Bureau of Transportation Statistics

Survey Documentation for the Bureau of Transportation Statistics Omnibus Survey Program

(Public Use)

November 2008

SURVEY DOCUMENTATION FOR THE BUREAU OF TRANSPORTATION STATISTICS OMNIBUS SURVEY PROGRAM

(PUBLIC USE)

NOVEMBER 2008

February 9, 2009

TABLE OF CONTENTS

LIST OF TABLES

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 November 2008 Household Survey, the twenty-seventh of the monthly household surveys. Each of these monthly surveys contains a set of core questions that are based on critical information needs within DOT. In addition, supplemental questions are 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 are included in each survey.

The November 2008 survey has two components, one national sample and one targeted sample for the metropolitan statistical areas (MSA). The national sample survey was conducted from November 2nd, 2008 through November 30th, 2008, except for Thanksgiving Day. The MSA sample survey was conducted from November 2nd, 2008 through December 7th, 2008, except for Thanksgiving Day. Data for both were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,030 cases for the national survey and that for the MSA survey is 482 cases. The total number of variables in the public-use dataset is 162 for the national survey and 161 for the MSA survey. The data were collected by Strategic Research Group (SRG), under a subcontract with MacroSys Research and Technology.

This report provides technical documentation for the November 2008 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 for the national survey is the United States non-institutionalized adult population (18 years of age or older). The target population for the MSA survey is the non-institutionalized adult population in nine targeted MSAs.

2.2   Sampling Frame and Selection

To ensure that the monthly Omnibus Survey conducted in November 2008 and thereafter is comparable to past Omnibus Surveys (November 2007 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 Survey Sampling International, a firm that provides sample for numerous government agencies and the private sector. In summary, Survey Sampling International. 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.

In addition to the national sample discussed above, the targeted survey will be drawn from the following nine Census Metropolitan Statistical Areas known to have a population of 1 million or more and light rail transit:

0520 Atlanta, GA
1122 Boston-Worcester-Lawrence, MA-NH-ME-CT
1600 Chicago-, IL
4480 Los Angeles-Long Beach, CA
5000 Miami, FL
5600 New York, NY
6160 Philadelphia, PA-NJ
7360 San Francisco, CA
8840 Washington, DC-MD-VA-WV

The targeted sample is kept separate from the national sample for tracking purposes so SRG can attain a 50% response rate for both the targeted sample and the national sample. All the procedures followed for the national sample were followed for the targeted sample. Since the questionnaires are exactly the same for both the national and the targeted samples, interviewers addressed both groups identically. SRG administrated the sample as if the two groups were separate studies with each file being separate from the other. The specific means for attaining the highest response rate possible such as refusal conversion and callbacks are discussed below under Data Collection and are the same for both samples.

SRG purchased 18,000 telephone numbers overall for the November 2008 survey. Of the 18,000 numbers purchased, 8,282 were determined to be working numbers for the national survey and 4012 were determined to be working numbers for the MSA survey.   Thus, a total of 12,294 numbers were identified as working residential numbers.   These numbers were divided into 3 replicates for the national survey and 3 replicates for the MSA survey. There were 2,761 phone numbers in all three national survey replicates, 1338 phone numbers in two of the MSA survey replicates, and 1336 phone numbers in the third MSA survey replicate. Both the first and second replicates for the national and MSA surveys were put into the field, while the third replicate was not.

2.2.1 ID-PLUS

2.2.2 RDD Sample

To generate the sample the Survey Sampling International (SSI) employs list-assisted random digit dialing. List assisted refers to the use of commercial lists of directory-listed telephone numbers such as Telcordia 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 upon 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.

2.2.3 Purging for Ineligible Numbers

The SSI purging 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.

First, the file of generated numbers is passed against the ID database, comprised of the 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.

Secondly, disconnected numbers are purged in a post-production process that identifies non-working or unassigned numbers, as well as modem and fax numbers in RDD telephone samples. It employs a proprietary technology that recognizes almost half of these numbers, thereby improving the effective working phones rate of random digit telephone samples by an average of 10-15 percent.

2.2.4 Address Matching

The Multi-Source Phone Data Product from Telematch, Inc. was used for residential reverse matches (name and address). This file contains approximately 500 million records − all with name and address information. For more than 30 years, Telematch has consistently refined and improved its proprietary matching algorithms, and invested in expanding technical capabilities and data resources to provide the most cost-effective and efficient database marketing solutions for the diverse needs of marketers in all segments of the direct marketing field

The address matching file is based on sources that include white page directories, EDA (Electronic Directory Assistance) Information, Anti-Stalker, and "Little Book" Information. Each month, Telematch has full file refreshments from their data sources. The Telematch file is updated and/or verified monthly. Each new file is incorporated into the total database as it is received. Telematch also tracks new residential movers daily,

The data in Telematch's Phone Database is subjected to a rigorous and routine data hygiene process to maintain a high level of address completion and deliverability as well as area code correction and currency. To aid in the accuracy of processing, Anchor runs the client files through an area code update and correction process to return better, more complete information. Telematch utilizes vendors that supply clean and current data. Telematch confirms its vendors run the necessary routines: address standardization (which includes the zip assignment/correction piece), area code updating/correction, and NCOAlink processing. Telematch gets the most current data incorporated into their product upon receipt of file updates. A little over 51% of the MSA telephone sample was matched to an address while over 56% of the National sample was matched to an address.

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 1,030 and p_s = 50 percent, for example, the confidence interval range would be $47 \leq P \leq 53$, *approximately*.[1]

---

[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 110,543,282 for the national survey and 18,250,564 for the targeted survey. The total number of telephone numbers in the sample (numbers dialed) is 5,522 for the national survey and 2731 for the targeted MSA survey.

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

	National	**MSA**
Mean	1.048	1.061
Standard error of mean	0.010	0.011
Minimum	1	1
25th percentile	1	1
Median	1	1
75th percentile	1	1
Maximum	4	4

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

	National	MSA
Mean	2.115	2.214
Standard error of mean	0.048	0.079
Minimum	1	1
25th percentile	2	2
Median	2	2
75th percentile	2	3
Maximum	9	7

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.

Cells used in the post-stratification are defined by the combination of age, gender, and race/ethnicity.[3] 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 18 cells were used for the national sample and four for the targeted sample. The details are in the following two tables.

Table 4: Post-Stratification Cells – National

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (age 18 and over)	32	15,636,572
2	Male - Black -non-Hispanic(age 18 and over)	31	12,129,997
3	Male - White -non-Hispanic- age 18-34	30	21,346,582
4	Male - White -non-Hispanic- age 35-44	42	13,965,433
5	Male - White -non-Hispanic- age 45-54	65	15,616,187
6	Male - White -non-Hispanic- age 55-64	96	12,223,767
7	Male - White -non-Hispanic- age 65 and over	110	12,979,030
8	Male - Other race -non-Hispanic(age 18 and over)	40	6,835,324
9	Female - Hispanic (age 18 and over)	45	14,448,270
10	Female - Black -non-Hispanic (age 18 and over)	43	14,029,679
11	Female - White -non-Hispanic- age 18-34	34	20,694,466
12	Female - White -non-Hispanic- age 35-44	61	13,904,163
13	Female - White -non-Hispanic- age 45-54	83	15,855,110
14	Female - White -non-Hispanic- age 55-64	88	12,806,175
15	Female - White -non-Hispanic- age 65 and over	136	17,587,613
16	Female - Other race -non-Hispanic (age 18 and over)	48	7,412,750
N/A	Missing demographic information	46	
	TOTAL	**1030**	**227,471,118**

---

[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 5: Post-Stratification Cells – MSA

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - age 18 - 34	28	6,386,693
2	Male - 35 - 44	43	4,231,563
3	Male - 45 - 54	49	3,884,177
4	Male - 55 - 64	41	2,691,527
5	Male - 65 and over	53	2,535,854
6	Female - 18 - 34	34	6,268,929
7	Female - 35 - 44	54	4,277,703
8	Female - 45 - 54	52	4,067,361
9	Female - 55 - 64	40	2,996,866
10	Female - 65 and over	71	3,626,615
N/A	Missing demographic information	17	
	TOTAL	482	40,967,288

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:

$$W_{FINAL} = DEF \; x \; W_{NRMTRAPS}$$

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 9.0.0 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 BTRIWGT (trimmed final analysis weights), are needed for variance estimation in SUDAAN® for the analysis of the National survey data. Two variables, MSASTRAT (MSA) and BTRIWGT (trimmed final analysis weights), are needed for variance estimation in SUDAAN® for the analysis of the MSA survey data. The method used in the present survey utilizes the variables CENDIV and METRO to create 18 (9x2) strata in the national survey data and the variable MSASTRAT to create 9 strata, a single stage selection with replacement procedure, and the trimmed 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® for the national survey data and by the variable MSASTRAT before using it in SUDAAN® for the MSA survey data):

For the national data:
PROC ... DESIGN = STRWR;
NEST CENDIV METRO;
WEIGHT BTRIWGT;

For the MSA data:
PROC ... DESIGN = STRWR;
NEST MSASTRAT
WEIGHT BTRIWGT;

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):

For the national survey data:
```
PROC CROSSTAB DATA = datafile DESIGN=STRWR;
WEIGHT BTRIWGT;
NEST CENDIV METRO;
SUBGROUP var1;
LEVELS 7;
TABLE var1;
PRINT nsum wsum totper setot / STYLE=nchs;
RUN;
```

