews and develop a summary of noteworthy issues and any suggested solutions by the end of the next day.

5.3   Data Collection Schedule

The survey was conducted over a ten-day period, from December 1, 2001 through December 10, 2001.

5.4   Interview Procedures

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

5.4.1 Pre-Testing

A Pre-Test was conducted prior to the initiation of actual calling. The Pre-Test was used to replicate the data collection process and identify any problem areas related to the process, the

survey instrument in total, specific questions, answer choices, questionnaire instructions or question format. It was also used to test the interview length.

Telephone supervisors conducted a total of 32 pre-test interviews (Wats Room - 17 interviews, and MDAC - 15 interviews) of the draft survey instrument. All problematic questions, issues and recommendations resulting from the pre-test were included in the list of problematic issues.

5.4.2 Interviewer Training

All new interviewers initially completed a generic two-day (approximately 12 hours) classroom training on general interviewing skills. Additionally, each month all interviewers will complete approximately four to six hours of classroom training on specific aspects of the Omnibus Household Survey. In response to normal interviewer turnover and/or increased staffing needs, all interviewers new to the project will receive the full complement of training prior to beginning their interviewing for this study.

An outline of the generic two-day training is below. This generic training included these topics as well as Asking questions as worded (Verbatim Reading and Recording), use of bold type on the screen, use of light type on the screen, use of ALL CAPS on the screen (Maneuvering through CfMC: Start Interviewing, Meaning/Significance of font style (e.g., bold) and text effects (e.g., all caps)). Also, interviewers were provided with a list of Frequently Asked Questions so they were ready to counter a respondent's potential refuse to participate in the study.

> **I. ORIENTATION**
> Introduction to M. Davis and Company, Inc.
> Welcome
> MDAC Way
> Organizational Chart
> Your Job Description/Responsibilities
> Policies and Procedures
>
> **II. TRAINING**
>
> ***Includes Excerpts from the Market Research Association (MRA) Training Manual
>
>   A. Introduction to the Marketing and Opinion Research Industry
>   What is marketing and opinion research?
>   Types of interviews
>   Techniques used in data collection
>   Survey settings
>   Overview of the marketing and opinion research process
>   Key Terms
>
>   B. The Interviewer's Role
>   Appropriate Attitude
>   Characteristics of a successful interviewer

Introduction to CfMC Phone System
Starting the Interviewing
Interviewing with SURVENT
Responding to Different Question Types
SURVENT Commands
More About CfMC
Role Playing

I. Open Discussion
Additional questions

Each survey month, a questionnaire update training is conducted to discuss the questionnaire changes. An updated interviewer training manual specific to the new month is developed and distributed to the interviewers. An outline of the approximately four-to-six hour training includes:

- A review of last month's results;

- Feedback from interviewers, supervisors;

- Problems and issues emerging from last month's data collection;

- An Overview of changed sections from last month (Sections B, S and M);

- Question-by-Question Training for New Sections.

In addition to the initial (generic) training and monthly refresher (survey-specific) training, interviewer re-training is conducted on an "as-needed" basis – that is, as interviewers are replaced or the survey instrument changes. Also, interviewers are evaluated and retrained as needed for improvement or changes in work habits as identified by our monitoring and editing control procedures.

On a monthly basis MDAC reviews the new questionnaire for changes, incorporates any changes approved by BTS emanating from the Expert Panel Review, the Cognitive Interviews and the Pretest. MDAC re-issues a new manual to each interviewer with the changes.

5.4.3 Pre-Contact Letter

Eight (8) calendar days prior to the start of data collection a BTS-approved pre-contact letter is sent to sample numbers with an address. The intent is for each household with an address to receive the pre-contact letter several days before they receive a call to conduct the interview. There were 3,204 advance letters sent out in November, out of a total sample of 6,931 cases. The percentage of addresses available for the total sample was 46.2 percent.

An "800" number is listed in each letter with the specific times to call (M-F, 9:00 am – 11:00 pm EST; Sat and Sun, 1:00 pm to 9:00 pm EST). The letters are categorized by call center and each call center's "800" number. Should the respondent call outside the times listed above they will

receive a phone message asking them to leave their name and number and someone will contact them as soon as possible to conduct the interview.

The toll free number is also mentioned at the seventh attempt in messages left for potential respondents that have an answering machine in cases where we are unable to make contact with a member of the household. Additionally, after the seventh callback we leave our 1-800 number to arrange for interviewing appointments.

The toll free number is not left before the seventh attempt in messages due to concern that people might avoid the call or feel "harassed" if they were away for a few days and find four to six messages on their answering machine upon returning home. Given that a household with an answering machine is called two to three times per day during the Omnibus Household Survey there must be a balance between perceived harassment and encouraging participation, particularly given the limited duration of fielding.

A study of telephone practices published in January 2000 by the Council for Marketing and Opinion Research (CMOR) found no conclusive data showing that leaving a message on an answering machine for a respondent is effective. This study states that only 17% of the telephone centers surveyed left a message on the answering machine. Of the call centers which did leave a message 75% left an 800 number, 71% left a message on the first call and 62% left a message on subsequent calls.

Given the short time frame for data collection, the potential perception of harassment and prior research results, MDAC believes the best approach is to leave the toll free 800 number for the first time at the seventh call.

5.4.4 Call Attempts and Callbacks

The interviews are conducted using CfMC computer assisted telephone interviewing software. At a minimum, one thousand (1,000) interviews are completed each month. The interviewing is distributed between two call facilities, the Wats Room and MDAC.

The Wats Room has two shifts from Monday through Friday (9a.m – 4: 30pm and 5p.m. – Midnight), a shift from 9a.m. until Midnight on Saturday and a shift from 10am until Midnight on Sunday. MDAC has three shifts on Monday through Friday (9 am - 2 pm, 2 pm – 6 pm and 6 pm – 12 midnight) and two shifts on Saturdays (11am – 4 pm and 4 pm – 9 pm) and Sundays (1 pm – 5 pm and 5 pm – 9 pm). Monday through Friday, 9 am to 2 pm, only callbacks (scheduled and non-scheduled) are initiated at both the Wats Room and at MDAC due to historically documented significantly lower completion rates during this time period. In addition, calls after 9pm local time are for scheduled callbacks only. No non-scheduled callbacks are conducted after 9pm local time.

Initially, 3,200 numbers are sent to the call centers. This ensures that a minimum 30% response rate is achieved if all numbers released are in scope. We are defining "in scope" to mean numbers where contact has been achieved and eligibility determined. Sample is added based upon past calling history, the quantity of numbers determined to be ineligible, and projection of

completes based upon past and current experience, number of callbacks achieved and refusal conversion rates.

When a phone number is called initially, the interviewer determines that it is a household. Then the interviewer requests to speak with an adult 18 years of age or older (if the person on the phone is not an adult). Once an adult is on the line, then the interviewer randomly selects the actual survey respondent by asking for the adult in the household who had a birthday most recently. When the adult with the most recent birthday comes onto the phone line the interviewer conducts the survey. Should the interviewer not be able to complete the survey the following dispositions are recorded:

Do-Not-Call dispositions are for households that request their number not be called in the future. This disposition ensures compliance with the respondent's request.

Refusals are defined as when a person refuses to participate in the survey at all. Someone who breaks off the interview or refuses because s/he doesn't have time or says s/he is busy is considered a callback. Refusals are routed to supervisors and selected interviewers capable of converting refusals into completions or other disposition. Interviewers experiencing a refusal enter the appropriate refusal code. Supervisors review refusals the next day and assign the refusal numbers to the appropriate personnel to initiate callbacks with a refusal script. Refusal households are called twice a day, once during the time period contact was initially made and one other time period. The refusal callback is rotated between the morning and late afternoon time periods from Monday through Friday.

Callbacks are scheduled and prioritized by the CfMC software. The callbacks are prioritized based upon the following criteria: first priority – scheduled callback to qualified household member; second priority--scheduled callback to "qualify" household (includes contact with Spanish language barrier households); third priority – callback to make initial contact with household (includes answering machine, busy, ring no answer); and fourth priority – callbacks that are the seventh or higher attempts to schedule interview.

An interview is considered "complete" only if all questions are answered. A refusal to answer an individual question meets the definition of, and counts as, an "answered" question.

Should the interviewer not be able to complete the interview the following procedures will be followed:

Scheduled callbacks can be dialed at anytime during calling hours and as frequently as requested by the callback household up to seven times. Callback attempts in excess of seven are at the discretion of the interviewer based upon his/her perception of the likelihood of completing the interview. The basis of the interviewer's perception, in part, is determined by how vigorously the interviewer is being encouraged to call back to complete the interview by the potential respondent or another member of the household. The interviewer then confers with a supervisor and a final determination is made as to if the interviewer continues calling.

Callbacks to Spanish language households are conducted by Spanish-speaking interviewers. Interviewer's that identify a household as Spanish speaking alerts supervisor a Spanish-speaking

interviewer is needed to handle phone call. If Spanish interviewer is not available, the interviewer will inform respondent someone will call back, then record as CBS (Callback Spanish). If person is not available within the next hour a callback will be scheduled, if possible.

Those records identified as Spanish will be routed to a Spanish-speaking interviewer. Spanish Interviewer makes call and follows standard protocol for all English calls.

Callbacks for initial contact with potential respondents are distributed across the various calling time periods and weekday/weekend to ensure that a callback is initiated during each time period each day. Two (Saturday and Sunday) to three (Monday through Friday) callbacks per number are initiated per day assuming the number retains a callback status during the calling. There are up to twenty (20) callback attempts. This protocol is designed for ring no answer and answering machines. When an interviewer reaches a household with an answering machine during the seventh, fourteenth or twentieth time calling the interviewer leaves a message with the respective appropriate 800 number.