For the MSA data:
```
PROC CROSSTAB DATA = datafile DESIGN=STRWR;
WEIGHT BTRIWGT;
NEST MSASTRAT
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.

---

[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.

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.

5.   DATA COLLECTION PLAN

5.1   Expert Panel

An expert panel was not a task for this survey.

5.2   Cognitive Interviews

Cognitive interviews were not a task for this survey.

5.3   Data Collection Schedule

The survey was conducted over 35 days to enable 1,500 interviews to be completed. The survey period was from November 2 through December 7. Interviews were not conducted on Thanksgiving.

5.4   Interview Procedures

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

5.4.1 Pre-Testing

SRG's standard pretesting procedures are as follows:

- The Project Manager reviews the pretest instrument with the pretesting Interviewers to discuss question intent and any potential challenges and issues.
- A pretest sample is created from a list of households in targeted areas.
- Interviewers call the listed households and conduct the survey when appropriate.
- The Project Manager and Data Collection Manager listen to the pretest interviews and debrief Interviewers after an interview is conducted.
- The Project Manager and Data Collection Manager record any issues that emerged during survey administration such as respondent questions and confusions and Interviewer mishaps.
- Clients listen to interviews in process or wait and listen to the interviews when they are archived.
- All calls that last over one minute are recorded and placed into the archive for future reference.
- The Interviewer fills out a Pretest Form on which they record any problems or issues that emerged during the interview. The Pretest Form is included as Appendix A.

Problems or issues that may arise during the interview that pretesting Interviewers and SRG Researchers are looking for include how long it takes to administer the survey, question wording and order, respondent motivation, and transitions (i.e., whether changes in topics are smooth or abrupt). SRG Researchers are also paying careful attention to and recording questions that yield

high occurrences of the same behaviors (e.g. the respondent asks what the question means) as well as how long it takes a respondent to answer a question.

Timing
For some surveys, certain items are only asked of individuals who gave a specific response to a previous question. Thus, the length of time it takes to administer the survey will vary between respondents. During pretesting, Interviewers record this information, and the average time it takes an Interviewer to administer the survey is calculated.

Question Wording and Order

Interviewers and SRG Researchers also pay close attention to and record the following situations regarding question wording and order:

- Question wording that is awkward.

- Questions that ask something other than what they were intended to ask.

- Questions that are difficult for the respondent to understand.

- Questions that appear to be out of order.

- Questions that are redundant.

- Questions that are not applicable for a certain set of respondents.

Behavior Coding

SRG researchers monitor interviews and note whether the question is read correctly and the respondent answers the question correctly and/or asks for clarification as well as the time it takes the respondent to answer a question. This is done in order to ensure the question is clearly understood and serving its intended purpose. Those instances where this is not taking place suggest the question may need to be modified in order to obtain the necessary information.

Respondent Motivation

On the Pretest Form, Interviewers are asked to provide the respondent's motivations while taking the survey. This is important to note because it helps SRG Researchers determine whether "encouraging" statements need to be inserted at any points in the survey to keep the respondent's desire to complete it at the optimal level.

Transitions

Surveys often cover a variety of topics. It is important to include a transitional statement to inform the respondent that it is the end of one topic and the beginning of a new one. Pretesting

Interviewers and SRG Researchers note where they believe such statements need to be inserted based on their administration of the survey and how well the topics follow one another.

5.4.2 Interviewer Training

SRG Interviewers receive extensive training in interviewing skills, as well as an additional training session tailored to the requirements of each project. We train our new Interviewers in all aspects of survey research methodology because when unexpected circumstances arise during an interview, a knowledgeable Interviewer is much more likely to make the right decision than one who is just following directions and does not understand the implications of what he or she is doing.

Through training, new Interviewers gain an understanding of sampling procedures and implications, as well as factors that can cause interviewer and respondent bias. Special attention is given to training Interviewers on how to introduce themselves and the project to potential respondents. New Interviewers are taught how to make appointments and make call backs. During the training session Interviewers are taught correct interviewing and probing techniques. Emphasis is placed on reading questions exactly as worded and recording open-ended responses verbatim. Finally, the trainer personally reviews SRG's training manual with the new Interviewers so that they have a comprehensive overview of our interviewing procedures. Our manual includes scripts that the Interviewer learns to help him or her respond to respondents' potential questions and concerns. In addition, the Interviewers learn how to fill out call sheets and enter correct call disposition codes (both on call sheets and in the data file). Finally, our confidentiality statement is reviewed with Interviewers who then sign the statement. The signed statement is kept on file in the Interviewer's employment folder.

The second part of the new Interviewer training session focuses on learning CASES and telephone interview administration. Interviewers work through a CASES training survey instrument that allows them to learn how to enter responses effectively and how to manipulate the survey instrument during an interview. Interviewers role play different interviewing scenarios with a Supervisor, reviewing all of the common questions and responses by respondents. Finally, Supervisors and the Data Collection Manager are always on hand to provide feedback and to answer questions.

In addition to this general training, all Interviewers participate in a training session customized to each new project. The Project Manager reviews the goals and the objectives of the project with the Interviewers. When possible, the client attends to discuss their perspective on the survey and how they will use the survey data. The new survey instrument is reviewed and potential problems or issues that may arise are fully discussed with Interviewers. Interviewers also role play the interview with another Interviewer who acts as the respondent and then the Interviewers reverse roles. Additionally, sensitivity training is administered (when appropriate) for specific respondent populations.

For the 2008 Household Survey, a customized interviewing manual was prepared for training and reviewed by Interviewers during training. The *OHS 2008 Training Manual* provided

information on the scope and potential issues that could have arisen during the interviewing session. The manual described all of the information the Interviewer needed to know to administer the specific survey and included the goals and objectives of the project as well as any terms specific to the survey instrument. Scripted responses to common questions regarding the project for the Interviewer to use were also included.

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 2,226 advance letters sent out on October 28th and 29th of the 4526 records available at the start of interviewing, and the remaining 2,300 were sent out on November 4th and 5th. The percentage of addresses available for the sample was 56.9% in the national survey and 51.4% in the MSA sample.

An "800" number is listed in each letter with the specific times to call (M-F, 9 a.m. – 12 a.m. EST; Sat 10 a.m. to 2 p.m. and Sun, 5 p.m. to 12 a.m. EST). 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.

A message is not left after each attempt when encountering an answering machine 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.

5.4.4 Call Attempts and Callbacks

SRG uses a three-phase message procedure to encourage participation. SRG has conducted many surveys where there is a limited timeframe to complete interviews. SRG practices the standardized calling procedures of calling a number at least 15 times with calls in the daytime, evening, and on weekends. SRG also leaves messages that are aimed at encouraging the household or chosen respondent to call when they are available, or at least pick up the telephone when they are called. So that the respondent is not irritated by multiple messages left with each call, SRG implemented the three-phase calling procedure where a first message is left after reaching an answering machine two or three times, the second message halfway through the

calling window and the third message two or three days before the end of the calling window. Each message progressively becomes more earnest and urgent. This procedure results in more call-ins from respondents after the second message is left than when only one voice message is left, and after the final message, more call ins are received. Interviewers continue to call respondents using the standardized call procedures in between voice messages but do not leave a message each time.

5.4.5 Disposition Codes

The following is a list of disposition codes, their descriptions, and what the scope of the call was determined to be.

Scope of Call	Group	Description
Households In Scope (HHIS)	HHIS Non-interview	Information regarding household eligibility was obtained but no interview was conducted.
	HHIS Complete	The number resulted in a completed interview.
	HHIS Informant Refusal	Information regarding household eligibility was obtained, no respondent was chosen, and the call ended included multiple informant refusals.
	HHIS Refusal Conversion	Calling efforts resulted in a completed interview that was formerly a refusal.
	HHIS Respondent Refusal	A respondent was selected, and refused to complete the interview.
Households Out of Scope (HHOS)	HHOS Business	Calling efforts revealed that the number belonged to a business.
	HHOS Disconnected Numbers and other Nonhouseholds	Calling efforts resulted in a disconnect; or the number was declared to be ineligible.
	HHOS Fax/Modem	Calling efforts resulted in a fax/modem disposition.
	HHOS Language not English or Spanish	An interview was not completed because the language spoken was one other than English or Spanish.
	HHOS Respondent Not Available During the Study	Calling efforts revealed that the respondent was not available during the study.
Scope Undetermined (SU)	SU Answering Machine	All calls made were answering machines and messages.
	SU Non-interview Undetermined	Calling efforts resulted in a callback; however, no information about eligibility was not obtained.
	SU Eligibility Undetermined Ill/hearing Disabled	Calling efforts revealed that the individual was ill/hearing disabled and information about eligibility was not obtained.
	SU Normal Busy	All calls made were normal busy, and information about eligibility was not obtained

Scope of Call	Group	Description
	SU Requests Name be Removed Before Screening	Contact requested that their name be removed from the call list before information about eligibility was obtained.
	SU Unable to Determine if Eligible Household	Calling efforts resulted in an inability to determine if the number belonged to an eligible household.

5.4.6 Household Screening

Qualified respondents are at least 18 years of age or older and must be the household member with the next 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

As part of the SRG quality control standards data is reviewed by the project's senior analyst and examined for any outliers, entry errors, or missing data issues. SRG analysts examine each variable to make sure that responses fit within expected parameters and investigate potentially invalid responses and outliers. When possible, analysts also cross check variables against each other to make sure that responses for each case appear to be valid with regard to the other given responses.

　　When inconsistencies or outlying cases are found, SRG researchers review the call sheet logs and notes and to listen to the actual recorded interview, if available, in an effort to determine if data has been incorrectly interpreted or entered by the interviewer. While the survey is still in the field, supervisors call back respondents for cases that cannot be reconciled through a review of the logs or recordings. Once the survey interval ends, these cases are flagged and reported.

In addition to general checking and cleaning, SRG researchers pull out any "other specify" responses to determine if they can be back-coded into the pre-existing response codes for close-ended questions. During an interview, the Interviewer must make quick decisions regarding the correct response code to use for any item. Most items are easily coded but some types of responses to questions can be difficult such as race or religion. When an Interviewer cannot easily place the respondent's response into a pre-existing code, they type in the verbatim response instead. For these types of responses, SRG research staff reviews the "other specify" response to determine if it can be recoded back into the initial codes. When SRG researchers cannot match the response with the code it is left in the "other" category and the verbatim response is provided to the client along with any open-ended question responses.

5.5.1 Interviewer Performance

SRG maintains a 1:5 Supervisor/Interviewer ratio. Supervisors are always on the floor with the Interviewers listening to the interviews. Corrective feedback is provided to Interviewers promptly, and Supervisors are always available to handle questions or problems throughout all phases of interviewing.

All Interviewers are also regularly monitored via a monitoring station in the survey unit to assure unbiased, reliable data are collected. And with a 1:5 Supervisor/Interviewer ratio, each Interviewer is monitored at least once each shift. In addition, a silent monitoring process allows Supervisors to listen to interviews live without Interviewers' knowledge. Supervisors document all monitoring. At least once a week, the Supervisor discusses the Interviewer's progress.
In addition to monitoring interviews, Supervisors call back 15% of all completed interviews and ask the respondent a set of questions to assure that the appropriate respondent was interviewed and to obtain feedback on the Interviewer's administration of the questionnaire. The Supervisor completes the verifications alongside the Interviewers, further reminding them that SRG cares about obtaining quality data while treating all respondents with respect.
Supervisors also provide Interviewers with periodic written evaluations documenting both positive and inappropriate behaviors. Interviewers who continue to perform inadequately and do not respond to feedback after multiple instances are removed from the project and re-assigned to other work.

Each interviewing shift begins with a staff meeting to review any issues that have emerged. Interviewers are then assigned a set of call sheets to cover that shift. All call dispositions (date, time, interviewer number, and result) are captured in two ways. First, all of our CASES survey questionnaires are programmed to capture the results of each call and place the information into a database for analysis. Although SRG collects call disposition results electronically, we also enter the interviewer number, date and time called, final disposition, and any comments that the Interviewer thinks are relevant on paper call sheets. Using paper call sheets allows us to quickly assess each case and determine when best to re-call the respondent. Call sheets are reviewed by a Supervisor before each shift who then passes out the call sheets to Interviewers to call at all standard times and eventually, after analyzing the call dispositions, when a person is most likely to be available to complete the interview.

5.5.2 Other Procedures

For this project SRG used the "next birthday" method for within household selection with a randomized selection calculation if the informant did not know the birthdays of each household member. The Interviewer then administered the survey questions to eligible respondents by either interviewing the initial informant if they were chosen as the respondent or attempting to contact the actual respondent.

Following the interview, the Interviewer reviewed the responses, checked "other-specify" open-ended responses to determine if there was an existing category, and re-read all open-ended text responses to assure that they were understandable and comprehensive.
Respondents had the option of participating in the Spanish or English version of the survey. SRG had Spanish speaking Interviewers on hand who were available to conduct Spanish interviews at the time of the call. All Spanish cases were designated as such and were called by the Spanish-speaking Interviewers following SRG's standard call back procedures.

When a respondent refused to complete the survey, the case was moved to a "refusal buster" who called the respondent back after waiting two days. The "refusal buster" is trained to overcome refusals.

During the shift, Supervisors were responsible for processing call sheets, monitoring interviews (all Interviewers are monitored at least once per shift and Interviewers new to the project are monitored more often), verifying 15% of all interviews from the previous day (again, all interviews from the first several shifts for new Interviewers are verified), and reviewing completed surveys. As each survey was completed, the Supervisor reviewed the answers for completeness. They looked at the "other-specify" open-ended responses to make sure that the comment did not fit into an existing response category and re-categorized responses when that occurred. Supervisors also reviewed all open-ended text for completeness and, in cases where the response was not complete, asked the Interviewer to re-call the respondent to re-ask the question.

At the end of each shift the head Supervisor filled out the Supervisor Log, documenting any events and issues that emerged during the shift. The Survey Manager reviewed the log sheets each day. The Supervisor Log was made available to the RITA/BTS Project Team upon request.

For call-in interviews, SRG's telephones were manned by staff trained to conduct interviews and by daytime Interviewers. SRG had Interviewers available from 9am through 12am daily, Saturdays from 10am to 2pm, and Sundays from 5pm to 12am in each time zone covered by the study E.S.T.

SRG pays special attention to nonresponse and has developed procedures to maximize a respondent's probability of completing the survey. There are several factors that impact nonresponse. Nonresponse can occur when the respondent cannot be contacted because s/he is unavailable, not at home, no one ever answers the telephone, the phone number is disconnected, or the household residents do not know the respondent. Effective procedures to minimize these instances of nonresponse include:

- Sending compelling prenotification letters that describe the survey, explain why the survey is important to them, and introduce the survey contractor as a legitimate contractor for RITA/BTS.

- Having trained interviewers on hand to conduct call-in and call-out interviews between 9am and 9:30 pm in all project time zones.

- Multi-lingual interviewers who will interview in Spanish.

- Reviewing call sheets at the beginning of each shift to determine when respondents should be called. We have used automatic call schedulers in the past but have found that these types of automated scheduling technologies are not as effective in maximizing response rates as personally reviewing call sheets. Each call sheet is assessed and given to Interviewers to call at the designated time. SRG not only attempts to call respondents once in the daytime and several times in the evening but Supervisors also try to schedule different times during the day and evening so that we eventually find a good time to call when the respondent is available.

- Scheduling an interview with a respondent or household member so that the interview may be conducted at the respondent's preferred time. If the respondent is not available at the scheduled time, a minimum of five additional callbacks are made in an attempt to conduct the interview.

- Interviewers call potential respondents a minimum of 15 times to obtain the interview. Calls are made during the day, evening, and on weekends.

- Monitoring Interviewers to assure that they are interacting with respondents in ways that help the respondent to feel that they are spending their time productively and that we value their input.

- Providing a toll-free phone line for respondents to call SRG at their convenience. The toll-free number will be provided in the pre-contact letter and will be left with informants so that respondents can call SRG to complete the interview.

5.6   Summary of Data Cleaning

SRG uses the CASES software to administer surveys. CASES is particularly useful because only preprogrammed codes are allowed as responses and thus Interviewers cannot enter invalid codes. In addition to being a powerful research tool, CASES is also extremely flexible. The program allows for continuous internal data quality checks. Furthermore, once interviewing is completed, all data are sent through a cleaning process that checks for data inconsistencies. All substantive and disposition result data are extracted into an ASCII file format. Data is extracted several times during the survey effort so that quality checking can be continuous throughout the survey effort.

Once the data are extracted, SRG checks the data to identify any potential errors. SRG analysts never modify the original data files as this would compromise data integrity should an error be made in the data checking and cleaning process. Instead, SRG refers back to these files for data verification during the data checking process and after the data are screened and corrections made. SRG researchers keep detailed notes and maintain records of all changes and corrections made to the copy of the original data file.

5.7   Treatment of Missing Values

As with any survey, the BTS Omnibus Survey, by design, contains questions that are not asked of certain respondents based on their response(s) to other questions. In addition, there will always be some respondents who do not know the answer to or chose not to answer some questions 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 6: Summary of Codes for Missing Values by Data File Format

Response Category	Dataset Format		
	SAS ® Version 9.1	**Microsoft Excel**	**Text Comma Delimited**
Appropriate skip	-9	-9	-9
Refused	-7	-7	-7
Don't know	-8	-8	-8

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 1,030 interviews were completed during the survey period for the National survey and 482 interviews for the MSA survey.

5.8.2 Calculation of Response Rates

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

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

For the National sample, a response rate of 53.26% was achieved in the following manner:

$$RR = \frac{CI}{[HHIS + (SU * (HHIS / HHIOS))]} \qquad .5326 = \frac{1,030}{[1,270 + (1,896 * (1,270 / 3,626))]}$$

For the MSA samples, a response rate of 52.64% was achieved in the following manner:

$$RR = \frac{CI}{[HHIS + (SU * (HHIS / HHIOS))]} \qquad .5264 = \frac{482}{[628 + (858 * (628 / 1,873))]}$$

Table 7. Final Dispositions – National Sample

Scope of Call	Group	Frequency	Percent	Valid Percent	Cumulative Percent
Households in Scope (HHIS)	HHIS Complete	899	16.3	16.3	16.3
	HHIS Informant Refusal	59	1.1	1.1	17.3
	HHIS Non-interview	109	2.0	2.0	19.3
	HHIS Refusal Conversion	131	2.4	2.4	21.7
	HHIS Respondent Refusal	72	1.3	1.3	23.0
Households Out of Scope (HHOS)	HHOS Business	129	2.3	2.3	25.3
	HHOS Disconnected Numbers and other Nonhouseholds	2114	38.3	38.3	63.6
	HHOS Fax/Modem	58	1.1	1.1	64.7
	HHOS Language not English or Spanish	41	.7	.7	65.4
	HHOS Respondent Not Available During the Study	14	.3	.3	65.7
Scope Undetermined (SU)	SU Answering Machine	176	3.2	3.2	68.9
	SU Eligibility Undetermined Ill/hearing Disabled	58	1.1	1.1	69.9
	SU Non-interview Undetermined	603	10.9	10.9	80.8
	SU Normal Busy	8	.1	.1	81.0
	SU Requests Name be Removed Before Screening	258	4.7	4.7	85.6
	SU Unable to Determine if Eligible Household	793	14.4	14.4	100.0
	Total	5522	100.0	100.0	

Table 8. Final Dispositions – MSA Sample

Scope of Call	Group	Frequency	Percent	Valid Percent	Cumulative Percent
Households in Scope (HHIS)	HHIS Complete	425	15.6	15.6	15.6
	HHIS Informant Refusal	48	1.8	1.8	17.3
	HHIS Non-interview	65	2.4	2.4	19.7
	HHIS Refusal Conversion	57	2.1	2.1	21.8
	HHIS Respondent Refusal	33	1.2	1.2	23.0
Households Out of Scope (HHOS)	HHOS Business	63	2.3	2.3	25.3
	HHOS Disconnected Numbers and other Nonhouseholds	1063	38.9	38.9	64.2
	HHOS Fax/Modem	49	1.8	1.8	66.0
	HHOS Language not English or Spanish	58	2.1	2.1	68.1
	HHOS Respondent Not Available During the Study	12	.4	.4	68.6
Scope Undetermined (SU)	SU Answering Machine	39	1.4	1.4	70.0
	SU Eligibility Undetermined Ill/hearing Disabled	28	1.0	1.0	71.0
	SU Non-interview Undetermined	280	10.3	10.3	81.3
	SU Normal Busy	1	.0	.0	81.3
	SU Requests Name be Removed Before Screening	139	5.1	5.1	86.4
	SU Unable to Determine if Eligible Household	371	13.6	13.6	100.0
	Total	2731	100.0	100.0	

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. SRG 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 questions 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*.

2008 Omnibus Household Survey (OHS)

F= Introduction

F1000. Hello, my name is _____ and I'm calling on behalf of the United States Department of Transportation. Your household has been selected to participate in a survey on transportation issues including security of the transportation system, commuting to work, and congestion. This study has been approved by the Office of Management and Budget and will only take about 15 minutes of your time. All responses to the survey are voluntary and your answers will be kept strictly confidential. If you would like to make comments on any aspect of the survey, I would be happy to give you the appropriate contact information.

READ ADDRESS IF NECESSARY
The OMB Number for this survey is 3129-0012. The contact person at DOT is Information Collection Clearance Officer, U.S. Department of Transportation, Research and Innovative Technology Administration, RTAD-21, Room E33-471, 1200 New Jersey Avenue, SE, Washington, DC 20590.

READ IF NECESSARY:

The Confidential Information Protection and Statistical Efficiency Act or CIPSEA (Public Law 107-347) requires your responses be kept confidential and used only for statistical purposes. Your answers will not be disclosed to anyone other than employees and contractors of this agency.

Title 49, Section 111c2 of the United States Code requires that no penalty be associated with refusing to answer any question.

Title 49, Section 111 (i) of the United States Code requires that your responses be kept confidential.

Title 18, Section 1905 of the United States Code states that everyone working on this study is subject to a jail term and/or fine if he or she makes public ANY information that could identify you.

F= Determining Eligible Household

F0080. Have I reached you at [telephone number]?
    1) Yes
    2) No – I am very sorry, I must have dialed incorrectly. Thank you, goodbye.

F1010. Are you a member of this household and at least 18 years old?
    1) YES   *(go to F1030)*
    2) NO
    3) BUSINESS ADDRESS   *(go to F1140)*

F1020. May I speak to a member of this household who is at least 18 years old?
    1) AVAILABLE   *(go to F1000)*

2) NOT AVAILABLE   (MAKE APPOINTMENT)
        When would be a good time to call back?
3) THERE ARE NONE   *(go to F1140)*

F1030. Is this phone number used for...
    1) home use only
    2) home and business use, or
    3) business use only
    (If 3) – I am very sorry; I'm trying to reach a residence. Thank you. Goodbye.

F= Within Household Sample Selection

F1040. **Including you, how many people aged 18 or older currently live in this household?**

INTERVIEWER: IF NEEDED, SAY "Include people who usually stay in this household, but are temporarily away on business, vacation, or in the hospital. Do not include persons who are away on full-time active military duty with the armed forces, students living away from home in their own apartment, or any other family member who may be in a nursing home or other institution."

        |___|___|# OF ADULT HH MEMBERS

F1050. **The computer has randomly determined that one of the [F1040 answer minus 1] adults other than you should be selected for the rest of the interview. To help us select this person, do you know who has the NEXT birthday among these adults?**

    1) YES
    2) NO   *(go to F1070)*

F1060. **Other than you then, which adult has the NEXT birthday?**

INTERVIEWER: A FIRST NAME IS SUFFICIENT IF IT UNIQUELY IDENTIFIES THE HH MEMBER. **IF NEEDED SAY,** "We need some way to ask for this person should we need to call back. If you prefer, just give me that person's gender and age."

    NAME OR
    GENDER and AGE:
        1) MALE   AGE: |___|___|
        2) FEMALE   AGE: |___|___|
    (Go to F1110).

F1070. **So that the computer can choose someone to interview, please tell me the first names and ages of the [FILL # FROM F1040 MINUS 1] adults currently living in this household. Please do not include yourself.**
        [IF NEEDED: "**Include people who usually stay in this household, but are temporarily away on business, vacation, or in the hospital. Do not include persons who are away on full-time active military duty with the armed forces, students living away from home in their own apartment, or any other family member who may be in a nursing home or other institution.**"]

IF NOT OBVIOUS, ASK: "Is {NAME} male or female?"
IF R ANSWERS DK OR RF TO IDENTIFY HH MEMBERS, EXIT INTERVIEW.

FIRST NAME   GENDER   AGE
                                    1) MALE

_____	2) FEMALE	|__|__|
	1) MALE	
_____	2) FEMALE	|__|__|
	1) MALE	
_____	2) FEMALE	|__|__|

F1080. What is your first name?

NAME: _____

GENDER:
1) MALE   AGE: |___|___|
2) FEMALE   AGE: |___|___|
(Skip to question F1120)

F1081. This study is designed to select one household adult to answer the questions. The computer has chosen the other adult in the household to participate in the next part of the study. What is the other adult's name? **}**

NAME: _____

GENDER:
1) MALE   AGE: |___|___|
2) FEMALE   AGE: |___|___|

INTERVIEWER: PROBE FOR INFORMATION THAT UNIQUELY IDENTIFIES THE HH MEMBER SELECTED.

F1110.   **(HH MEMBER) has been selected to participate in the next part of the study. May I speak to {HH MEMBER}?**
1) AVAILABLE   *(Go to F1130)*
2) NOT AVAILABLE   (MAKE APPOINTMENT)

A Federal agency may not collect information from a private citizen nor is a person required to respond to an information collection unless the collection displays a valid Office of Management and Budget number. The OMB number for this collection is 3129-0012. All responses to this information collection are voluntary. By law, your responses will be kept confidential and will not be disclosed to anyone other than employees and contractors of this agency. If you would like to make comments on any aspect of this information collection, I would be happy to provide you with the appropriate address. Would you like the address?

INTERVIEWER: DO NOT READ THIS IF THE SCREENER RESPONDENT IS SELECTED.

F1120.   **Your participation in this study will only take about 15 minutes. There is no penalty for refusing to answer any question. This study is authorized by law and your answers will only be used for statistical purposes. By law your responses will be kept confidential and will not be disclosed to anyone other than employees and contractors of this study.**
DO READ THIS TO THE SCREENER RESPONDENT
For quality purposes only, a supervisor may be monitoring this call.

(Skip to question M1000)

F1130. **Hello, my name is _____ and I'm calling on behalf of the U.S Department of Transportation. We're conducting a survey on transportation issues and would like to include your opinions and experiences. Your participation in this study will only take about 15 minutes. There is no penalty for refusing to answer any question. This study is authorized by law and your answers will only be used for statistical purposes. By law your responses will be kept confidential and will not be disclosed to anyone other than employees and contractors of this study. For quality purposes only, a supervisor may be monitoring this call.**

READ IF NECESSARY:
The Confidential Information Protection and Statistical Efficiency Act or CIPSEA (Public Law 107-347) requires your responses be kept confidential and used only for statistical purposes.

Title 49, Section 111c2 of the United States Code requires that there no penalty be associated with refusing to answer any question.

Title 49, Section 111 (i) of the United States Code requires that your responses be kept confidential.

Title 18, Section 1905 of the United States Code states that everyone working on this study is subject to a jail term and/or fine if he or she makes public ANY information that could identify you.
(Skip to question M1000)

GO TO NEXT SECTION.

F1140. Those are all of the questions that I have. If you have questions about transportation issues or just want some information, you can call 1-800-605-0270, email questions to answers@bts.gov or visit the www.bts.gov/omnibus web site for additional information. Thank you for your time today.

M=Mode Use Questions

M1000. **First I'd like to ask about the types of transportation you use during a TYPICAL WEEK. We are defining a typical week beginning on Sunday ending the following Saturday.**
HIT "RETURN" TO CONTINUE

M1010. **During a typical week, on how many DAYS do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle?**
ENTER NUMBER
____DAYS

M1020. **During a typical week, on how many DAYS do you travel by taxi or limousine?**
ENTER NUMBER
____DAYS

M1030. **During a typical week, on how many DAYS do you use public transportation?**
ENTER NUMBER
____DAYS

M1040. During a typical week, on how many __DAYS__ do you ride a bicycle outdoors for any reason? ENTER NUMBER
____DAYS

M1050 Not counting your travel to and from work or business travel, since the beginning of this year (January 2008), have you made any changes in any other types of travel because of the increase in fuel prices? The type of travel we are interested in includes vacation plans, visiting friends, sightseeing, leisure or recreational travel or travel to conduct personal business like shopping, running errands, going to the doctor or dentist—basically, any travel that does not include your commute to and from work and business travel.

1) Yes
2) No   *(Skip to question J1000)*
8) DK
9) RF