Callbacks to numbers with a **busy signal** are scheduled every 30 minutes until the household is reached, disposition is modified, maximum callbacks are achieved or the study is completed.

5.4.5 Disposition Codes
The following are the disposition codes used for each call outcome:

Out-of-Scope Numbers:
- BG – Business (The number dialed is a non-residential phone number. The call is terminated and the number resolved.)
- CF – Computer/Fax (The number dialed has led to a modem, fax, pager, or cell phone.)
- DS – Disconnected number (The number dialed is disconnected. The call is terminated and the number resolved.)
- NC – Number change (The call yielded a recording that the number was changed, with or without a change in the area code.)
- NQ – No one 18 years old or older in household
- UNB – Unavailable before and during study period

Scope Undetermined:
- NA – No answer (The phone is not answered within 5 rings.)
- BZ – Busy (busy signal)
- AM – Answering machine (The call has led to an answering machine or voicemail.)
- LM – Left message (on the 7th, 14th and 20th calls)
- CCC – Cannot complete call (The message "Your call cannot be completed at this time" is received. This is a message provided by the local telephone company when there is a line problem in the local area. These calls are dialed on another day.)
- PM – Privacy manager (Privacy manager is a feature provided by local telephone companies that requires incoming callers to identify themselves, before the household will accept the call.)
- NQL – Eligibility undetermined because of language problems or deafness

- RFI – Refused to speak with interviewer (screening incomplete) If the respondent refuses to speak with interviewer prior to answering F0250 (screening incomplete) and, if asked, F0200 responded "no"
- HRI – Requests their name be removed from calling list or if the respondent refuses to speak with interviewer for second time prior to answering F0250 (screening incomplete) and, if asked, F0200 responded "no"
- OD – The maximum number of call attempts is reached before being able to determine eligibility

In-Scope Numbers:
- YES – Yes (Respondent has agreed to be screened and is eligible, 18 years old or older.)
- CB – Callback (The respondent has asked that we call them back at another time.)
- CBS – Callback Spanish
- DL – Deaf/Language (The respondent is eligible but is hard of hearing, or cannot speak English fluently to complete the interview.)
- RFQ – Respondent refusal (Respondent refuses after establishing there is a qualified household member by answering F0350 or a later appearing question, or after answering F0200 "yes".)
- UN – Unavailable (Was available when study began or unable to determine.)
- DR – Respondent deceased prior to completion of interview
- AC – The area code is changed but not the number
- HRQ – Requests their name be removed from calling list or respondent refusal for second time after establishing there is a qualified household member by answering F0350 or a later appearing question, or after answering F0200 "yes"

5.4.6 Household Screening

Qualified respondents are at least 18 years of age or older and must be the household member with the most recent birthday. If the household member is not available at the time of the call a callback is scheduled to screen and/or interview the respondent.

5.4.7 Interviewing Methods

Incentives were not offered to potential respondents in exchange for their participation in the survey. Surveys were conducted in both English and Spanish. If the potential respondent refuses to be interviewed the reason for refusal is recorded. The average length of the interview was 10 to 12 minutes and an additional 3 to 5 minutes to screen and recruit potential respondents.

Generally, interviewers introduced themselves, who they worked for, the purpose of the survey, and assured the potential respondent this was not a sales call. Interviewer then determined whether there was an eligible person in the household. Once contact was made with the eligible household member the interviewer they reintroduced themselves when necessary, explained the purpose of the survey, that it is a voluntary study, indicates the survey takes only 15 minutes, indicated all information would remain confidential and they can refuse to answer any question.

If the potential respondent agrees to participate the interviewer provides the respondent an opportunity to ask any questions, addresses their questions and the interview is conducted. However, if it is not a convenient time then a callback is scheduled.

5.5 Data Quality Control Procedures

A key component to successful data quality control procedures is a well-trained and experienced interview staff. All potential interviewers underwent intensive training and orientation regardless of their level of experience prior to being hired for this project. New hires were first screened on their voice quality, dictation, and their ability to administer a simple test questionnaire.

Our interviewer training for administering telephone surveys included:

- Orientation on the purpose and importance of marketing research, company policies, and quality standards including viewing Market Research Association (MRA) training videotapes;
- Testing on material developed by the Market Research Association;
- Background and purposes of the survey;
- Procedure for selection of correct respondent for the interview;
- Intensive hands-on training on the "basics" of interviewing itself- the handling of skip patterns, probing and clarify techniques, sample administration, Computer Assisted Telephone Interviewing (CATI), overcoming refusals, etc.;
- Observing and listening to experienced interviewers conducting actual interviews during which each trainee's performance is closely monitored and evaluated under actual interviewing conditions;
- Constant reference on the importance of accuracy, quality and courtesy; and
- Successful completion of a total of approximately eight hours of training during the different sessions.

5.5.1 Interviewer Performance

Ongoing monitoring of every interviewer is undertaken throughout the BTS Omnibus Survey. Fifteen (15%) to twenty (20%) percent of all calls are monitored. An interviewer evaluation form is completed for each monitored contact with a household. Additionally, the evaluation forms includes two to three evaluations of a completed interview per hour. The evaluation forms are paper hard copy forms and are available for review by BTS at the offices of M. Davis and Company, Inc. in Philadelphia.

5.5.2 Other Procedures

The initial two days of interviews by each interviewer are checked to identify any problems administering the survey. The objective is to identify problems, if any, correct the errors and take action so that the problems do not reappear. Before beginning the second day of work all interviewers are alerted to their problems, if any, and the interviewers review how to ensure the problem does not recur. Interviews that were completed during the second day are checked to see that the first day's errors are not repeated. If errors were repeated and dependent upon the

significance of the error, the interviewer is retrained and/or removed from the project for that month of calling.

Newer interviewers are monitored at a higher rate regardless of their level of experience until their first performance evaluation. Additionally, validation is performed on 10% - 20% of each interviewer's work through actual callbacks to respondents to verify responses to key questions. The validation is initiated on the first day of interviewing to ensure early detection of problems and to avoid a backlog of validation calls. Validations are performed for both new and experienced interviewers.

5.6   Summary of Data Cleaning

On a daily basis, the data file is checked as a standard to maintain quality. The CfMC utility called SCAN, allows for checking the data, to be sure that all questions are being asked in accordance with the skip patterns on the final questionnaire. The file is also checked for missing codes.

This survey contains "other specify" questions. These questions allow the interviewer to record text responses that do not appear on the pre-listed set of responses. "Other specify" responses are edited to determine if responses entered in "other specify" appear on the pre-listed set of responses. Upon review of the "other specify" responses, it may be necessary to "code-back" a response to the pre-list. This occurs when an interviewer recorded a response as "other", although one of the pre-listed responses matched the "other" response.

5.7   Treatment of Missing Values

As with any survey, the BTS Omnibus Survey, by design, contains questions that are not asked to 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. The table below presents the response categories and how they are represented in each data file.

Table 5: Summary of Codes for Missing Values by Data File Format

Response Category	Dataset Formats			
	SAS ® Version 7.0	SAS ® Transportable	Microsoft Excel	Text Comma Delimited
Appropriate skip	.S	.S	-7	-7
Refused	.R	.R	-8	-8
Don't know	.D	.D	-9	-9

5.8 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.

5.8.1 Number of Completed Interviews

A total of 1,083 interviews were completed during the survey period.

5.8.2 Calculation of Response Rates

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

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

The table below 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 37.1 percent.

Table 6: Distribution of Household Cases by Disposition

Disposition Category	Number of Households
Telephone Numbers Available	**6,535**
Telephone Numbers Released	**4,456**
Telephone Numbers Not Dialed	**2**
Telephone Numbers Dialed	**4,454**
Out-of-Scope Numbers (Ineligible)	**842**
BG - Business	224
CF - Computer/Fax	153
DS - Disconnected number	419
NC - Number change	21
NQ - No one 18 years old or older in household	9
UNB - Unavailable before and during study period	16
Scope Undetermined	**2,012**
NA - No answer	900
BZ - Busy	3
AM - Answering machine	414
LM - Left message	6
CCC - Cannot complete call	0
PM - Privacy manager	196
NQL - Eligibility undetermined because of language problems or deafness	15
RFI - Refused to speak with interviewer (screening incomplete)	133
HRI - Initial Refusal - Requested name be removed from calling list	337
OD - Maximum call attempts reached	8
In-Scope Numbers	**1,600**
Complete	1,083
Partial Complete	25
CB - Callback	222
CBS - Callback Spanish	5
DL - Deaf/Language	61
RFQ - Respondent refusal	16
UN - Unavailable	75
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Qualified Refusal - Requested name be removed from calling list	113
CASRO Response Rate	**37.11%**

For the Omnibus survey the following is undertaken to maximize the response rate:

1. Matching sample telephone numbers against commercial file against residential directory-listed numbers.

2. Advance letter stating clearly the aims, objectives and importance of the survey, with toll free number to callback. MDAC will collaborate with BTS to create a BTS approved advance letter.

3. Coordination of the mailing of advance letters with the interview calling.

4. Develop answers for the questions and objections that may arise during the interview.

5. Leaving message on answering machine with a toll free number.

6. Having multi-lingual interviewers to reduce language barriers.

7. Elimination of non-residential numbers from sample.

8. Callbacks of respondents who initially refused or broke-off interview.

9. Minimizing turnover of key and non-key personnel.

5.8.3 Reasons for Non-Response

As with any survey, the BTS Omnibus Survey, by design, contains questions that ask respondents to supply the demographic information necessary to categorize their age, gender, and/or education. There will always be some respondents who do not choose to answer some items in the survey. For respondents that did not want to provide this information, the most common reasons for non-responses are: *I don't like giving my age*, *I would rather not say*, *I don't like to be labeled*, and *that is personal information*.

Common reasons for non-responses when asked questions regarding contacts they may have had with any government agencies and/or why they contacted the agencies are: *I don't want to say because I don't trust the government*, *I don't want to answer because I have an issue pending*, and *I would rather not say*.

APPENDIX A: FINAL ANNOTATED SURVEY QUESTIONNAIRE

Professional interviewers administer this questionnaire using computer-assisted telephone interviewing (CATI). In addition to the answer categories displayed for each question, the interviewer has the option to enter "don't know" or "refused" but these categories are not displayed on-screen.

The questionnaire consists of eight sections: an introduction section, followed by six "subject matter" sections and an interviewer close-out section:

Section	Topics	Periodicity
F	Introduction and Respondent Selection Questions	Identical series each month
G	General Transportation Core Questions	Identical series each month
B	BTS Topical Transportation Questions	Change each month to address topical issues. This month: **commuting, holiday travel and safety**
SM	Strategic Goal Questions	Rotate three times per year by goal area. **Bold type** denotes area addressed this month: Month 1 - Safety (SS) Month 2 - **Mobility (SM)** Month 3 - Environment (SE) Month 4 - National Security (SN)
T	USDOT Services Satisfaction Questions **None this month**	Identical series each month **None this month**
M	Operating Administration Modal Questions	Change each month
D	Demographic Questions	Identical series each month
I	Interviewer Close Out Questions	Identical series each month

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [   ], such as in Question G0050, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses (   ), such as in Question F0050, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- TEXT IN ALL CAPS displays on-screen instructions to the interviewer or questions that the interviewer answers.
- *Text in italics* provides CATI system instructions or options, such as skips or fills.

Section F - INTRODUCTION AND RESPONDENT SELECTION

CATI system will generate and dial telephone number. When someone answers, interviewer begins.

F0053.   **Hello, my name is _____, and I'm calling on behalf of the United States Department of Transportation about a national study on transportation issues. In the aftermath of the terrorists attacks on the United States on September 11, 2001, transportation has become a more critical issue in our society.**

F0080.   **Have I reached [telephone number]?**
   1)   Yes
   2)   No - **Sorry, I must have dialed incorrectly. Goodbye.**

            TERMINATE CALL

F0065.   **Your household has been selected for this study, we are very interested in your transportation habits and opinions. Please remember that your input will help strengthen our nation's transportation system.**

F0100.   **Is this phone for a home, a business, or both?**
   1)   Home - *go to F0200*
   2)   Business
   3)   Both home and business - *go to F0200*

F0150.   **Sorry, I'm trying to reach a residence. Goodbye.**

            TERMINATE CALL

F0200.   **Are you a household member who is at least 18 years old?**
   1)   Yes - *go to F0351*
   2)   No

F0250.   **May I please speak to a household member who is at least 18 years old?**
   1)   Yes - *go to F0351*
   2)   No

F0300.   **When would be a good time to call back to speak with someone who is at least 18 years old?**

            SCHEDULE CALL BACK

F0351. IF INTERVIEWER IS SPEAKING WITH A NEW RESPONDENT, BEGIN BY REPEATING F0053. THEN SAY...
This study is designed to select one household adult to answer the questions. We choose that person based on birthdays, so I need to talk with the person living there now, aged 18 years or older, who will have a birthday <u>next</u>. What is the first name of that person?
INTERVIEWER INSTRUCTION: PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

Name _____ TYPE IN PERSON'S FIRST NAME

F0400. **May I please speak with [insert name]?**
   1) Yes
   2) No - *go to F0500*

F0454. INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICALS ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS.
REPEAT F0351 IF NECESSARY. THEN SAY...
I have some questions about your transportation use, and about your opinions on important transportation issues such as safety, commuting and holiday travel. Your participation in this voluntary study (there is no penalty for refusing to answer any question) **will take only about 10 minutes, and your answers will be used only for statistical summaries. The study is authorized by law** (Title 49, Section 111c2 of the United States Code)**.**
Do you have any questions before we begin?
   1) Yes - *go to F0550*
   2) No - *go to F0600*

F0500. **When would be a good time to call back to speak to [insert name]?**

SCHEDULE CALL BACK

F0550. ADDRESS QUESTIONS OR USE REFUSAL CONVERSION TECHNIQUES
IS RESPONDENT WILLING TO CONTINUE?
   1) Yes
   2) No - THANK RESPONDENT AND TERMINATE

PRESS "ENTER" TO CONTINUE

F0600. **Fine, then let's get started. For quality purposes, my supervisor may monitor this call.**

ENTER "1" TO PROCEED, OR ENTER "2" TO SCHEDULE CALL BACK
   1) PROCEED - *go to G0050*
   2) SCHEDULE CALL BACK

Section G - General Transportation Core Questions

G0050.   **First I need to identify <u>all</u> the kinds of transportation you used either for personal or for business travel last month.**

G0103.   **During November, did you drive or ride in a <u>personal vehicle</u>.** (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)
    1)   Yes
    2)   No (*Skip to G0150)*

G0851A.   **How many days did you drive or ride?** (RECORD NUMBER)
    _____ days

G0150.   **During November, did you drive or ride in an <u>organized carpool or vanpool</u>?**
    1)   Yes
    2)   No (*Skip to G0301)*

G0851B.   **How many days did you drive or ride?** (RECORD NUMBER)
    _____ days

G0301.   **During November, did you ride on any <u>public transit</u> within a city or metropolitan area? Examples of public transit include a bus, train, subway, light rail, commuter bus or rail from suburb to city.**
    1)   Yes
    2)   No (*Skip to G0801)*

G0851C.   **How many days did you use it?** (RECORD NUMBER)
    _____ days *(Skip to G0842)*

G0801.   **Is public transportation available in your area?**
    1)   Yes
    2)   No (*Skip to G0201*)

G0842.   **I would like to know about the types of public transportation available in your area. Is local public bus service available?**
    1)   Yes *(If G0301=2, skip to G0804)*
    2)   No (*Skip to G0804*)

G0843.   **Did you ride public buses during November?**
    1)   Yes
    2)   No

G0804.   **Is subway service available in your area?**
    1)   Yes
    2)   No

G0804A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO (*If G0301=2, Skip to G0873*)

G0804O.   _____(*If G0301=2, Skip to G0873*)

G0845.   **Did you ride the subway during November?**
    1)   Yes
    2)   No

G0845A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO (*If G0845 =1, Skip to G0815*)

G0845O.   _____(*If G0845=1, Skip to G0815*)

G0873.   **Are any other types of local rapid rail such as elevated trains available in your area?**
    1)   Yes
    2)   No

G0873A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO (*If G0301=2, Skip to G0815*)

G0873O.   _____(*If G0301=2, Skip to G0815*)

G0814.   **Did you ride any other types of rapid rail during November?**
    1)   Yes
    2)   No

G0814A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO *(Skip to G0815)*

G0814O.   _____

G0815.   **Is light rail such as streetcars or trolleys available in your area?**
    1)   Yes
    2)   No

G0815A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO *(If G0301=2, skip to G0846)*

G0815O.   _____*(If G0301=2, Skip to G0846)*

G0816.   **Did you ride any type of light rail during November?**
    1)   Yes
    2)   No

G0816A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO *(Skip to G0846)*

G0816O.   _____

G0846.   **Is local commuter rail service from suburb to city available in your area? (Neither subways nor light rail nor AMTRAK is commuter rail.)**
    1)   Yes
    2)   No

G0846A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO *(If G0301=2, Skip to G0877)*

G0846O.   _____*(If G0301=2, Skip to G0877)*

G0847.   **Did you ride the commuter rail during November?**
    1)   Yes
    2)   No

G0847A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO *(Skip to G0877)*

G0847O.   _____

G0877.   **Is commuter or express bus service such as Park and Rides available in your area?**
    1)   Yes
    2)   No

G0877A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO *(If G0301=2, skip to G0810)*

G0877O.   _____*(If G0301=1, skip to*
    G0201. If G0301=2, skip to G0810)

G0878.   **Did you use commuter or express bus service during November?**
    1)   Yes
    2)   No

G0878A.   INTERVIEWER: DOES RESPONDENT HAVE ANY COMMENT?
    1)   YES
    2)   NO

G0878O.   _____

If G0301 = 1 (used public transit in the past 30 days) skip to G0201

G0810.   **Please tell me the <u>main</u> reason you did not use public transit last month.**
    (CODE THE FIRST REASON GIVEN. IF RESPONSE IS "I DON'T KNOW",
    "I DON'T LIKE IT," OR "I DON'T NEED IT" PROBE FOR A SPECIFIC
    REASON. IF RESPONDENT SAYS "I HAVE/USE MY OWN VEHICLE"
    PROBE "WHAT IS IT ABOUT PUBLIC TRANSIT THAT CAUSED YOU TO
    USE YOUR OWN VEHICLE)(DO NOT READ LIST)
    1)   Prefer my own vehicle
    2)   I am retired/not working/not in school
    3)   Need to make multiple stops to/from work/school
    4)   Don't understand/know routes and schedules
    5)   Not convenient (doesn't go where I need to)
    6)   Not flexible (doesn't go when I need to)
    7)   Takes too much time
    8)   Distance from home to stops is too great
    9)   Uncomfortable riding with strangers
    10)   Costs too much
    11)   Unreliable
    12)   Unsafe
    13)   Health/disability/physical limitations
    14)   Other - SPECIFY _____