M1060 Since the beginning of this year, how has the increase in fuel prices changed your travel by car to destinations of 25 miles or more away? Do not include travel to and from work or business travel?
Have you –

	YES	NO
01) Reduced the number of car trips you took?	1	2
02) Used a different route that was shorter?	1	2
03) Used some other mode instead of driving (e.g., bus, train, plane)?	1	2
04) Reduced spending on other things to cover the increased cost of fuel?	1	2
08) Made some other change (SPECIFY)	1	2

_____

M1070 Since the beginning of this year, how has the increase in fuel prices changed your travel by car to destinations that are less than 25 miles? Do not include travel to and from work or business travel?
Have you –

	YES	NO
01) Reduced the number of car trips you took?	1	2
02) Used a different route that was shorter?	1	2
03) Used some other mode of travel instead of driving (e.g. bus, train, bike, walking)?	1	2

04) Reduced spending on other things to cover
       the increased cost of fuel?   1   2

08) Made some other change (SPECIFY)   1   2

_____

INTERVIEWER: READ RESPONSE CATEGORIES AND EMPHASIZE TRAVEL TO DESTIONATIONS LESS THAN 25 MILES.

J=Journey to Work Items

J1000.   **The next questions are about traveling to and from work.**
HIT "RETURN" TO CONTINUE

J1010.   **LAST WEEK, did you work for pay OUTSIDE YOUR HOME?**

    1)   Yes   *(Skip to question J1030)*
    2)   No
    8)   DK
    9)   RF

J1020.   **LAST WEEK, did you perform any volunteer work OUTSIDE YOUR HOME?**
    1)   Yes   *(Skip to question J1035)*
    2)   No   *(Skip to question T1000)*
    8)   DK
    9)   RF

INTERVIEWER READ: "For the next questions, please use your main job. By main job we mean the one at which you usually work the most hours."

J1030.   **LAST WEEK, on how many DAYS did you travel from home to work?**
_____ days ENTER NUMBER
(Skip to question J1040)

INTERVIEWER READ: "For the next question, please use your main volunteer work place. By main volunteer work place we mean the one at which you usually work the most hours."

J1035.   **LAST WEEK, on how many DAYS did you travel from home to your volunteer work place?**
_____ days ENTER NUMBER
(Skip to question J1045)

J1040.   **LAST WEEK, which of the following types of transportation did you use while traveling from home to work? Did you:**

	YES	NO
01) drive alone in a company vehicle	1	2
02) drive with others in a company vehicle	1	2
03) drive alone in a non-company vehicle	1	2
04) drive with others in a non-company vehicle	1	2
05) drive or ride in a carpool or vanpool	1	2
06) ride a bus	1	2
07) ride a subway	1	2
08) ride a train	1	2

	YES	NO
09) ride a ferry	1	2
10) ride a bicycle	1	2
11) walk	1	2
12) Used some other mode (SPECIFY)	1	2

_____

(*Skip to question J1050*)

INTERVIEWER READ: "Do not include walking from the home to the car or walking from the parking lot to the office." Any other walk would be transit.

J1045.   **LAST WEEK, which of the following types of transportation did you use while traveling from home to your volunteer work place? Did you:**

	YES	NO
01) drive alone in a company vehicle	1	2
02) drive with others in a company vehicle	1	2
03) drive alone in a non-company vehicle	1	2
04) drive with others in a non-company vehicle	1	2
05) drive or rode in a carpool or vanpool	1	2
06) ride a bus	1	2
07) ride the subway	1	2
08) ride a train	1	2
09) ride a ferry	1	2
10) ride a bicycle	1	2
11) walk	1	2
12) Used some other mode (SPECIFY)	1	2

_____

INTERVIEWER READ: "Do not include short walks" (e.g. from the house to the car/parking lot to the office).

J1050.   IF J1020=1, INTERVIEWER SHOULD READ:
Please consider "work" as your main volunteer work place.

LAST WEEK, how would you rate the level of traffic congestion on your commute to work?

1)   Very congested
2)   Moderately congested
3)   Slightly congested
4)   Not at all congested
8)   DK
9)   RF

J1060.   **Now I'd like to ask you about your commute to work over THE LAST 12 MONTHS.**

Thinking about the LAST 12 MONTHS, have you done any of the following to improve your commute to work? Have you:

	Yes	No
1) Changed your schedule or work hours to improve your commute	1	2
2) Moved to a home closer to work to improve your commute	1	2
3) Moved to a home closer to public transportation to improve your		

commute	1	2
4) Changed jobs or left a job to improve your commute	1	2
5) Changed office locations to improve your commute	1	2
6) Worked at home instead of your usual work site to improve your commute	1	2
7) Paid to use a toll road or toll lane to improve your commute	1	2
8) Made any other change to improve your commute?	1	2

(SPECIFY:_____)

J1070.   **Again, thinking about the <u>LAST 12 MONTHS</u>, would you say the traffic congestion on your commute to work has gotten much better, somewhat better, stayed about the same, gotten somewhat worse, or gotten much worse?**

1) Much better
2) Somewhat better
3) Stayed about the same
4) Somewhat worse
5) Much worse
8) DK
9) RF

(If J1020=1, skip to T1000)

J1073   **Since the beginning of this year, have you made any changes in your commute to and from work because of the increase in fuel prices?**

1) Yes
2) No   *(Skip to question J1080)*
8) DK
9) RF

J1075   **Since the beginning of this year, how has the increase in fuel prices changed your commute to and from work? Have you –**

	YES	NO
1) Used mass transit more?	1	2
2) Carpooled or van pooled more?	1	2
3) Worked from home or at a telework center more?	1	2
4) Bicycled to work more?	1	2
5) Walked to work more?	1	2
6) Purchased/leased a more fuel efficient vehicle?	1	2
7) Reduced spending on other things to cover the increased cost of fuel?	1	2
8) Made some other change (SPECIFY)	1	2

_____

J1080.   **Is at least part of the work that you do in your main job something you could do at home?**

1) Yes
2) No   *(Skip to T1000)*
8) DK
9) RF

J1090.   **Does your main employer allow workers to sometimes work at home instead of coming into the work place?**
1)   Yes
2)   No   *(Skip to T1000)*
8)   DK
9)   RF

J1100.   **LAST WEEK, did you work at home instead of traveling to your usual workplace of your main job? This does not include taking work home at night or over the weekend, working at home while sick, or self-employed persons who work at home.**

1)   Yes
2)   No   *(Skip to T1000)*
8)   DK
9)   RF

J1110.   **LAST WEEK, on how many days did you work at home instead of going to your usual workplace of your main job?**

_____   Days

IF THE RESPONDENT GIVES ANY 1 "Yes" RESPONSES and J1110 HAS "7" as a RESPONSE, THEN INTERVIEWER SAYS: You stated that you commuted to the workplace of your main job last week, and you worked from home for your main job for 7 days last week. Please tell me why you commuted and worked from home during the same day(s).

TYPE COMMENT:_____

J1120.   **What is your primary reason for working at home instead of traveling to your usual work place of your main job?**

01)   CONVENIENCE
02)   SAVES THE COMPANY MONEY
03)   SAVES ME MONEY
04)   SAVES ME TIME
05)   TO AVOID CONGESTION
06)   ALLOWS ME TO TAKE CARE OF FAMILY MEMBERS/BE HOME WHEN KIDS COME HOME
07)   I DON'T LIVE IN THE SAME AREA AS THE COMPANY I WORK FOR
08)   I WORK FOR MULTIPLE BUSINESSES
09)   I GET MORE WORK DONE AT HOME
10)   FOR HEALTH REASONS—DISABILITY REASONS
11)   LACK OF TRANSPORTATION
12)   ANY OTHER REASON:
(SPECIFY:_____)
98) DK
99) RF

INTERVIEWER: IF RESPONDENT ANSWERS "convenience", THE INTERVIEWER SHOULD PROBE: "Why is working at home more convenient?" and record notes.

T=TSA Items

T1000.   **The next few questions are about commercial air travel.**
          HIT "RETURN" TO CONTINUE

T1010   **During the <u>LAST 12 MONTHS</u>, which is since November 2007, have you flown on a commercial airline?**
      1)   Yes
      2)   No   *(Skip to T1160)*
      8)   DK
      9)   RF

T1020.   **During October 2008 did you fly on a commercial airline?**
      1)   Yes
      2)   No *(Skip to T1040)*
      8)   DK
      9)   RF

T1030.   **How many <u>DAYS </u>in October 2008 did you fly on a commercial airline?**
      ENTER NUMBER
      ____days

T1040.   **In what month and year was your most recent commercial airline flight that departed from a U. S. airport?**

      1)   NOVEMBER 2007
      2)   DECEMBER 2007
      3)   JANUARY 2008
      4)   FEBRUARY 2008
      5)   MARCH 2008
      6)   APRIL 2008
      7)   MAY 2008
      8)   JUNE 2008
      9)   JULY 2008
      10)   AUGUST 2008
      11)   SEPTEMBER 2008
      12)   OCTOBER 2008

(Skip to question T1160 if before November 2007)

INTERVIEWER: PLEASE PROMPT FOR MONTH AND YEAR
Note: Travel can be anywhere including to somewhere outside the U.S. as long as it departs from a U.S. airport.

T1050.   **Please let me verify your last answer as [insert respondent's last answer].**
      1)   Yes, correct - CONTINUE
      2)   No, incorrect

Please think about your MOST RECENT FLIGHT that departed from a U.S. airport.

T1060.   **For your most recent flight, how long did you wait in line to get to the first passenger security screening checkpoint where you walked through a metal detector and your carry-on items were x-rayed. Don't include the time required to get through the checkpoint—ONLY the time you waited in line to get to the checkpoint. How long did you wait?**

_____ hours and_____ minutes

Interviewer probe/comment IF WAIT WAS MORE THAN 4 HOURS:

You mentioned a wait of more than 4 hours--please consider the question reads: "how long did you wait in line to get to the first passenger security screening checkpoint where you walked through a metal detector and your carry-on items were x-rayed. Don't include the time required to get through the checkpoint— ONLY the time you waited in line to get to the checkpoint." *Probe why wait was so long and enter information into open-end box.*

T1070. **For your most recent flight, how satisfied were you overall with your experience at the passenger security screening check point? Were you**

1)   Very satisfied
2)   Satisfied
3)   Dissatisfied
4)   Very dissatisfied
8)   DK
9)   RF

T1080. **For your most recent flight, thinking about the amount of time you spent waiting in line to get to the passenger security screening checkpoint, would you say that it was**

1)   Much shorter than expected
2)   Shorter than expected
3)   About what you expected
4)   Longer than you expected
5)   Much longer than you expected
6)   You had no expectation
8)   DK
9)   RF

T1090. **For your most recent flight, how satisfied were you with the time it took to screen you and your carry-on items? This is the length of time between placing your carry-on items on the x-ray table and exiting the security screening area in the direction of the boarding gates. This does not include the time you spent waiting in line to get to the passenger security screening checkpoint.**

1)   Very satisfied
2)   Satisfied
3)   Dissatisfied
4)   Very dissatisfied
8)   DK
9)   RF

T1100. **For your most recent flight, were you selected for additional screening at the passenger security screening checkpoint such as body wand screening and/or a body pat-down?**

1)   Yes
2)   No (Skip to T1110)
8)   DK
9)   RF

INTERVIEWER READ IF NEEDED: A body wand search is when a hand held electronic device in the shape of a slender stick is held very close and moved over the front, back and sides of your body. A body pat down is when the front, back and sides of your body are lightly hand patted for the purpose of detecting something concealed under your clothing.

T1102. **Why do you think you were selected for the additional screening?**

INTERVIEWER: RECORD VERBATIM RESPONSE

T1104. **Did you report this to someone at the airport?**
1) Yes – Continue with T1106.
2) No -- Skip to T1110

T1106. **How satisfied are you with the resolution of your complaint?**
1) Very satisfied
2) Satisfied
3) Dissatisfied
4) Very dissatisfied
5) Does not apply; there was/has been no resolution
8) DK
9) RF

T1110. **For your most recent flight, would you say the passenger screening you experienced at the security checkpoint was…**

1) Excessive
2) Appropriate
3) Inadequate
8) DK
9) RF

T1120. **For your most recent flight, how satisfied were you with the courtesy of the Transportation Security Officers at the passenger security screening checkpoint?**

1) Very satisfied
2) Satisfied
3) Dissatisfied
4) Very dissatisfied
8) DK
9) RF

T1170 **What is your level of confidence in the ability of Transportation Security Officers to keep air travel secure?**

1) No confidence
2) A small amount of confidence
3) A moderate amount of confidence
4) A great deal of confidence
5) Total confidence
8) DK
9) RF

T1124.   **What is your level of confidence in the ability of Checkpoint Screening Technology to keep air travel secure? These are the systems used to screen passengers and carry-on bags. Would you say you have . . .**

1) No confidence
2) A small amount of confidence
3) A moderate amount of confidence
4) A great deal of confidence
5) Total confidence
8) DK
9) RF

T1128.   **What is your level of confidence in the ability of the Baggage Screening Technology to keep air travel secure? These are the systems used to screen checked baggage. Would you say you have . . .**

1) No confidence
2) A small amount of confidence
3) A moderate amount of confidence
4) A great deal of confidence
5) Total confidence
8) DK
9) RF

T1130.   **How informed do you feel you are about passenger security screening procedures?**
Are you

1) Very well informed
2) Moderately well informed
3) Slightly informed
4) Not at all informed
8) DK
9) RF

T1140.   **Where have you received information about the airport passenger security screening process?**

1) TRANSPORTATION SECURITY ADMINISTRATION WEBSITE/BLOG
2) MY OWN TRAVEL EXPERIENCE
3) AIRLINE OR TRAVEL AGENT WEBSITE
4) PLACED A CALL OR EMAIL TO THE AIRLINE
5) PLACED A CALL OR EMAIL TO A TRAVEL AGENT
6) PRINTED MATERIAL SUCH AS A BROCHURE OR PAMPHLET
7) SIGNS DISPLAYED AT AIRPORT
8) RADIO, TELEVISION, OR NEWSPAPER
9) FRIENDS, FAMILY, WORD OF MOUTH
10) NONE OF THE ABOVE
11) SOME OTHER SOURCE: SPECIFY: _____
98) DK
99) RF

INTERVIEWER: DO NOT READ LIST--RECORD ALL ANSWERS

T1154.   **How satisfied are you with your accessibility to information about airport screening procedures?**

    1)   Very satisfied
    2)   Satisfied
    3)   Dissatisfied
    4*)   Very dissatisfied
    8)   DK
    9)   RF

T1156.   **For your most recent flight, did you request an explanation of security procedures?**

    1)   Yes
    2)   No (Skip to T1160)

T1158.   **How satisfied were you with the way the security procedures were explained to you?**

    1)   Very satisfied
    2)   Satisfied
    3)   Dissatisfied
    4)   Very dissatisfied
    8)   DK
    9)   RF

Questions T1160, T1165, and T1180 are asked of all respondents including those that have not flown in the last 12 months.

T1160   **What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers from individuals with hostile intentions?**

    1)   No confidence
    2)   A small amount of confidence
    3)   A moderate amount of confidence
    4)   A great deal of confidence
    5)   Total confidence
    8)   DK
    9)   RF

INTERVIEWER DEFINITION:

Flight Crew – all employees working on an aircraft – pilot, co-pilot, and flight attendants

---

T1165.   **Federal Air Marshalls are routinely assigned to randomly selected flights for security purposes. What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers from individuals with hostile intentions?**

1)   No confidence
2)   A small amount of confidence
3)   A moderate amount of confidence
4)   A great deal of confidence
5)   Total confidence
8)   DK
9)   RF

T1180.   **If cell phones did not interfere with airplane communications systems, do you think that passengers should be allowed to use their cell phones during a flight**?

1)   Definitely should
2)   Probably should
3)   Not sure
4)   Probably should not
5)   Definitely should not
8)   DK
9)   RF

T=PUBLIC TRANSIT Items

During October 2008, did you use any of the following types of public transit either in your area of residence or while visiting somewhere else within the U.S.?

T1200. **During October 2008, did you use a subway system or elevated train?**
1)   Yes
2)   No (skip to T1220)

INTERVIEWER: IF RESPONDENT IS CONFUSED BY TYPE OF TRAIN USED, GO TO QUESTION

SHEET TO HELP IDENTIFY TYPE OF TRANSIT.

T1240.   **How secure did you feel when you used the subway or elevated train?**

1)   Very secure
2)   Moderately secure
3)   Somewhat secure
4)   Not at all secure
8)   DK
9)   RF

INTERVIEWER READ: This only refers to terrorism; not crime in general.

T1220. **During October 2008, did you use a light rail or street car?**
1)   Yes
2)   No (skip to T1230)

INTERVIEWER: IF RESPONDENT IS CONFUSED BY TYPE OF TRAIN USED, GO TO QUESTION SHEET TO HELP IDENTIFY TYPE OF TRANSIT.

T1260.   **How secure did you feel when you used the light rail or streetcar?**
1)   Very secure
2)   Moderately secure
3)   Somewhat secure
4)   Not at all secure
8)   DK
9)   RF

INTERVIEWER READ: This only refers to terrorism; not crime in general.

T1230. **During October 2008, did you use a commuter rail or long distance train?**
1)   Yes
2)   No (skip to T1280)

INTERVIEWER: IF RESPONDENT IS CONFUSED BY TYPE OF TRAIN USED, GO TO QUESTION SHEET TO HELP IDENTIFY TYPE OF TRANSIT.

T1270.   **How secure did you feel when you used the commuter rail or long distance train?**
1)   Very secure
2)   Moderately secure
3)   Somewhat secure
4)   Not at all secure
8)   DK
9)   RF

INTERVIEWER READ: This only refers to terrorism; not crime in general.

T1210.   **During October 2008, did you use a water ferry or water taxi?**
1)   Yes
2)   No (skip to T1220)

T1250.   **How secure did you feel when you used the water ferry or water taxi?**
1)   Very secure
2)   Moderately secure
3)   Somewhat secure
4)   Not at all secure
8)   DK
9)   RF

INTERVIEWER READ: This only refers to terrorism; not crime in general.

T1280.	**What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile intentions?**

      1)	No confidence
      2)	A small amount of confidence
      3)	A moderate amount of confidence
      4)	A great deal of confidence
      5)	Total confidence
      8)	DK
      9)	RF

INTERVIEWER READ: This only refers to terrorism; not crime in general.

T1300.	**How much additional time would you be willing to spend in transit (on public transportation) for increased security measures under elevated threat conditions?**

      1)	NO ADDITIONAL TIME
      2)	1-5 MINUTES
      3)	6-10 MINUTES
      4)	11-15 MINUTES
      5)	16-20 MINUTES
      6)	MORE THAN 20 MINUTES
      8)	DK (VOL)
      9)	RF (VOL)

D=Demographic Questions

D1000.	**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.**
      HIT "RETURN" TO CONTINUE

D1010.	**How many vehicles are owned, leased, or available for <u>regular use</u> by the people who currently live in your household? Please be sure to include motorcycles, mopeds, and RVs?**

      ENTER NUMBER _____

INTERVIEWER READ: "Only include vehicles that require you to have a license to operate the vehicle on public roadways."

D1020.	**Do you have a medical condition that makes it difficult to travel outside the home?**
      1)	Yes
      2)	No

D1040.	**Please tell me the month and year you were born**.

      _____MONTH   _____YEAR

INTERVIEWER: If respondent refuses, use the question below to attempt to get their age.
"If I read some age ranges, would you be willing to stop me when I get to the category that includes your age?"
READ LIST UNTIL RESPONDENT STOPS YOU

1) 18 to 24
2) 25 to 34
3) 35 to 44
4) 45 to 54
5) 55 to 64
6) 65 to 74
7) 75 or older

D1050. **Are you male or female?**
1) Male
2) Female

INTERVIEWER READ ONLY IF NEEDED: If you know gender just enter it and go on.

D1060. **Do you consider yourself to be Spanish, Hispanic or Latino?**

1) Yes
(If "Yes", INTERVIEWER MUST READ: "People who identify themselves as Spanish, Hispanic or Latino origin may be of any race.")

2) No
8) DK
9) RF

IF "YES", INTERVIEWER MUST READ: People who identify themselves as Spanish, Hispanic, or Latino origin may be of any race."
INTERVIEWER READ ONLY IF NEEDED: "Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States."

D1070. **What is your race? Please select one or more.**

1) White
2) Black or African American
3) American Indian or Alaska Native (Eskimo, Aleut)
4) Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)
5) Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)
   DO NOT READ LAST OPTION. ENTER ONLY IF RESPONDENT
   PROVIDES A DIFFERENT OPTION THAN LISTED ABOVE.
6) Other – SPECIFY _____
8) DK
9) RF

D1080.   **What is the highest level of education you've completed?**

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/SCIENCE DEGREE)
6)   GRADUATE DEGREE (MASTER'S, Ph.D., LAWYER, MEDICAL DOCTOR)
8)   DK
9)   RF

INTERVIEWER: DO NOT READ CATEGORIES UNLESS NEEDED

D1090.   **Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2007:**

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)   From $100,000 to less than $125,000
7) $125,000 or more
8)   DK
9)   RF

INTERVIEWER READ LIST: UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY

D1160.   **How many home telephone numbers do you have in your household? Please do not count numbers for cell phones, or phone lines that are used exclusively for business purposes, computers or fax machines.**

1)   One
2)   Two
3)   Three
4)   Four or more
8)   DK
9)   RF

D1170   READ AFTER RESPONDENT HAS GIVEN ANSWER: **"So, you have _____ phone numbers that are not used exclusively for business, computers, fax machines or cell phones?"**

D1180.   **In order to classify your household for statistical purposes, what is your ZIP code?**
           ENTER NUMBER

D1190.   **Did your household receive an advance notice in the mail concerning this study?**

    1)   Yes
    2)   No
    3)   Not sure

D1200.   **This concludes the study questions. Those are all of the questions that I have. If you have questions about transportation issues or just want some information, you can call 1-800-605-0270, email questions to answers@bts.gov or visit the www.bts.gov/omnibus web site for additional information. Thank you for your time today. On behalf of the United States Department of Transportation, I thank you for your time. Goodbye.**

Interviewer Close Out Questions

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

I0050. HOW WELL DID THE RESPONDENT SEEM TO 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
    10)   Other - SPECIFY _____

PLEASE NOTE ANYTHING ELSE YOU FEEL IS HELPFUL OR IMPORTANT ABOUT THIS INTERVIEW. CONTINUE TO ENTER TEXT OF RESPONSE

APPENDIX B: CODE BOOK

Question Code	Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
	CSID	Case Identification Number	Char	7	7
	CENDIV	Census Division	Num	8	8
		1 = New England			
		2 = Midle Atlantic			
		3 = East North Central			
		4 = West North Central			
		5 = South Atlantic			
		6 = East South Central			
		7 = West South Central			
		8 = Mountain			
		9 = Pacific			
	Metro	Metropolitan status	Num	Not available	8
		1 = Inside MSA			
		2 = Outside MSA			
	MSASTRAT	1 = "MSA2000=0520, Atlanta, GA MSA"	Num	8	Not available
		2 ="MSA2000=1122, Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH CMSA"			
		3 ="MSA2000=1600, Chicago, IL PMSA"			
		4 ="MSA2000=4480, Los Angeles-Long Beach, CA PMSA"			
		5 ="MSA2000=5000, Miami, FL PMSA"			
		6 ="MSA2000=5600, New York, NY PMSA"			
		7 ="MSA2000=6160, Philadelphia, PA-NJ PMSA"			
		8="MSA2000=7360, San Francisco, CA PMSA"			
		9 ="MSA2000=8840, Washington, DC-MD-VA-WV PMSA"			
F1030	F1030	Is this phone number used for…	Num	8	8
		1 = Home use only			
		2 = Home and business use			
		3 = Business use only			
		-7 = Refused			
		-8 = Don't know			
		-9 = Appropriate Skip			
F1040	F1040	Including you, how many people aged 18 or older currently live in this household?	Num	8	8
		1 = MIN VALUE			
		7 = MAX VALUE (MSA); 9 = MAX VALUE (National)			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
D1010	How many vehicles are owned, leased, or available for regular use by the people who currently live in your household	Num	8	8
	0 = MIN VALUE			
	9 = MAX VALUE (MSA); 10 = MAX VALUE (National)			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1020	Do you have a medical condition that makes it difficult to travel outside the home	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1040_a	Please tell me the month you were born	Num	8	8
	1 = January			
	2 = February			
	3 = March			
	4 = April			
	5 = May			
	6 = June			
	7 = July			
	8 = August			
	9 = September			
	10 = October			
	11 = November			
	12 = December			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1040_b	Please tell me the year you were born	Num	8	8
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
D1040_c	Age ranges	Num	8	8
	1 = 18 to 24			
	2 = 25 to 34			
	3 = 35 to 44			
	4 = 45 to 54			
	5 = 55 to 64			
	6 = 65 to 74			
	7 = 75 or older			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
AgeGroup	Created variable for range of age based on D1040_a, D1040_b, and D1040_c	Num	8	8
	1 = 18 to 24			
	2 = 25 to 34			
	3 = 35 to 44			
	4 = 45 to 54			
	5 = 55 to 64			
	6 = 65 to 74			
	7 = 75 or older			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1050	Gender	Num	8	8
	1 = Male			
	2 = Female			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1060	Do you consider yourself to be Spanish Hispanic or Latino	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
D1070_a	White	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1070_b	Black or African American	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1070_c	American Indian or Alaska Native (Eskimo, Aleut)	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1070_d	Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1070_e	Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1070_f	Other race	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
D1070_f_1	Verbal response if D1070_f is Yes	Char	20	47
Race	Created variable for race/ethnicity of respondents based on D1060 and D1070_a - D1070_f	Num	8	8
	1 = Hispanic			
	2 = White, non-Hispanic			
	3 = Black, non-Hispanic			
	4 = Other race, non-Hispanic			
D1080	What is the highest level of education you have completed	Num	8	8
	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			
	5 = Four year college degree			
	6 = Graduate degree			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1090	Please stop me when I reach the category that includes your households total annual income for last calendar year	Num	8	8
	1 = Under 15,000			
	2 = 15,000 to less than 30,000			
	3 = 30,000 to less than 50,000			
	4 = 50,000 to less than 75,000			
	5 = 75,000 to less than 100,000			
	6 = 100,000 to less than 125,000			
	7 = 125,000 or more			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1160	How many home telephone numbers do you have in your household1	Num	8	8
	1 = One			
	2 = Two			
	3 = Three			
	4 = Four or more			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
D1170	So you have _____ phone numbers that are not used exclusively for business, computers, fax machines or cell phones?	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
D1180	Zip Code	Char	5	5
D1190	Did your household receive an advance notice in the mail concerning the study?	Num	8	8
	1 = Yes			
	2 = No			
	3 = Not sure			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1010	During a typical week on how many days do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle	Num	8	8
	0 = MIN VALUE			
	7 = MAX VALUE			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1020	During a typical week on how many days do you travel by taxi or limousine	Num	8	8
	0 = MIN VALUE			
	7 = MAX VALUE (MSA) ; 5=MAX VALUE (National)			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1030	During a typical week on how many days do you use public transportation	Num	8	8
	0 = MIN VALUE			
	7 = MAX VALUE			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1040	During a typical week on how many days do you ride a bicycle outdoors for any reason	Num	8	8
	0 = MIN VALUE			
	7 = MAX VALUE			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
M1050	Have you made any changes in any other types of travel because of the increase in fuel prices?	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1060_a	More than 25 miles: reduced the number of car trips you took	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1060_b	More than 25 miles: used a different route that was shorter	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1060_c	More than 25 miles: used some other mode instead of driving	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1060_d	More than 25 miles: reduced spending on other things to cover the increased cost of fuel	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1060_e	More than 25 miles: made some other changes: SPECIFY	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
M1060_e_1	Verbal response if M1060_e is "yes".	Char	190	190
M1070_a	Less than 25 miles: reduced the number of car trips you took	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1070_b	Less than 25 miles: used a different route that was shorter	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1070_c	Less than 25 miles: used some other mode instead of driving	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1070_d	Less than 25 miles: reduced spending on other things to cover the increased cost of fuel	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1070_e	Less than 25 miles: made some other changes SPECIFY	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
M1070_e_1	Verbal response if M1070_e is "1 = Yes".			203
J1010	Last week did you work for pay outside your home?	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1020	Last week did you peRefusedorm any volunteer work outside your home?	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1030	Last week on how many days did you travel from home to work	Num	8	8
	0 = MIN VALUE			
	7 = MAX VALUE			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1035	Last week on how many days did you travel from home to your volunteer work place	Num	8	8
	0 = MIN VALUE			
	4 = MAX VALUE (MSA) ; 7=MAX VALUE (National)			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_a	While travelling from home to work: Drive alone in a company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_b	While travelling from home to work: Drive with others in a company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_c	While travelling from home to work: Drive alone in a non-company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1040_d	While travelling from home to work: Drive with others in a non-company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_e	While travelling from home to work: Drive or ride in a carpool or vanpool	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_f	While travelling from home to work: Ride a bus	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_g	While travelling from home to work: Ride a subway	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_h	While travelling from home to work: Ride a train	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_i	While travelling from home to work: Ride a ferry	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1040_j	While travelling from home to work: Ride a bicycle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_k	While travelling from home to work: Walk	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_l	While travelling from home to work: Used some other mode SPECIFY	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1040_l_1	Verbal response if J1040_l is "yes".	Char	105	50
J1045_a	While traveling from home to volunteer work place: Drive alone in a company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_b	While traveling from home to volunteer work place: Drive with others in a company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_c	While traveling from home to volunteer work place: Drive alone in a non-company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1045_d	While traveling from home to volunteer work place: Drive with others in a non-company vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_e	While traveling from home to volunteer work place: Drive or rode in a carpool or vanpool	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_f	While traveling from home to volunteer work place: Ride a bus	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_g	While traveling from home to volunteer work place: Ride the subway	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_h	While traveling from home to volunteer work place: Ride a train	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_i	While traveling from home to volunteer work place: Ride a ferry	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1045_j	While traveling from home to volunteer work place: Ride a bicycle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_k	While traveling from home to volunteer work place: Walk	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_l	While traveling from home to volunteer work place: Used some other mode SPECIFY	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1045_l_1	Verbal response if J1045_l is "yes".	Char	70	50
J1050	Last week how would you rate the level of traffic congestion on your commute to work?	Num	8	8
	1 = Very Congested			
	2 = Moderately congested			
	3 = Slightly congested			
	4 = Not at all congested			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1060_a	Have you changed your schedule or work hours to improve your commute?	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1060_b	Have you moved to a home closer to work to improve your commute?	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1060_c	Have you moved to a home closer to public transportation to improve your commute	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1060_d	Have you changed jobs or left a job to improve your commute	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1060_e	Have you changed office locations to improve your commute	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1060_f	Have you worked at home instead of your usual work site to improve your commute	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1060_g	Have you paid to use a toll road or toll lane to improve your commute	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1060_h	Have you made any other change to improve your commute: SPECIFY	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1060_h_1	Verbal response if J1060_h is "yes".	Char	70	115
J1070	Thinking about the last 12 months would you say the traffic congestion on your commute to work has gotten	Num	8	8
	1 = Much better			
	2 = Somewhat better			
	3 = Stayed about the same			
	4 = Somewhat worse			
	5 = Much worse			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1073	Since the beginning of this year have you made any changes in your commute to and from work because of the increase in fuel prices	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_a	Have you used mass transit more	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_b	Have you carpooled or van pooled more	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_c	Have you worked from home or at a telework center more	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1075_d	Have you bicycled to work more	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_e	Have you walked to work more	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_f	Have you purchased or leased a more fuel efficient vehicle	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_g	Have you reduced spending on other things to cover the increased cost of fuel	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_h	Have you made some other change SPECIFY	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1075_h_1	Verbal response if J1075_h is "yes".	Char	58	70