G0201.   **During November, did you ride on a city-to-city <u>bus,</u> such as Greyhound?**
    1)   Yes
    2)   No (*Skip to G0251*)

G0851D.   **How many days did you ride on it?** (RECORD NUMBER)
            _____ days

G0902B.   **And of <u>these days</u>, how many were for business or work?** (RECORD
            NUMBER)
            _____ days

G0251.   **During November, did you ride on a city-to-city <u>train</u>, such as AMTRAK?**
       1)   Yes
       2)   No (*Skip to G0350)*

G0851E.   **How many days did you ride on it?** (RECORD NUMBER)
            _____ days

G0902C.   **And of <u>these days</u>, how many were for business or work?** (RECORD
            NUMBER)
            _____ days

G0350.   **During November, did you fly on a <u>commercial airline</u>?**
       1)   Yes
       2)   No (*Skip to* G0401)

G0851F.   **How many days did you fly on a commercial airline?** (RECORD NUMBER)
            _____ days

G0902D.   **And of <u>these days</u>, how many were for business or work?** (RECORD
            NUMBER)
            _____ days

G0401.   **During November, did you fly on a <u>charter, private, or corporate airplane or
            helicopter</u>?**
       1)   Yes
       2)   No (*Skip to G0451)*

G0851G.   **How many days did you fly on a <u>charter, private, or corporate airplane or
            helicopter</u>?** (RECORD NUMBER)
            _____ days

G0902E.   **And of <u>these days</u>, how many were for business or work?** (RECORD
            NUMBER)
            _____ days

G0451.	**During November, did you drive or ride on a <u>motorcycle,</u> including a motorized scooter or motorized bicycle?**
1)	Yes
2)	No (*Skip to G0501*)

G0851H.	**How many days did you drive or ride one of these vehicles?** (RECORD NUMBER)
_____ days

G0501.	**During November, did you ride a <u>bicycle</u>? Please do not include stationary bicycles.**
1)	Yes
2)	No (*Skip to G0550*)

G0851I.	**How many days did you ride a bicycle?** (RECORD NUMBER)
_____ days

G0952.	**<u>Primarily</u> for what purpose did you use it?** (DO NOT READ LIST)(RECORD ONLY ONE)
1)	Commuting to work or school,
2)	Recreation,
3)	Exercise/for my health,
4)	Personal errands, (to the store, post office, and so on)
5)	Required for my job
6)	Some other purpose - SPECIFY _____

G1001.	**And on a typical day that you rode a bicycle, about how much time did you spend bicycling?**
_____ hours and _____ minutes

CATI system must ensure an entry for both hours and minutes.

G1051.	**Did you bicycle mostly on:** (READ LIST) (RECORD ONLY ONE)
**1)	Paved roads, not on shoulder,**
**2)	Shoulders of paved roads,**
**3)	Bike lanes on roads,**
**4)	Sidewalks,**
**5)	Bike paths, walking paths or trails,**
**6)	Unpaved roads (for example dirt, gravel, sand),**
**7)	Grass, or**
**8)	Other - SPECIFY _____**

G0550.   **During November, did you <u>walk, run, or jog</u> at least one time outside for 10 minutes or more?** (such as to a store or park.)
1) Yes
2) No (*Skip to G0555)*

G0851J.   **How many days did you walk, run or jog?** (RECORD NUMBER)
____ days

G1102.   **<u>Primarily</u> for what purpose did you walk, run, or jog?** (DO NOT READ LIST)(RECORD ONLY ONE)
1)   Commuting to work or school,
2)   Recreation,
3)   Exercise/for my health,
4)   Personal errands, (to the store, post office, walking the dog, and so on)
5)   Required for my job
6)   Some other purpose - SPECIFY _____

G1150.   **And on a typical day, about how much time did you spend walking, running, or jogging?**
_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

G1202.   **Did you walk, run, or jog mostly on:** (READ LIST) (RECORD ONLY ONE)
1)   Paved roads, not on shoulder,
2)   Shoulders of paved roads,
3)   Bike lanes on roads,
4)   Sidewalks,
5)   Bike paths, walking paths or trails,
6)   Unpaved roads (for example dirt, gravel, sand),
2)   Track,
3)   Grass, or
4)   Other - SPECIFY _____

G0555.   **During November, did you ride as a passenger on a <u>cruise ship</u>?**
1)   Yes
2)   No

G0601.   **During November, did you ride on a <u>commercial boat, ship, or ferry</u>?**
1)   Yes
2)   No (*Skip to G0651)*

G0851K.   **How many days did you ride on a <u>commercial boat, ship, or ferry</u>?**
(RECORD NUMBER)
____ days

G0651.   **During November, did you operate or ride on a <u>personal watercraft</u> such as a jetski or skidoo?**
1)   Yes
2)   No (*Skip to G0701)*

G0851L.   **How many days did you operate or ride on a personal watercraft?** (RECORD NUMBER)
          ____ days

G1250.   **Altogether, about how much time did you spend using a personal watercraft last month?**
          ____ hours and ___ minutes

CATI system must ensure entry for both hours and minutes

G0701.   **During November, did you operate or ride in a <u>recreational boat</u> such as a sailboat, motorboat, or yacht?**
1)   Yes
2)   No (*Skip to G0750)*

G0851M.   **How many days did you operate or ride in a recreational boat?** (RECORD NUMBER)
          ____ days

G1257.   **Altogether, about how much time did you spend using a recreational boat last month?**
          ____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

G0750.   **During November, did you use <u>any other means of transportation?</u> For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.**
          BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)
          1) Yes
          2) No (*Skip to B0050)*

G0851N.   **How many days did you use other means of transportation?** (RECORD NUMBER)
          ____ days

Section B - BTS Topical Transportation Questions

B0050.   **The next questions are about commuting.**

            PRESS "ENTER" TO CONTINUE

B0101.   **Last month did you commute, that is, travel routinely from home to work or to school?** (EXCLUDE TELECOMMUTING; COMMUTING MAY INCLUDE ANY TYPE OF TRANSPORTATION.)
      1)   Yes
      2)   No *(Skip to B2000)*

B0151.   **Altogether, about how many days did you commute?** (DO NOT READ LIST)
      1)   29-31 days/month
      2)   22-28 days/month
      3)   15-21 days/month
      4)   8-14 days/month
      5)   1-7 days/month

B0201.   **Did you commute from home to work, to school, or both?**
      1)   To work - *skip to B0301*
      2)   To school - *skip to B0451*
      3)   Both to work and to school - *go to B0251*

B0251.   **Which statement best describes your <u>most frequent commuting pattern</u>:**
            (READ LIST)(RECORD ONLY ONE)
      1)   You go to work and to school on different days,
      2)   You go to work, then directly to school
      3)   You go to work, then home, then to school,
      4)   You go to school, then directly to work
      5)   You go to school, then home, then to work, or
      6)   Something else - Specify _____

B0301. **To get to work on a typical day last month, what are all the types of transportation you used?   PROBE: Anything else?**
(DO NOT READ LIST)(RECORD ALL THAT APPLY)
1) Personal vehicle (example: car, van, SUV, pickup truck, RV)
2) Organized carpool or vanpool
3) City-to-city bus (example: Greyhound)
4) City-to-city train (example: AMTRAK)
5) Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
6) Commercial airplane
7) Charter, private, corporate airplane or helicopter
8) Motorcycle, including motorized scooter or motorized bicycle
9) Bicycle
10) Walking, running, or jogging
11) Commercial boat, ship or ferry
12) Other - Specify _____

B0310. **Did you work at the same location on most days?**
1) Yes - *skip to B0352*
2) No

B0315. **Did you work at more than one location on a typical day?**
1) Yes
2) No - *skip to B0352*

B0320. **On a typical day, how much time did you spend traveling from worksite to worksite?**
_____ hours and_____ minutes - *go to B0360*

CATI system must ensure entry for both hours and minutes

B0352. **On a typical day, how much time did a one-way, door-to-door trip from home to work take?**
IF RESPONDENT USED MORE THAN ONE TYPE OF TRANSPORTATION, OBTAIN THE TIME FOR THE ENTIRE TRIP. IF TRANSPORTATION TYPE DIFFERS BY DAY, RECORD THE USUAL TRIP TIME FOR THE TRIP TYPE THAT OCCURS MOST FREQUENTLY.
_____ hours and_____ minutes

CATI system must ensure entry for both hours and minutes

B0360. **Do you ever telecommute? That is, do you ever work at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend.)**
1) Yes
2) No (*Skip to B0365)*

B0361. **Do you telecommute occasionally, on a regular basis or fixed schedule, or full time?**
   1)   Occasionally
   2)   On a regular basis or fixed schedule
   3)   Full time

B0362. **About how many days did you telecommute in the past month?**
   _____ days

B0365. **Do you ever work at a telework center or satellite office? That is, do you ever work at an office other than your regular office <u>TO REDUCE YOUR COMMUTE</u>?**

   [INTERVIEWER: Focus is on working somewhere other than one's "normal" workplace for the purpose of reducing commute time.
   <u>Satellite office</u>: alternate work site that is in a separate location than your primary worksite.
   <u>Telework office</u>: alternate work site, could possibly house workers from many different businesses.]
   1)   Yes
   2)   No (*Skip to instruction before B0451)*

B0366. **How often do you work at a telework center or satellite office?**
   Would you say [PLEASE READ LIST BELOW]
   1)   **Occasionally**
   2)   **On a regular basis or fixed schedule**
   3)   **Full time**

B0368. **About how many days did you work at a telework center or satellite office in the past month?**
   _____ days

If B0201=1, go to B2000.