J1080	Is at least part of the work that you do in your main job something you could do at home	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1090	Does your main employer allow workers to sometimes work at home instead of coming into the work place	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1100	Last week did you work at home instead of traveling to your usual workplace of your main job	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1110	Last week on how many days did you work at home instead of going to your usual workplace of your main job	Num	8	8
	0 = MIN VALUE			
	7= MAX VALUE (MSA); 5 = MAX VALUE (National)			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
J1120_a	What is your primary reason for working at home instead of traveling to your usual work place of your main job	Num	8	8
	1 = Convenience			
	2 = Saves the company money			
	3 = Saves me money			
	4 = Saves me time			
	5 = To avoid congestion			
	6 = Allows me to take care of family members to be home when kids come home			
	7 = I don't live in the same area as the company I work for			
	8 = I work for multiple businesses			
	9 = I get more work done at home			
	10 = For health reasons/disability reasons			
	11 = Lack of transportation			
	12 = Other specify			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
J1120_b	Verbal response if J1120_a is "12 = Other specify"	Char	34	116
J1120_c	Verbal response if J1120_a is "1 = Convenience": Why is working at home more convenient?	Char	187	90
	1 = Answer			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1000	Continue to the next section	Num	8	8
	-9 = Appropriate Skip			
T1010	During the last 12 months have you flown on a commercial airline	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1020	During October 2008 did you fly on a commercial airline	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1030	How many days in October 2008 did you fly on a commercial airline	Num	8	8
	1 = MIN VALUE			
	17 = MAX VALUE (MSA); 10 = MAX VALUE (National)			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1040	In what month and year was your most recent commercial airline flight that departed from a U.S. airport	Num	8	8
	1 = November 2007			
	2 = December 2007			
	3 = January 2008			
	4 = February 2008			
	5 = March 2008			
	6 = April 2008			
	7 = May 2008			
	8 = June 2008			
	9 = July 2008			
	10 = August 2008			
	11 = September 2008			
	12 = October 2008			
	77 = Other			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1040_a	In what month and year was your most recent commercial airline flight that departed from a U.S. airport	Num	8	8
	1 = "Less than three months ago"			
	2 = "More than three months ago but less than a year ago"			
	3 = "A year ago"			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1050	Please let me verify your last answer	Num	8	8
	1 = Yes correct			
	2 = No incorrect			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1060_a	For your most recent flight how long did you wait in line HOURS	Num	8	8
	0 = MIN VALUE			
	2 = MAX VALUE (MSA); 1 = MAX VALUE (National)			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1060_b	For your most recent flight how long did you wait in line MINUTES	Num	8	8
	0 = MIN VALUE			
	45= MAX VALUE			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1060_c	You mentioned a wait of more that 4 hours. Please consider the question read: "How long did you wait in line to get to the first passenger security screening checkpoint where you walked through a metal detector and your carry-on items were x-rayed. Don't include the time required to get through the checkpoint-ONLY the time you waited in line to get to the checkpoint. Why was the wait so long?	Char	2	2
	1 = Answer (specify)			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1060	Created variable for total time waiting for security screening in minutes	Num	8	8
	0 = MIN VALUE			
	120 = MAX VALUE (MSA); 90 = MAX VALUE (National)			
	-9 = Appropriate Skip			
T1070	For your most recent flight how satisfied were you overall with your experience at the passenger security screening checkpoint	Num	8	8
	1 = Very satisfied			
	2 = Satisfied			
	3 = Dissatisfied			
	4 = Very dissatisfied			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1080	For your most recent flight was the amount of time you spent waiting in line to get to the passenger security screening checkpoint	Num	8	8
	1 = Much shorter than expected			
	2 = Shorter than expected			
	3 = About what you expected			
	4 = Longer than you expected			
	5 = Much longer than you expected			
	6 = You had no expectation			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1090	For your most recent flight how satisfied were you with the time it took to screen you and your carry-on items	Num	8	8
	1 = Very satisfied			
	2 = Satisfied			
	3 = Dissatisfied			
	4 = Very dissatisfied			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1100	For your most recent flight were you selected for additional screening at the passenger security screening checkpoint	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1102	Why do you think you were selected for additional screening	Char	164	120
T1104	Did you report this to someone at the airport	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1106	How satisfied are you with the resolution of your complaint?	Num	8	8
	1 = Very satisfied			
	2 = Satisfied			
	3 = Dissatisfied			
	4 = Very dissatisfied			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1110	For your most recent flight would you say the passenger screening you experienced at the security checkpoint was	Num	8	8
	1 = Excessive			
	2 = Appropriate			
	3 = Inadequate			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1120	How satisfied were you with the courtesy of the Transportation Security Officers at the passenger security screening checkpoint	Num	8	8
	1 = Very satisfied			
	2 = Satisfied			
	3 = Dissatisfied			
	4 = Very dissatisfied			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1170	What is your level of confidence in the ability of the Transportation Security Officers to keep air travel secure	Num	8	8
	1 = No confidence			
	2 = A small amount of confidence			
	3 = A moderate amount of confidence			
	4 = A great deal of confidence			
	5 = Total confidence			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1124	What is your level of confidence in the ability of Checkpoint Screening Technology to keep air travel secure	Num	8	8
	1 = No confidence			
	2 = A small amount of confidence			
	3 = A moderate amount of confidence			
	4 = A great deal of confidence			
	5 = Total confidence			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1128	What is your level of confidence in the ability of the Baggage Screening Technology to keep air travel secure	Num	8	8
	1 = No confidence			
	2 = A small amount of confidence			
	3 = A moderate amount of confidence			
	4 = A great deal of confidence			
	5 = Total confidence			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1130	How informed do you feel you are about passenger security screening procedures	Num	8	8
	1 = Very well informed			
	2 = Moderately well informed			
	3 = Slightly informed			
	4 = Not at all informed			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_a	Where else have you received information about the airport passenger security screening process: TSA website blog	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_b	Where else have you received information about the airport passenger security screening process: My own travel experience	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_c	Where else have you received information about the airport passenger security screening process: Airline or travel agent website	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_d	Where else have you received information about the airport passenger security screening process: Placed a call or email to the airline	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1140_e	Where else have you received information about the airport passenger security screening process: Placed a call or email to a travel agent	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_f	Where else have you received information about the airport passenger security screening process: Printed material brochure or pamphlet	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_g	Where else have you received information about the airport passenger security screening process: Signs displayed at airport	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_h	Where else have you received information about the airport passenger security screening process: Radio, television, or newspaper	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_i	Where else have you received information about the airport passenger security screening process: Friends, family, word of mouth	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1140_j	Where else have you received information about the airport passenger security screening process: None of the above	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_k	Where else have you received information about the airport passenger security screening process: Some other source	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1140_k_1	Verbal response if T1140k is "1 = Yes"	Char	84	150
T1154	How satisfied are you with your accessibility to information about airport screening procedures	Num	8	8
	1 = Very satisfied			
	2 = Satisfied			
	3 = Dissatisfied			
	4 = Very dissatisfied			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1156	For your most recent flight did you request an explanation of security procedures	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1158	How satisfied were you with the way the security procedures were explained to you	Num	8	8
	1 = Very satisfied			
	2 = Satisfied			
	3 = Dissatisfied			
	4 = Very dissatisfied			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1160	What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers	Num	8	8
	1 = No confidence			
	2 = A small amount of confidence			
	3 = A moderate amount of confidence			
	4 = A great deal of confidence			
	5 = Total confidence			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1165	What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers	Num	8	8
	1 = No confidence			
	2 = A small amount of confidence			
	3 = A moderate amount of confidence			
	4 = A great deal of confidence			
	5 = Total confidence			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1180	Should passengers be allowed to use their cell phones during a flight	Num	8	8
	1 = Definitely should			
	2 = Probably should			
	3 = Not sure			
	4 = Probably should not			
	5 = Definitely should not			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1200	During October 2008 did you use a subway system or elevated train	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1240	How secure did you feel when you used the subway or elevated train	Num	8	8
	1 = Very secure			
	2 = Moderately secure			
	3 = Somewhat secure			
	4 = Not at all secure			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1220	During October 2008 did you use a light rail or streetcar	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1260	How secure did you feel when you used the light rail or streetcar	Num	8	8
	1 = Very secure			
	2 = Moderately secure			
	3 = Somewhat secure			
	4 = Not at all secure			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1230	During October 2008 did you use a commuter rail or long distance train	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1270	How secure did you feel when you used the commuter rail or long distance train	Num	8	8
	1 = Very secure			
	2 = Moderately secure			
	3 = Somewhat secure			
	4 = Not at all secure			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
T1210	During October 2008 did you use a water ferry or water taxi	Num	8	8
	1 = Yes			
	2 = No			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1250	How secure did you feel when you used the water ferry or water taxi	Num	8	8
	1 = Very secure			
	2 = Moderately secure			
	3 = Somewhat secure			
	4 = Not at all secure			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1280	What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile intentions	Num	8	8
	1 = No confidence			
	2 = A small amount of confidence			
	3 = A moderate amount of confidence			
	4 = A great deal of confidence			
	5 = Total confidence			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			
T1300	How much additional time would you be willing to spend in transit on public transportation for increased security measures under elevated threat conditions	Num	8	8
	1 = No additional time			
	2 = 1 to 5 minutes			
	3 = 6 to 10 minutes			
	4 = 11 to 15 minutes			
	5 = 16 to 20 minutes			
	6 = More than 20 minutes			
	-7 = Refused			
	-8 = Don't know			
	-9 = Appropriate Skip			

Variable Name	Variable description	Type	Length - MSA Data Set	Length - National Data Set
basewgt	Base weight	Num	8	8
nr_fact	Adjustment factor for nonresponse	Num	8	8
phn_fact	Adjustment factor for multiple phone lines in a household	Num	8	8
per_fact	Adjustment factor for multiple adults in a household	Num	8	8
cen_fact	Poststratification adjustment factor	Num	8	8
wd_fact	Deflation factor for mising demographic information	Num	8	8
fnlwgt	Untrimmed final weight	Num	8	8
btriwgt	Trimmed final weight	Num	8	8

APPENDIX C: FREQUENCY TABLES – NATIONAL SAMPLE

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Census Region				
New England	64	17111455	7.52	0.654
Middle Atlantic	130	29836015	13.12	0.873
East North Central	181	41457919	18.23	0.987
West North Central	93	16691987	7.34	0.616
South Atlantic	184	42155711	18.53	0.974
East South Central	74	13231898	5.82	0.406
West South Central	71	16314489	7.17	0.612
Mountain	80	18358998	8.07	0.754
Pacific	153	32312646	14.21	0.944
Total	1030	227471118	100	0

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
METRO				
Inside an MSA	839	187276873	82.33	0.956
Outside an MSA	191	40194245	17.67	0.956
Total	1030	227471118	100	0

Section M – Mode Use Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1010 During a typical week on how many days do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle				
Count	1026	227163460		
Mean	5.404	5.562		
Standard error of mean	0.067	0.083		
Mnimum	0	0		
25th percentile	4	5		
Median	7	7		
75th percentile	7	7		
Maximum	7	7		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1020 During a typical week on how many days do you travel by taxi or limousine				
Count	1030	227471118		
Mean	0.062	0.046		
Standard error of mean	0.012	0.009		
Mnimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	5	5		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1030 During a typical week on how many days do you use public transportation				
Count	1030	227471118		
Mean	0.311	0.442		
Standard error of mean	0.036	0.064		
Mnimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1040 During a typical week on how many days do you ride a bicycle outdoors for any reason				
Count	1027	226513353		
Mean	0.426	0.485		
Standard error of mean	0.035	0.047		
Mnimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		
M1050 Have you made any changes in any other types of travel because of the increase in fuel prices				
Yes	489	112968042	49.75	2.012
No	539	114102375	50.25	2.012
Subtotal valid responses	1028	227070417	100	0
Don't know	2	400701		
Refused	0	0		
Appropriate skip	0	0		
Total	1030	227471118		
M1060_a More than 25 miles: reduced the number of car trips you took				
Yes	422	96687992	85.29	2.087
No	69	16680752	14.71	2.087
Subtotal valid responses	491	113368743	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1060_b More than 25 miles: used a different route that was shorter				
Yes	180	47833521	42.19	2.858
No	311	65535223	57.81	2.858
Subtotal valid responses	491	113368743	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1060_c More than 25 miles: used some other mode instead of driving				
Yes	80	18061363	15.93	2.065
No	411	95307380	84.07	2.065
Subtotal valid responses	491	113368743	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1060_d More than 25 miles: reduced spending on other things to cover the increased cost of fuel				
Yes	347	86907052	77.25	2.151
No	141	25598097	22.75	2.151
Subtotal valid responses	488	112505149	100	0
Don't know	2	797532		
Refused	1	66062		
Appropriate skip	539	114102375		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1060_e More than 25 miles: made some other changes SPECIFY				
Yes	132	31848883	28.15	2.598
No	357	81296616	71.85	2.598
Subtotal valid responses	489	113145499	100	0
Don't know	2	223244		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1070_a Less than 25 miles: reduced the number of car trips you took				
Yes	388	89933065	79.37	2.299
No	102	23369616	20.63	2.299
Subtotal valid responses	490	113302681	100	0
Don't know	1	66062		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1070_b Less than 25 miles: used a different route that was shorter				
Yes	182	46930674	41.45	2.86
No	308	66289681	58.55	2.86
Subtotal valid responses	490	113220355	100	0
Don't know	1	148388		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1070_c Less than 25 miles: used some other mode instead of driving				
Yes	119	31469142	27.76	2.607
No	372	81899602	72.24	2.607
Subtotal valid responses	491	113368743	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1070_d Less than 25 miles: reduced spending on other things to cover the increased cost of fuel				
Yes	325	79413661	70.21	2.49
No	165	33700219	29.79	2.49
Subtotal valid responses	490	113113879	100	0
Don't know	1	254864		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		
M1070_e Less than 25 miles: made some other changes SPECIFY				
Yes	67	13164204	11.67	1.649
No	421	99665999	88.33	1.649
Subtotal valid responses	488	112830203	100	0
Don't know	3	538541		
Refused	0	0		
Appropriate skip	539	114102375		
Total	1030	227471118		

```
Section J - Journey to Work Items
```

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1010 Last week did you work for pay outside your home				
Yes	518	131779289	57.97	1.965
No	511	95524831	42.03	1.965
Subtotal valid responses	1029	227304121	100	0
Don't know	1	166997		
Refused	0	0		
Appropriate skip	0	0		
Total	1030	227471118		
J1020 Last week did you perform any volunteer work outside your home				
Yes	115	19514353	20.39	2.121
No	397	76177475	79.61	2.121
Subtotal valid responses	512	95691829	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	518	131779289		
Total	1030	227471118		
J1030 Last week on how many days did you travel from home to work				
Count	518	131779289		
Mean	4.571	4.667		
Standard error of mean	0.060	0.069		
Mnimum	0	0		
25th percentile	4	4		
Median	5	5		
75th percentile	5	5		
Maximum	7	7		
J1035 Last week on how many days did you travel from home to your volunteer work place				
Count	114	19357207		
Mean	2.053	2.069		
Standard error of mean	0.138	0.147		
Mnimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	7	7		
J1040_a While travelling from home to work Drive alone in a company vehicle				
Yes	54	12971123	9.84	1.583
No	464	118808167	90.16	1.583
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_b While travelling from home to work Drive with others in a company vehicle				
Yes	24	8287956	6.29	1.552
No	494	123491333	93.71	1.552
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_c While travelling from home to work Drive alone in a non-company vehicle				
Yes	436	108599919	82.41	2.151
No	82	23179370	17.59	2.151
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_d While travelling from home to work Drive with others in a non-company vehicle				
Yes	89	30773163	23.35	2.554
No	429	101006127	76.65	2.554
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_e While travelling from home to work Drive or ride in a carpool or vanpool				
Yes	35	11030373	8.37	1.644
No	483	120748916	91.63	1.644
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_f While travelling from home to work Ride a bus				
Yes	24	5325265	4.04	0.92
No	494	126454024	95.96	0.92
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_g While travelling from home to work Ride a subway				
Yes	18	5846399	4.44	1.17
No	500	125932890	95.56	1.17
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_h While travelling from home to work Ride a train				
Yes	18	4345033	3.3	0.978
No	500	127434256	96.7	0.978
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_i While travelling from home to work Ride a ferry				
Yes	4	779120	0.59	0.348
No	514	131000170	99.41	0.348
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_j While travelling from home to work Ride a bicycle				
Yes	19	5097443	3.87	1.019
No	499	126681846	96.13	1.019
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1040_k While travelling from home to work Walk				
Yes	49	12889541	9.78	1.637
No	469	118889748	90.22	1.637
Subtotal valid responses	518	131779289	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_l While travelling from home to work Used some other mode SPECIFY				
Yes	8	1654349	1.26	0.677
No	509	130057881	98.74	0.677
Subtotal valid responses	517	131712230	100	0
Don't know	1	67059		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1045_a While traveling from home to volunteer work place Drive alone in a company vehicle				
Yes	0	0	0	0
No	115	19514353	100	0
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_b While traveling from home to volunteer work place Drive with others in a company vehicle				
Yes	2	139214	0.71	0.546
No	113	19375139	99.29	0.546
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_c While traveling from home to volunteer work place Drive alone in a non-company vehicle				
Yes	89	14672102	75.19	4.782
No	26	4842252	24.81	4.782
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_d While traveling from home to volunteer work place Drive with others in a non-company vehicle				
Yes	37	6300383	32.62	5.287
No	77	13014243	67.38	5.287
Subtotal valid responses	114	19314626	100	0
Don't know	1	199727		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_e While traveling from home to volunteer work place Drive or rode in a carpool or vanpool				
Yes	11	2056365	10.54	3.766
No	104	17457989	89.46	3.766
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_f While traveling from home to volunteer work place Ride a bus				
Yes	3	453383	2.32	1.524
No	112	19060970	97.68	1.524
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_g While traveling from home to volunteer work place Ride the subway				
Yes	1	32494	0.17	0.167
No	114	19481860	99.83	0.167
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_h While traveling from home to volunteer work place Ride a train				
Yes	1	32494	0.17	0.167
No	114	19481860	99.83	0.167
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_i While traveling from home to volunteer work place Ride a ferry				
Yes	1	32494	0.17	0.167
No	114	19481860	99.83	0.167
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_j While traveling from home to volunteer work place Ride a bicycle				
Yes	10	1852688	9.49	3.378
No	105	17661666	90.51	3.378
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1045_k While traveling from home to volunteer work place Walk				
Yes	21	3553795	18.21	4.177
No	94	15960558	81.79	4.177
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_l While traveling from home to volunteer work place Used some other mode SPECIFY				
Yes	3	1122463	5.75	3.542
No	112	18391890	94.25	3.542
Subtotal valid responses	115	19514353	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	915	207956765		
Total	1030	227471118		
J1050 Last week how would you rate the level of traffic congestion on your commute to work				
Very congested	63	18469503	12.39	1.77
Moderately congested	172	42870291	28.76	2.292
Slightly congested	110	23036723	15.45	1.703
Not at all congested	279	64711502	43.4	2.462
Subtotal valid responses	624	149088018	100	0
Don't know	9	2205625		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1060_a Have you changed your schedule or work hours to improve your commute				
Yes	102	25748013	17.07	1.861
No	527	125104341	82.93	1.861
Subtotal valid responses	629	150852354	100	0
Don't know	3	401946		
Refused	1	39342		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1060_b Have you moved to a home closer to work to improve your commute				
Yes	28	9132245	6.04	1.305
No	604	141994400	93.96	1.305
Subtotal valid responses	632	151126646	100	0
Don't know	1	166997		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1060_c Have you moved to a home closer to public transportation to improve your commute				
Yes	12	4401977	2.91	0.916
No	620	146724668	97.09	0.916
Subtotal valid responses	632	151126646	100	0
Don't know	1	166997		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1060_d Have you changed jobs or left a job to improve your commute				
Yes	26	5979883	3.96	0.952
No	606	145146763	96.04	0.952
Subtotal valid responses	632	151126646	100	0
Don't know	1	166997		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1060_e Have you changed office locations to improve your commute				
Yes	27	7434179	4.92	1.15
No	604	143619844	95.08	1.15
Subtotal valid responses	631	151054023	100	0
Don't know	2	239620		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1060_f Have you worked at home instead of your usual work site to improve your commute				
Yes	76	19765875	13.08	1.711
No	556	131360771	86.92	1.711
Subtotal valid responses	632	151126646	100	0
Don't know	1	166997		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1060_g Have you paid to use a toll road or toll lane to improve your commute				
Yes	34	10126644	6.7	1.347
No	598	141000001	93.3	1.347
Subtotal valid responses	632	151126646	100	0
Don't know	1	166997		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1060_h Have you made any other change to improve your commute SPECIFY				
Yes	35	7695607	5.09	1
No	596	143363979	94.91	1
Subtotal valid responses	631	151059586	100	0
Don't know	2	234057		
Refused	0	0		
Appropriate skip	397	76177475		
Total	1030	227471118		
J1070 Thinking about the last 12 months would you say the traffic congestion on your commute to work has gotten				
Much better	19	7200220	4.81	1.296
Somewhat better	65	15864176	10.59	1.529
Stayed about the same	440	103926360	69.4	2.34
Somewhat worse	79	17088701	11.41	1.506
Much worse	21	5666319	3.78	1.012
Subtotal valid responses	624	149745776	100	0
Don't know	8	1352537		
Refused	1	195330		
Appropriate skip	397	76177475		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1073 Since the beginning of this year have you made any changes in your commute to and from work because of the increase in fuel pr				
Yes	112	35419347	26.99	2.562
No	404	95821451	73.01	2.562
Subtotal valid responses	516	131240799	100	0
Don't know	2	538491		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1075_a Have you used mass transit more				
Yes	14	4330940	12.23	3.667
No	98	31088408	87.77	3.667
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		
J1075_b Have you carpooled or van pooled more				
Yes	31	11641396	32.87	5.471
No	81	23777951	67.13	5.471
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		
J1075_c Have you worked from home or at a telework center more				
Yes	23	6687265	18.88	3.975
No	89	28732082	81.12	3.975
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		
J1075_d Have you bicycled to work more				
Yes	13	4045817	11.42	3.487
No	99	31373530	88.58	3.487
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		
J1075_e Have you walked to work more				
Yes	10	3104412	8.76	3.215
No	102	32314935	91.24	3.215
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1075_f Have you purchased or leased a more fuel efficient vehicle				
Yes	23	8915707	25.17	5.185
No	89	26503641	74.83	5.185
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		
J1075_g Have you reduced spending on other things to cover the increased cost of fuel				
Yes	84	28124762	79.41	4.147
No	28	7294585	20.59	4.147
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		
J1075_h Have you made some other change SPECIFY				
Yes	14	3707216	10.47	3.26
No	98	31712131	89.53	3.26
Subtotal valid responses	112	35419347	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	192051771		
Total	1030	227471118		
J1080 Is at least part of the work that you do in your main job something you could do at home				
Yes	124	32153487	24.47	2.38
No	391	99246679	75.53	2.38
Subtotal valid responses	515	131400166	100	0
Don't know	3	379123		
Refused	0	0		
Appropriate skip	512	95691829		
Total	1030	227471118		
J1090 Does your main employer allow workers to sometimes work at home instead of coming into the work place				
Yes	85	20465851	63.77	5.642
No	39	11629437	36.23	5.642
Subtotal valid responses	124	32095288	100	0
Don't know	3	437322		
Refused	0	0		
Appropriate skip	903	194938508		
Total	1030	227471118		
J1100 Last week did you work at home instead of traveling to your usual workplace of your main job				
Yes	29	7712769	37.07	6.58
No	58	13095145	62.93	6.58
Subtotal valid responses	87	20807914	100	0
Don't know	1	95259		
Refused	0	0		
Appropriate skip	942	206567945		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1110 Last week on how many days did you work at home instead of going to your usual workplace of your main job				
Count	29	7712769		
Mean	1.931	1.621		
Standard error of mean	0.207	0.202		
Mnimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	3	2		
Maximum	5	5		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1120_a What is your primary reason for working at home instead of traveling to your usual work place of your main job				
Convenience	14	3353142	43.48	11.456
Saves the company money	2	565737	7.34	5.123
Saves me money	8	2626253	34.05	11.744
Saves me time	1	609019	7.9	7.477
To avoid congestion	0	0	0	0
Allows me to take care of family members to be home when kids come ho	1	267938	3.47	3.447
I don't live in the same area as the company I work for	0	0	0	0
I work for multiple businesses	0	0	0	0
I get more work done at home	0	0	0	0
For health reasons/disability reasons	0	0	0	0
Lack of transportation	0	0	0	0
Other	3	290679	3.77	2.509
Subtotal valid responses	29	7712769	100	0
Don't know	1	95259		
Refused	0	0		
Appropriate skip	1000	219663090		
Total	1030	227471118		