B0451.   **To get to school on a typical day last month, what are all the types of transportation you used?**
           PROBE: Anything else?
           (DO NOT READ LIST)(RECORD ALL THAT APPLY)
     1)   Personal vehicle (example: car, van, SUV, pickup truck, RV)
     2)   Organized carpool or vanpool
     3)   City-to-city bus (example: Greyhound)
     4)   City-to-city train (example: AMTRAK)
     5)   Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
     6)   Commercial airplane
     7)   Charter, private or corporate airplane
     8)   Motorcycle, including motorized scooter or motorized bicycle
     9)   Bicycle
     10)   Walking, running, or jogging
     11)   Commercial boat, ship or ferry
     12)   Other - Specify _____

B0501.   **How much time did the door-to-door trip to school usually take, one way?**
           _____ hours and_____ minutes

           IF RESPONDENT USED MORE THAN ONE TYPE OF TRANSPORTATION, OBTAIN THE TIME FOR THE ENTIRE TRIP.

CATI system must ensure entry for both hours and minutes

B2000.   **My next group of questions are about holiday travel.**

           PRESS "ENTER" TO CONTINUE

B2041.   **Did you travel this year for the Thanksgiving holidays?**
     1)   Yes
     2)   No *(Skip to B2111)*

B2051.   **How far did you travel for the Thanksgiving holidays this year? Did you travel…**
     1)   Less than 50 miles
     2)   50 to less than 200 miles
     3)   200 to less than 600 miles
     4)   600 to less than 1500 miles
     5)   1500 miles or more

B2061.   **Please tell me all the forms of transportation you used for your Thanksgiving holiday travel. Probe: Any other means?**
(DO NOT READ LIST)(RECORD ALL THAT APPLY)
1)   Personal vehicle (example: car, van, SUV, pickup truck, motorcycle including rental cars, taxis, etc.)
2)   Commercial airline
3)   City-to-city train (example: AMTRAK)
4)   City-to-city bus (example: Greyhound)
5)   Commercial boat, ship or ferry
6)   Cruise ship
7)   Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
8)   Other - Specify _____

B2111.   **Now I would like to ask you about your December holiday travel plans. Did you have plans to travel for the December holidays before the terrorist attacks on September 11th?**
1)   Yes
2)   No

B2120.   **Did you change your December holiday travel plans because of the events of September 11th and subsequent events?**
1)   Yes
2)   No

B2130.   **Did you travel last year for the December holidays?**
1)   Yes
2)   No

If B2111 = 2 and B2120 = 2 then skip to B1400.

B2140.   **Do you currently plan to travel this year for the December holidays?**
1)   Yes
2)   No *(Skip to B1400)*

B2150.   **About how far do you plan to travel for the December holidays this year? Do you plan to travel...**
1)   Less than 50 miles
2)   50 to less than 200 miles
3)   200 to less than 600 miles
4)   600 to less than 1500 miles
5)   1500 miles or more

B2160.   **Please tell me all the forms of transportation you plan to use for your December holiday travel. Probe: Any other means?**
(DO NOT READ LIST)(RECORD ALL THAT APPLY)
1)   Personal vehicle (example: car, van, SUV, pickup truck, motorcycle including rental cars, taxis, etc.)
3)   Commercial airline
4)   City-to-city train (example: AMTRAK)
5)   City-to-city bus (example: Greyhound)
6)   Commercial boat, ship or ferry
7)   Cruise ship
8)   Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
9)   Other - Specify _____

B2170.   **Was this/were these the forms of transportation you planned to use before the terrorist attacks on September 11th?**
1)   Yes *(Skip to B1400)*
2)   No

B2180.   **What forms of transportation did you plan to use for your December holiday travel before then?   Probe: Any other means?**
(DO NOT READ LIST)(RECORD ALL THAT APPLY)
1)   Personal vehicle (example: car, van, SUV, pickup truck, motorcycle including rental cars, taxis, etc.)
2)   Commercial airline
3)   City-to-city train (example: AMTRAK)
4)   City-to-city bus (example: Greyhound)
5)   Commercial boat, ship or ferry
6)   Cruise ship
7)   Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
8)   Other - Specify _____

B1400.   **Now I want to ask you some questions about how concerned you are about your safety from terrorists when traveling. Please tell me whether you are very concerned, somewhat concerned, or not at all concerned about your safety from terrorist attacks traveling...**

B1405.   **in personal vehicles such as cars, trucks, or motorcycles on roads and highways.**
3)   Very concerned
2)   Somewhat concerned
1)   Not at all concerned

B1410.   **Are you very concerned, somewhat concerned, or not at all concerned:**
              about your safety from terrorist attacks traveling on a commercial airline?
    3)   Very concerned
    2)   Somewhat concerned
    1)   Not at all concerned

B1415.   READ IF NECESSARY
              (Are you very concerned, somewhat concerned, or not at all concerned)
              about your safety from terrorist attacks traveling on subways?
    3)   Very concerned
    2)   Somewhat concerned
    1)   Not at all concerned

B1420.   READ IF NECESSARY
              (Are you very concerned, somewhat concerned, or not at all concerned)
              about your safety from terrorist attacks traveling on public buses or other
              public transit above ground?
    3)   Very concerned
    2)   Somewhat concerned
    1)   Not at all concerned

B1425.   READ IF NECESSARY
              (Are you very concerned, somewhat concerned, or not at all concerned)
              about your safety from terrorist attacks traveling on commuter rail?
    3)   Very concerned
    2)   Somewhat concerned
    1)   Not at all concerned

B1430.   READ IF NECESSARY
              (Are you very concerned, somewhat concerned, or not at all concerned)
              about your safety from terrorist attacks traveling on city to city trains such
              as AMTRAK?
    3)   Very concerned
    2)   Somewhat concerned
    1)   Not at all concerned

B1435.   READ IF NECESSARY
              (Are you very concerned, somewhat concerned, or not at all concerned)
              about your safety from terrorist attacks traveling on city to city buses such as
              Greyhound?
    3)   Very concerned
    2)   Somewhat concerned
    1)   Not at all concerned

B1440.   READ IF NECESSARY
(Are you very concerned, somewhat concerned, or not at all concerned)
about your safety from terrorist attacks traveling on cruise ships?
   3)   Very concerned
   2)   Somewhat concerned
   1)   Not at all concerned

B1445.   READ IF NECESSARY
(Are you very concerned, somewhat concerned, or not at all concerned)
about your safety from terrorist attacks travelingon other commercial boats,
ships or ferries?
   3)   Very concerned
   2)   Somewhat concerned
   1)   Not at all concerned

B1450.   **You've told me how concerned you are about safety from terrorist attacks**
for different types of transportation. Now I would like to know how likely
you are to change your usage of these same types of transportation.

B1455.   **As a result of your concern about safety from terrorist attacks, are you very**
likely, somewhat likely, or not at all likely to change your use of personal
vehicles such as cars, trucks, or motorcycles on roads and highways?
   3)   Very concerned
   2)   Somewhat concerned
   1)   Not at all concerned

B1460.   **As a result of your concern about safety from terrorist attacks, are you very**
likely, somewhat likely, or not at all likely to change your use of commercial
airlines?
   3)   Very likely
   2)   Somewhat likely
   1)   Not at all likely

B1465.   READ IF NECESSARY
(As a result of your concern about safety from terrorist attacks, are you very
likely, somewhat likely, or not at all likely to)
change your use of subways?
   3)   Very likely
   2)   Somewhat likely
   1)   Not at all likely

B1470.   READ IF NECESSARY
            (As a result of your concern about safety from terrorist attacks, are you very likely, somewhat likely, or not at all likely to)
            change your use of public buses or other public transit above ground?
      3)   Very likely
      2)   Somewhat likely
      1)   Not at all likely

B1475.   READ IF NECESSARY
            (As a result of your concern about safety from terrorist attacks, are you very likely, somewhat likely, or not at all likely to)
            change your use of commuter rail?
      3)   Very likely
      2)   Somewhat likely
      1)   Not at all likely

B1480.   READ IF NECESSARY
            (As a result of your concern about safety from terrorist attacks, are you very likely, somewhat likely, or not at all likely to)
            change your use of city to city trains such as AMTRAK?
      3)   Very likely
      2)   Somewhat likely
      1)   Not at all likely

B1485.   READ IF NECESSARY
            (As a result of your concern about safety from terrorist attacks, are you very likely, somewhat likely, or not at all likely to)
            change your use of city to city buses such as Greyhound?
      3)   Very likely
      2)   Somewhat likely
      1)   Not at all likely

B1490.   READ IF NECESSARY
            (As a result of your concern about safety from terrorist attacks, are you very likely, somewhat likely, or not at all likely to)
            change your use of cruise ships?
      3)   Very likely
      2)   Somewhat likely
      1)   Not at all likely

B1495.　　　READ IF NECESSARY
　　　　　(As a result of your concern about safety from terrorist attacks, are you very likely, somewhat likely, or not at all likely to)
　　　　　change your use of other commercial boats, ships or ferries?
　3)　　　Very likely
　2)　　　Somewhat likely
　1)　　　Not at all likely

SM0050. **Now I want to ask your opinion on some transportation issues related to mobility.**

PRESS "ENTER" TO PROCEED

If G0103 = 2 skip to instruction before SM1050.

SM1000. **Did you experience any significant delays while traveling in a personal vehicle in November?**
1) Yes
2) No *(Skip to instruction before SM1050)*

SM1005. **Please tell me whether those delays caused you to...(READ LIST)**

SM1010.	**Change the time of day you traveled**	Yes	No
SM1015.	**Change the type of transportation you used**	Yes	No
SM1020.	**Change the route you took to reach your destination**	Yes	No
SM1025.	**Postpone your travel to another day**	Yes	No
SM1030.	**Cancel your trip entirely**	Yes	No

If G0150 = 2 skip to instruction before SM1100.

SM1050. **Did you experience any significant delays while traveling in an organized carpool or vanpool in November?**
1) Yes
2) No *(Skip to instruction before SM1100)*

SM1055. **Please tell me whether those delays caused you to...(READ LIST)**

SM1060.	**Change the time of day you traveled**	Yes	No
SM1065.	**Change the type of transportation you used**	Yes	No
SM1070.	**Change the route you took to reach your destination**	Yes	No
SM1075.	**Postpone your travel to another day**	Yes	No
SM1080.	**Cancel your trip entirely**	Yes	No

If G0301 = 2 skip to instruction before SM1150.

SM1100.   **Did you experience any significant delays while traveling on public transit in November?**
       1)   Yes
       2)   No *(Skip to instruction before SM1150)*

SM1105.   **Please tell me whether those delays caused you to...(READ LIST)**

SM1110.	**Change the time of day you traveled**	Yes	No
SM1115.	**Change the type of transportation you used**	Yes	No
SM1120.	**Change the route you took to reach your destination**	Yes	No
SM1125.	**Postpone your travel to another day**	Yes	No
SM1130.	**Cancel your trip entirely**	Yes	No

If G0201 = 2 skip to instruction before SM1200.

SM1150.   **Did you experience any significant delays while traveling on city-to city-buses in November?**
       1)   Yes
       2)   No *(Skip to instruction before SM1200)*

SM1055.   **Please tell me whether those delays caused you to...(READ LIST)**

SM1160.	**Change the time of day you traveled**	Yes	No
SM1165.	**Change the type of transportation you used**	Yes	No
SM1170.	**Change the route you took to reach your destination**	Yes	No
SM1175.	**Postpone your travel to another day**	Yes	No
SM1180.	**Cancel your trip entirely**	Yes	No

If G0251 = 2 skip to instruction before SM1250.

SM1200.   **Did you experience any significant delays while traveling on city-to-city trains in November?**
       1)   Yes
       2)   No *(Skip to instruction before SM1250)*

SM1205.   **Please tell me whether those delays caused you to...(READ LIST)**

SM1210.	**Change the time of day you traveled**	Yes	No
SM1215.	**Change the type of transportation you used**	Yes	No
SM1220.	**Change the route you took to reach your destination**	Yes	No
SM1225.	**Postpone your travel to another day**	Yes	No
SM1230.	**Cancel your trip entirely**	Yes	No

If G0350 = 2 skip to instruction before SM1300.

SM1250.   **Did you experience any significant delays while traveling on commercial airlines in November?**
1)   Yes
2)   No *(Skip to instruction before SM1300)*

SM1255.   **Please tell me whether those delays caused you to...(READ LIST)**

SM1260.	**Change the time of day you traveled**	Yes	No
SM1265.	**Change the type of transportation you used**	Yes	No
SM1270.	**Change the route you took to reach your destination**	Yes	No
SM1275.	**Postpone your travel to another day**	Yes	No
SM1280.	**Cancel your trip entirely**	Yes	No

If G0601 = 2 skip to instruction before M0050.

SM1300.   **Did you experience any significant delays while traveling on a commercial boat, ship or ferry in November?**
1)   Yes
2)   No *(Skip to instruction before M0050)*

SM1305.   **Please tell me whether those delays caused you to...(READ LIST)**

SM1310.	**Change the time of day you traveled**	Yes	No
SM1315.	**Change the type of transportation you used**	Yes	No
SM1320.	**Change the route you took to reach your destination**	Yes	No
SM1325.	**Postpone your travel to another day**	Yes	No
SM1330.	**Cancel your trip entirely**	Yes	No

M0050. **The next questions are of interest to specific agencies within the United States Department of Transportation.**

M0060. **I have a couple of questions about the United States Coast Guard.**

PRESS "ENTER" TO CONTINUE

MCG0101. **Do you know what the Coast Guard does?**
    1)   Yes
    2)   No - *skip to D0050*

MCG0155. **Please tell me a public service or activity that comes to your mind when I mention the Coast Guard.**
INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

MCG0160. _____

MCG0161. **Anything else?**
    1)   Yes
    2)   No - *skip to D0050*

MCG0162. **What other public service or activity?**
INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

_____

MCG0163. **Anything else?**
    1)   Yes
    2)   No - *skip to D0050*

MCG0164. **What other public service or activity?**
INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

_____

MCG0165. **Anything else?**
    1)   Yes
    2)   No - *skip to D0050*

MCG0166. **What other public service or activity?**
INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

_____

D0050.   **This final section asks for information to help us summarize the study results. No identifying information about you or your household will ever be released or published.**

PRESS "ENTER" TO CONTINUE

D0061.   **How many registered road vehicles are available for regular use by members of your household?**

ENTER NUMBER _____

D0101.   **Do you have any kind of disability or health impairment?**
   1)   Yes
   2)   No

D0103.   **Does <u>anyone else</u> currently living there, including children, have any kind of disability or health impairment?**
   1)   Yes
   2)   No

If D0101 = 2 and D0103 = 2 go to D0251.   If D0101 = 1 and D0103 = 2 go to D0106.

D0105.   **How many other people** (beside yourself)**?**
   _____

D0106.   **Does anyone in the household use adaptive equipment in any motor vehicle,** (for example hand controls, modified foot pedals, or a wheelchair lift)**?**
   1)   Yes
   2)   No

D0107.   **We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?**
   1)   Yes
   2)   No

D0251.   **How many people aged 18 or older live in your household, <u>including yourself</u>?**
   INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: "Including yourself, _____ people aged 18 or older live in your household?" (RECORD NUMBER)
   _____ people

D0300. **Please stop me when I reach the category that includes your age:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)
1) **18 to 24 years**
2) **25 to 34**
3) **35 to 44**
4) **45 to 54**
5) **55 to 64**
6) **65 to 74**
7) **75 or older**

D0350. (RECORD GENDER; ASK ONLY IF NECESSARY). **Are you male or female?**
1) Male
2) Female

D0401. **Is the racial or ethnic group that best describes you...** (READ ENTIRE LIST. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION.) (RECORD ALL THAT APPLY)
1) **American Indian** (Native American) **or Alaska Native,**
2) **Asian** (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)**,**
3) **Black or African-American,**
4) **Hispanic or Latino,**
5) **Native Hawaiian or other Pacific Islander** (e.g., Samoan or Chamorro)**,**
6) **White** (Caucasian, Anglo)**, or**
7) **Other-SPECIFY _____**

D0450. **What is the highest level of education you've completed?** (DO NOT READ LIST)(RECORD ONLY ONE)
1) Less than high school graduate
2) High school graduate (or GED)
3) Some college (or technical vocational school/professional business school)
4) Two-year college degree (AA: Associate in Arts)
5) Four-year college degree (BA or BS: Bachelor of Arts of Science degree)
6) Graduate degree (Masters, PhD., Lawyer, Medical Doctor)

D0501. **Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2000:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)(RECORD ONLY ONE)
1) **Under $15,000**
2) **From $15,000 to less than $30,000**
3) **From $30,000 to less than $50,000**
4) **From $50,000 to less than $75,000**
5) **From $75,000 to less than $100,000**
6) **$100,000 or more**

D0551.   **Not including the telephone line you're using right now, are there any other telephone lines in your household? Please do not count cellular phones, or phone lines that are <u>exclusively</u> for computer or fax use.**
1)   Yes
2)   No - *skip to D0800*

D0700.   **How many additional lines do you have?** (DO NOT READ LIST)
1)   One
2)   Two
3)   Three
4)   Four or more

D0750.   **Is the <u>primary use</u> of the additional line(s) for household use, business use, or both?**
1)   Household use only
2)   Business use only
3)   Both household and business use

D0800.   **Finally, in order to classify your household for statistical purposes, what is your ZIP code?** (RECORD NUMBER)

___ ___ ___ ___ ___

D0850.   **This concludes the study questions. On behalf of the Department of Transportation, I thank you for your time. Goodbye.**

PRESS "ENTER" TO END INTERVIEW

I0050.   THESE QUESTIONS ARE ANSWERED BY THE INTERVIEWER AFTER
            THE RESPONDENT HANGS UP.

            HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?
    1)   Not at all
    2)   Not very well
    3)   Well
    4)   Very well

I0100.   HOW COOPERATIVE WAS THE RESPONDENT IN ANSWERING THE
            QUESTIONS?
    1)   Not at all cooperative
    2)   Not very cooperative
    3)   Cooperative
    4)   Very cooperative

I0150.   IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?
    1)   English
    2)   Spanish
    3)   Both English and Spanish
    4)   Other - SPECIFY _____

I0200.   PLEASE NOTE ANYTHING ELSE YOU FEEL IS HELPFUL OR
            IMPORTANT ABOUT THIS INTERVIEW.
    11)   _____ Text of response
    99)   No notes to add

APPENDIX B: DATA DICTIONARY

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
	CASEID	Case Identification Number			Char	6	$TEXTVAR
	STATE	State			Char	2	$TEXTVAR
	METRO	Metro Inside Outside	1	Inside an MSA	Num	8	METROIN
			2	Outside an MSA			
	CREGION	Census Region	1	Northeast	Num	8	CENSREG
			2	Midwest			
			3	South			
			4	West			
	CENDIV	Census Division	1	New England	Num	8	CENSDIV
			2	Middle Atlantic			
			3	East North Central			
			4	West North Central			
			5	South Atlantic			
			6	East South Central			
			7	West South Central			
			8	Mountain			
			9	Pacific			
	DVERSION	Database Version		Year - Quarter	Char	6	$TEXTVAR
	STARTIM	Interview Start Time			Char	8	$TEXTVAR
	ENDTIME	Interview End Time			Char	8	$TEXTVAR
	INLNGTH	Interview Length			Num	8	BEST
	TIMEZONE	Time Zone	C	Central time	Char	1	$TZONE
			E	Eastern time			
			M	Mountain time			
			P	Pacific time			
			A	Alaska time			
			H	Hawaii time			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0103	G0103	Use - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851A	G0851A	Personal Vehicle - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0301	G0301	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851C	G0851C	Public Transit - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0801	G0801	Public Trans - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0842	G0842	Public Trans - Available - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0843	G0843	Public Trans - Ride Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0804	G0804	Public Trans - Available - Subway	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0804A	G0804A	Public Trans - Available - Subway - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0804O	G0804O	Public Trans - Available - Subway - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0845	G0845	Public Trans - Ride Subway	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0845A	G0845A	Public Trans - Ride Subway - CommentA	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0845O	G0845O	Public Trans - Ride Subway - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0873	G0873	Public Trans - Available - Other Rapid Rail	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0873A	G0873A	Public Trans - Available - Other Rapid Rail - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0873O	G0873O	Public Trans - Available - Other Rapid Rail - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0814	G0814	Public Trans - Ride Other Rapid Rail	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0814A	G0814A	Public Trans - Ride Other Rapid Rail - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0814O	G0814O	Public Trans - Ride Other Rapid Rail - CommentO	Text	Verbatim response	Char	250	$TEXTVAR

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0815	G0815	Public Trans - Available - Light Rail	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0815A	G0815A	Public Trans - Available - Light Rail - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0815O	G0815O	Public Trans - Available - Light Rail - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0816	G0816	Public Trans - Ride Light Rail	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0816A	G0816A	Public Trans - Ride Light Rail - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0816O	G0816O	Public Trans - Ride Other Light Rail - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0846	G0846	Public Trans - Available - Commuter Rail	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0846A	G0846A	Public Trans - Available - Commuter Rail - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0846O	G0846O	Public Trans - Available - Commuter Rail - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0847	G0847	Public Trans - Ride Commuter Rail	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0847A	G0847A	Public Trans - Ride Commuter Rail - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0847O	G0847O	Public Trans - Ride Commuter Rail - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0877	G0877	Public Trans - Available Commuter Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0877A	G0877A	Public Trans - Available Commuter Bus - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0877O	G0877O	Public Trans - Available Commuter Bus - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0878	G0878	Public Trans - Ride Commuter Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0878A	G0878A	Public Trans - Ride Commuter Bus - CommentA	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0878O	G0878O	Public Trans - Ride Commuter Bus - CommentO	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0810	G0810A	Public Transit - Reason for Not Using	1	Prefer my own vehicle	Num	8	NOPTWHY
			2	I am retired/not working/not in school			
			3	Need to make multiple stops to/from work/school			
			4	Don't understand/know routes and schedules			
			5	Not convenient (doesn't go where I need to)			
			6	Not flexible (doesn't go when I need to)			
			7	Takes too much time			
			8	Distance from home to stops is too great			
			9	Uncomfortable riding with strangers			
			10	Costs too much			
			11	Unreliable			
			12	Unsafe			
			13	Health/disability/physical limitations			
			14	Other			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0810	G0810B	Public Transit - Other Reason for Not Using	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851D	G0851D	Bus - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902B	G0902B	Bus - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851E	G0851E	Train - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0401	G0401	Use - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851G	G0851G	Other Aircraft - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0451	G0451	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	BEST
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851I	G0851I	Bicycle - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			5	Required for my job			
			6	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G1001	G1001A	Bicycle - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1001	G1001C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPA
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			7	Grass			
			8	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0550	G0550	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851	G0851J	Walk - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYB
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, walking the dog, and so on)			
			6	Required for my job			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			5	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102B	Walk - Other Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G1150	G1150A	Walk - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1150	G1150B	Walk - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1150	G1150C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202A	Walk - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPB
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			9	Track			
			7	Grass			
			8	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0651	G0651	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851L	G0851L	Watercraft - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1250	G1250A	Watercraft - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1250	G1250B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G1250	G1250C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851M	G0851M	Recreational Boat - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1257	G1257A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1257	G1257B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1257	G1257C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
			.R	Refused			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
G0851N	G0851N	Other Means of Transportation - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0101	B0101	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0151	B0151	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0201	B0201	Commute - Work/School	1	To work	Num	8	COMUWHER
			2	To school			
			3	Both to work and to school			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0251	B0251A	Commute - Route	1	You go to work and to school on different days	Num	8	COMUROUT
			2	You go to work, then directly to school			
			3	You go to work, then home, then to school			
			4	You go to school, then directly to work			
			5	You go to school, then home, then to work			
			6	Something else			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B0251	B0251B	Commute - Other Route	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B0301	B0301A	Commute to Work - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301B	Commute to Work - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301C	Commute to Work - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301D	Commute to Work - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301E	Commute to Work - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301F	Commute to Work - Commercial Airplane	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301G	Commute to Work - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301H	Commute to Work - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301I	Commute to Work - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301J	Commute to Work - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301K	Commute to Work - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301L	Commute to Work - Other	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0301	B0301M	Commute to Work - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0360	B0360	Telecommute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0361	B0361	Telecommute - Frequency	1	Occasionally	Num	8	TELEFREQ
			2	On a regular basis or fixed schedule			
			3	Full time			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0362	B0362	Telecommute - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0365	B0365	Telework Center	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B0366	B0366	Telework Center - Frequency	1	Occasionally	Num	8	TELEFREQ
			2	On a regular basis or fixed schedule			
			3	Full time			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0368	B0368	Telework Center - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451A	Commute to School - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451B	Commute to School - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451C	Commute to School - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451D	Commute to School - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451E	Commute to School - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451F	Commute to School - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451G	Commute to School - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451H	Commute to School - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451I	Commute to School - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451J	Commute to School - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451K	Commute to School - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451L	Commute to School - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0451	B0451M	Commute to School - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B0501	B0501A	Commute to School - Trip Time - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0501	B0501B	Commute to School - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0501	B0501C	Commute to School - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2041	B2041	Thanksgiving - Travel 2001	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B2051	B2051	Thanksgiving - Trip Length	1	Less than 50 miles	Num	8	TRIPLGTH
			2	50 to less than 200 miles			
			3	200 to less than 600 miles			
			4	600 to less than 1500 miles			
			5	1500 miles or more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061A	Thanksgiving - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061B	Thanksgiving - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061C	Thanksgiving - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061D	Thanksgiving - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B2061	B2061E	Thanksgiving - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061F	Thanksgiving - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061G	Thanksgiving - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061H	Thanksgiving - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2061	B2061I	Thanksgiving - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B2111	B2111	December - Travel Before Terrorist Attacks	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B2120	B2120	December - Change Plans After Terrorist Attacks	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B2130	B2130	December - Travel 2000	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B2140	B2140	December - Travel 2001	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2150	B2150	December - Trip Length	1	Less than 50 miles	Num	8	TRIPLGTH
			2	50 to less than 200 miles			
			3	200 to less than 600 miles			
			4	600 to less than 1500 miles			
			5	1500 miles or more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160A	December - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160B	December - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160C	December - Train	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160D	December - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160E	December - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160F	December - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160G	December - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160H	December - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2160	B2160I	December - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B2170	B2170	December - Before Terrorist Attacks - Same Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180A	December - Before Terrorist Attacks - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180B	December - Before Terrorist Attacks - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180C	December - Before Terrorist Attacks - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180D	December - Before Terrorist Attacks - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180E	December - Before Terrorist Attacks - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180F	December - Before Terrorist Attacks - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180G	December - Before Terrorist Attacks - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180H	December - Before Terrorist Attacks - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2180	B2180I	December - Before Terrorist Attacks - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B1405	B1405	Terrorist Attacks - Concern - Personal Vehicle	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			
B1410	B1410	Terrorist Attacks - Concern - Commercial Airline	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B1415	B1415	Terrorist Attacks - Concern - Subway	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			
B1420	B1420	Terrorist Attacks - Concern - Public Transit	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			
B1425	B1425	Terrorist Attacks - Concern - Commuter Rail	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			
B1430	B1430	Terrorist Attacks - Concern - Train	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			
B1435	B1435	Terrorist Attacks - Concern - Bus	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			
B1440	B1440	Terrorist Attacks - Concern - Cruise Ship	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B1445	B1445	Terrorist Attacks - Concern - Commercial Boat	3	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			1	Not at all concerned			
			.D	Don't know			
			.R	Refused			
B1455	B1455	Terrorist Attacks - Change - Personal Vehicle	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
B1460	B1460	Terrorist Attacks - Change - Commercial Airline	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
B1465	B1465	Terrorist Attacks - Change - Subway	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
B1470	B1470	Terrorist Attacks - Change - Public Transit	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
B1475	B1475	Terrorist Attacks - Change - Commuter Rail	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B1480	B1480	Terrorist Attacks - Change - Train	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
B1485	B1485	Terrorist Attacks - Change - Bus	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
B1490	B1490	Terrorist Attacks - Change - Cruise Ship	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
B1495	B1495	Terrorist Attacks - Change - Commercial Boat	3	Very likely	Num	8	CHANGE
			2	Somewhat likely			
			1	Not at all likely			
			.D	Don't know			
			.R	Refused			
SM1000	SM1000	Delays - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1010	SM1010	Delays - Personal Vehicle - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1015	SM1015	Delays - Personal Vehicle - Change Type of Transportation	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
SM1020	SM1020	Delays - Personal Vehicle - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1025	SM1025	Delays - Personal Vehicle - Postpone to Another Day	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1030	SM1030	Delays - Personal Vehicle - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1050	SM1050	Delays - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1060	SM1060	Delays - Carpool/Vanpool - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1065	SM1065	Delays - Carpool/Vanpool - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1070	SM1070	Delays - Carpool/Vanpool - Change Route	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
SM1075	SM1075	Delays - Carpool/Vanpool - Postpone to Another Day	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1080	SM1080	Delays - Carpool/Vanpool - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1100	SM1100	Delays - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1110	SM1110	Delays - Public Transit - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1115	SM1115	Delays - Public Transit - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1120	SM1120	Delays - Public Transit - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1125	SM1125	Delays - Public Transit - Postpone to Another Day	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
SM1130	SM1130	Delays - Public Transit - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1150	SM1150	Delays - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1160	SM1160	Delays - Bus - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1165	SM1165	Delays - Bus - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1170	SM1170	Delays - Bus - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1175	SM1175	Delays - Bus - Postpone to Another Day	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1180	SM1180	Delays - Bus - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
SM1200	SM1200	Delays - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1210	SM1210	Delays - Train - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1215	SM1215	Delays - Train - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1220	SM1220	Delays - Train - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1225	SM1225	Delays - Train - Postpone to Another Day	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1230	SM1230	Delays - Train - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1250	SM1250	Delays - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SM1260	SM1260	Delays - Commercial Airline - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1265	SM1265	Delays - Commercial Airline - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1270	SM1270	Delays - Commercial Airline - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1275	SM1275	Delays - Commercial Airline - Postpone to Another Day	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1280	SM1280	Delays - Commercial Airline - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1300	SM1300	Delays - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1310	SM1310	Delays - Commercial Boat - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SM1315	SM1315	Delays - Commercial Boat - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1320	SM1320	Delays - Commercial Boat - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1325	SM1325	Delays - Commercial Boat - Postpone to Another Day	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
SM1330	SM1330	Delays - Commercial Boat - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
MCG0101	MCG0101	Coast Guard	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
MCG0160	MCG0160	Coast Guard - Service or Activity	Text	Verbatim response	Char	250	$TEXTVAR
			.D	Don't know			
MCG0161	MCG0161	Coast Guard - Anything Else 1	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
MCG0162	MCG0162	Coast Guard - Other Service or Activity 1	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
MCG0163	MCG0163	Coast Guard - Anything Else 2	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MCG0164	MCG0164	Coast Guard - Other Service or Activity 2	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
MCG0165	MCG0165	Coast Guard - Anything Else 3	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MCG0166	MCG0166	Coast Guard - Other Service or Activity 3	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
D0061	D0061	Registered Vehicles		_____registered road vehicles	Num	8	BEST
			.D	Don't know			
			.R	Refused			
D0101	D0101	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0103	D0103	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of HH Members		_____ other people	Num	8	BEST

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0107	D0107	Disability - Contact Again	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0251	D0251	Nb of People 18+ in HH		_____ people	Num	8	BEST
			.D	Don't know			
			.R	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			
D0401	D0401A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401E	Group - Native Hawaiian or other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401F	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401H	Group - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts of Science degree)			
			6	Graduate degree (Masters, PhD., Lawyer, Medical Doctor)			
			.D	Don't know			
			.R	Refused			
D0501	D0501	HH Income	1	Under $15,000	Num	8	INCOME
			2	From $15,000 to less than $30,000			
			3	From $30,000 to less than $50,000			
			4	From $50,000 to less than $75,000			
			5	From $75,000 to less than $100,000			
			6	$100,000 or more			
			.D	Don't know			
			.R	Refused			
D0551	D0551	Additional Phone Lines	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0700	D0700	Additional Phone Lines - Number	1	One	Num	8	ADDPHONE
			2	Two			
			3	Three			
			4	Four or more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0750	D0750	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
	BASEWGT	Base Weight			Num	8	BEST
	NR_FACT	Nonresponse Adjustment Factor			Num	8	BEST
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	BEST
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	BEST
	CEN_FACT	Census Population Adjustment Factor			Num	8	BEST
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	BEST
	FNLWGT	Final Weight			Num	8	BEST

APPENDIX C: SAS FORMATS LIBRARY

```
PROC FORMAT cntlout=fmtout;

     value metroin
          1 = 'Inside an MSA'
          2 = 'Outside an MSA';

     value censreg
          1 = 'Northeast'
          2 = 'Midwest'
          3 = 'South'
          4 = 'West';

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

     value $tzone
          'C' = 'Central time'
          'E' = 'Eastern time'
          'M' = 'Mountain time'
          'P' = 'Pacific time'
          'A' = 'Alaska time'
          'H' = 'Hawaii time';

     value fornum
          .d='Do not know'
          .r='Refused'
          .s='Skip';

     value yesno
          1='Yes'
          2='No'
          .d='Do not know'
          .r='Refused'
          .s='Skip';
```

```
value noptwhy
      1='Prefer my own vehicle'
      2='I am retired/not working/not in school'
      3='Need to make multiple stops to/from work/school'
      4='Do not understand/know routes and schedules'
      5='Not convenient'
      6='Not flexible'
      7='Takes too much time'
      8='Distance from home to stops is too great'
      9='Uncomfortable riding with strangers'
      10='Costs too much'
      11='Unreliable'
      12='Unsafe'
      13='Health/disability/physical limitations'
      14='Other'
      .d='Do not know'
      .r='Refused'
      .s='Skip';

value comuwya
      1='Commuting to work or school'
      2='Recreation'
      3='Exercise/for my health'
      4='Personal errands'
      5='Required for my job'
      6='Some other purpose'
      .d='Do not know'
      .r='Refused'
      .s='Skip';

value roadtypa
      1='Paved roads, not on shoulder'
      2='Shoulders of paved roads'
      3='Bike lanes on roads'
      4='Sidewalks'
      5='Bike paths, walking paths or trails'
      6='Unpaved roads'
      7='Grass'
      8='Other'
      .d='Do not know'
      .r='Refused'
      .s='Skip';

value comuwyb
      1='Commuting to work or school'
      2='Recreation'
      3='Exercise/for my health'
      4='Personal errands'
      6='Required for my job'
      5='Some other purpose'
      .d='Do not know'
      .r='Refused'
      .s='Skip';
```

```
value roadtypb
      1='Paved roads, not on shoulder'
      2='Shoulders of paved roads'
      3='Bike lanes on roads'
      4='Sidewalks'
      5='Bike paths, walking paths or trails'
      6='Unpaved roads'
      9='Track'
      7='Grass'
      8='Other'
      .d='Do not know'
      .r='Refused'
      .s='Skip';

value dayscomu
      1='29-31 days/month'
      2='22-28 days/month'
      3='15-21 days/month'
      4='8-14 days/month'
      5='1-7 days/month'
      .d='Do not know'
      .r='Refused'
      .s='Skip';

value comuwher
      1='To work'
      2='To school'
      3='Both to work and to school'
      .d='Do not know'
      .r='Refused'
      .s='Skip';

value comurout
      1='You go to work and to school on different days'
      2='You go to work, then directly to school'
      3='You go to work, then home, then to school'
      4='You go to school, then directly to work'
      5='You go to school, then home, then to work'
      6='Something else'
      .d='Do not know'
      .r='Refused'
      .s='Skip';

value telefreq
      1='Occasionally'
      2='On a regular basis or fixed schedule'
      3='Full time'
      .d='Do not know'
      .r='Refused'
      .s='Skip';
```

```
value triplgth
     1='Less than 50 miles'
     2='50 to less than 200 miles'
     3='200 to less than 600 miles'
     4='600 to less than 1500 miles'
     5='1500 miles or more'
     .d='Do not know'
     .r='Refused'
     .s='Skip';

value concern
     3='Very concerned'
     2='Somewhat concerned'
     1='Not at all concerned'
     .d='Do not know'
     .r='Refused';

value change
     3='Very likely'
     2='Somewhat likely'
     1='Not at all likely'
     .d='Do not know'
     .r='Refused';

value age
     1='18 to 24 years'
     2='25 to 34'
     3='35 to 44'
     4='45 to 54'
     5='55 to 64'
     6='65 to 74'
     7='75 or older'
     .d='Do not know'
     .r='Refused';

value gender
     1='Male'
     2='Female'
     .d='Do not know'
     .r='Refused';

value educ
     1='Less than high school graduate'
     2='High school graduate'
     3='Some college'
     4='Two-year college degree'
     5='Four-year college degree'
     6='Graduate degree'
     .d='Do not know'
     .r='Refused';
```

```
      value income
            1='Under $15,000'
            2='From $15,000 to less than $30,000'
            3='From $30,000 to less than $50,000'
            4='From $50,000 to less than $75,000'
            5='From $75,000 to less than $100,000'
            6='$100,000 or more'
            .d='Do not know'
            .r='Refused';

      value addphone
            1='One'
            2='Two'
            3='Three'
            4='Four or more'
            .d='Do not know'
            .r='Refused'
            .s='Skip';

      value adphouse
            1='Household use only'
            2='Business use only'
            3='Both household and business use'
            .d='Do not know'
            .r='Refused'
            .s='Skip';

RUN;
```

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