```
Section T — TSA Items
```

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1010 During the last 12 months have you flown on a commercial airline				
Yes	378	86367363	37.99	1.96
No	650	140970500	62.01	1.96
Subtotal valid responses	1028	227337863	100	0
Don't know	2	133255		
Refused	0	0		
Appropriate skip	0	0		
Total	1030	227471118		
T1020 During October 2008 did you fly on a commercial airline				
Yes	109	21802874	25.27	2.754
No	269	64478075	74.73	2.754
Subtotal valid responses	378	86280949	100	0
Don't know	2	219669		
Refused	0	0		
Appropriate skip	650	140970500		
Total	1030	227471118		
T1030 How many days in October 2008 did you fly on a commercial airline				
Count	108	21621126		
Mean	2.694	2.734		
Standard error of mean	0.172	0.18		
Mnimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	4	4		
Maximum	10	10		
T1040_a In what month and year was your most recent commercial airline flight that departed from a U.S. airport?				
Less than three month ago	122	26759324	32.85	3.19
More than three month ago but less than a year ago	218	50571661	62.08	3.347
A year ago	13	4131318	5.07	1.835
Subtotal valid responses	353	81462303	100	0
Don't know	3	467018		
Refused	1	37996		
Appropriate skip	673	145503801		
Total	1030	227471118		
T1050 Please let me verify your last answer				
Yes, correct	353	81462303	100	0
No, incorrect	0	0	0	0
Subtotal valid responses	353	81462303	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	677	146008815		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1060 Created variable for total time waiting for security screening in minutes				
Count	353	81462303		
Mean	14.334	15.161		
Standard error of mean	0.724	1.206		
Mnimum	0	0		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	90	90		
T1070 For your most recent flight how satisfied were you overall with your experience at the passenger security screening checkpoint				
Very satisfied	107	23367926	28.75	3.049
Satisfied	218	53193124	65.44	3.185
Dissatisfied	14	2962450	3.64	1.238
Very dissatisfied	13	1763108	2.17	0.665
Subtotal valid responses	352	81286608	100	0
Don't know	0	0		
Refused	1	175695		
Appropriate skip	677	146008815		
Total	1030	227471118		
T1080 For your most recent flight was the amount of time you spent waiting in line to get to the passenger security screening checkpoin				
Much shorter than expected	44	9509874	11.67	2.114
Shorter than expected	84	18687114	22.94	2.713
About what you expected	194	47344060	58.12	3.306
Longer than you expected	20	3339764	4.1	1.115
Much longer than you expected	5	1314200	1.61	1.055
You had no expectation	6	1267291	1.56	0.679
Subtotal valid responses	353	81462303	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	677	146008815		
Total	1030	227471118		
T1090 For your most recent flight how satisfied were you with the time it took to screen you and your carry-on items				
Very satisfied	115	27559332	33.85	3.341
Satisfied	214	50826687	62.42	3.36
Dissatisfied	18	2413369	2.96	0.798
Very dissatisfied	5	624070	0.77	0.369
Subtotal valid responses	352	81423457	100	0
Don't know	1	38846		
Refused	0	0		
Appropriate skip	677	146008815		
Total	1030	227471118		
T1100 For your most recent flight were you selected for additional screening at the passenger security screening checkpoint				
Yes	57	10842972	13.31	2.083
No	296	70619331	86.69	2.083
Subtotal valid responses	353	81462303	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	677	146008815		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1104 Did you report this to someone at the airport				
Yes	2	281093	2.59	2.06
No	55	10561880	97.41	2.06
Subtotal valid responses	57	10842972	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	973	216628146		
Total	1030	227471118		
T1106 How satisfied are you with the resolution of your complaint				
Very satisfied	2	281093	100	0
Satisfied	0	0	0	0
Dissatisfied	0	0	0	0
Very dissatisfied	0	0	0	0
Subtotal valid responses	2	281093	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	1028	227190025		
Total	1030	227471118		
T1110 For your most recent flight would you say the passenger screening you experienced at the security checkpoint was				
Excessive	18	2652023	3.28	0.899
Appropriate	318	76425362	94.43	1.182
Inadequate	13	1860231	2.3	0.769
Subtotal valid responses	349	80937616	100	0
Don't know	2	306346		
Refused	2	218341		
Appropriate skip	677	146008815		
Total	1030	227471118		
T1120 How satisfied were you with the courtesy of the Transportation Security Officers at the passenger security screening checkpoint				
Very satisfied	113	25413447	31.21	3.078
Satisfied	210	50281931	61.76	3.249
Dissatisfied	23	4544340	5.58	1.474
Very dissatisfied	6	1179940	1.45	0.739
Subtotal valid responses	352	81419658	100	0
Don't know	0	0		
Refused	1	42645		
Appropriate skip	677	146008815		
Total	1030	227471118		
T1124 What is your level of confidence in the ability of Checkpoint Screening Technology to keep air travel secure				
No confidence	9	2599620	3.22	1.317
A small amount of confidence	34	6775097	8.39	1.746
A moderate amount of confidence	167	37955071	47.01	3.436
A great deal of confidence	106	24512211	30.36	3.139
Total confidence	30	8888846	11.01	2.477
Subtotal valid responses	346	80730845	100	0
Don't know	6	688813		
Refused	1	42645		
Appropriate skip	677	146008815		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1128 What is your level of confidence in the ability of the Baggage Screening Technology to keep air travel secure				
No confidence	11	2562274	3.33	1.308
A small amount of confidence	39	7682547	10	1.89
A moderate amount of confidence	169	38047908	49.51	3.571
A great deal of confidence	80	19839182	25.81	3.215
Total confidence	26	8721410	11.35	2.608
Subtotal valid responses	325	76853321	100	0
Don't know	27	4566337		
Refused	1	42645		
Appropriate skip	677	146008815		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1130 How informed do you feel you are about passenger security screening procedures				
Very well informed	92	20793973	25.66	3.043
Moderately well informed	182	42533092	52.49	3.43
Slightly informed	62	14718881	18.17	2.668
Not at all informed	13	2978809	3.68	1.261
Subtotal valid responses	349	81024755	100	0
Don't know	3	394903		
Refused	1	42645		
Appropriate skip	677	146008815		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_a Where have you received information about the airport passenger security screening process?: Transportation Security Administration w				
Yes	44	11006626	13.9	2.407
No	294	68163799	86.1	2.407
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_b Where have you received information about the airport passenger security screening process?: My own travel experience				
Yes	105	22345618	28.22	3.074
No	233	56824806	71.78	3.074
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_c Where have you received information about the airport passenger security screening process?: Airline or travel agent website				
Yes	104	27982480	35.34	3.367
No	234	51187945	64.66	3.367
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_d Where have you received information about the airport passenger security screening process?: Placed a call or email to the airline				
Yes	16	3433572	4.34	1.217
No	322	75736853	95.66	1.217
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		
T1140_e Where have you received information about the airport passenger security screening process?: Placed a call or email to a travel agent				
Yes	6	1120964	1.42	0.714
No	332	78049461	98.58	0.714
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		
T1140_f Where have you received information about the airport passenger security screening process?: Printed material such as brochure or pam				
Yes	26	6157774	7.78	1.833
No	312	73012651	92.22	1.833
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		
T1140_g Where have you received information about the airport passenger security screening process?: Signs displayed at airport				
Yes	74	20096187	25.38	3.168
No	264	59074238	74.62	3.168
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		
T1140_h Where have you received information about the airport passenger security screening process?: Radio, television, or newspaper				
Yes	121	25031352	31.62	3.188
No	217	54139073	68.38	3.188
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		
T1140_i Where have you received information about the airport passenger security screening process?: Friends, family, word of mouth				
Yes	77	18737557	23.67	3.01
No	261	60432868	76.33	3.01
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_j Where have you received information about the airport passenger security screening process?: None of the above				
Yes	1	623228	0.79	0.783
No	337	78547197	99.21	0.783
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		
T1140_k Where have you received information about the airport passenger security screening process?: Some other source: specify				
Yes	22	4008888	5.06	1.329
No	316	75161537	94.94	1.329
Subtotal valid responses	338	79170425	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	692	148300693		
Total	1030	227471118		
T1154 How satisfied are you with your accessibility to information about airport screening procedures				
Very satisfied	68	15037401	19.58	2.712
Satisfied	228	54361902	70.79	3.163
Dissatisfied	29	6863872	8.94	2.045
Very dissatisfied	2	526055	0.69	0.562
Subtotal valid responses	327	76789231	100	0
Don't know	25	4630427		
Refused	1	42645		
Appropriate skip	677	146008815		
Total	1030	227471118		
T1156 For your most recent flight did you request an explanation of security procedures				
Yes	5	1508264	1.85	0.939
No	346	79826103	98.15	0.939
Subtotal valid responses	351	81334367	100	0
Don't know	0	0		
Refused	2	127936		
Appropriate skip	677	146008815		
Total	1030	227471118		
T1158 How satisfied were you with the way the security procedures were explained to you				
Very satisfied	0	0	0	0
Satisfied	1	589322	39.07	27.053
Dissatisfied	4	918942	60.93	27.053
Very dissatisfied	0	0	0	0
Subtotal valid responses	5	1508264	100	0
Don't know	0	0		
Refused	2	127936		
Appropriate skip	1023	225834918		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1160 What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers				
No confidence	100	22708199	11.01	1.404
A small amount of confidence	164	39184957	19	1.661
A moderate amount of confidence	367	78813536	38.21	2.044
A great deal of confidence	174	40285810	19.53	1.736
Total confidence	114	25261341	12.25	1.401
Subtotal valid responses	919	206253843	100	0
Don't know	105	20592589		
Refused	6	624686		
Appropriate skip	0	0		
Total	1030	227471118		

T1165 What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers				
No confidence	46	8641604	4.17	0.848
A small amount of confidence	92	22775115	11	1.39
A moderate amount of confidence	341	76422484	36.92	2.064
A great deal of confidence	290	64224175	31.03	1.925
Total confidence	141	34928414	16.87	1.666
Subtotal valid responses	910	206991792	100	0
Don't know	112	19198039		
Refused	8	1281286		
Appropriate skip	0	0		
Total	1030	227471118		

T1170 What is your level of confidence in the ability of the Transportation Security Officers to keep air travel secure				
No confidence	12	2908183	3.59	1.331
A small amount of confidence	44	9955959	12.3	2.288
A moderate amount of confidence	170	37869702	46.78	3.411
A great deal of confidence	90	22420307	27.7	3.114
Total confidence	32	7798392	9.63	2.088
Subtotal valid responses	348	80952542	100	0
Don't know	4	467116		
Refused	1	42645		
Appropriate skip	677	146008815		
Total	1030	227471118		

T1180 Should passengers be allowed to use their cell phones during a flight				
Definitely should	184	47230190	21.06	1.77
Probably should	171	40149296	17.9	1.564
Not sure	126	25087378	11.19	1.193
Probably should not	201	43465988	19.38	1.61
Definitely should not	328	68358446	30.48	1.819
Subtotal valid responses	1010	224291299	100	0
Don't know	17	2881940		
Refused	3	297878		
Appropriate skip	0	0		
Total	1030	227471118		

T1200 During October 2008 did you use a subway system or elevated train				
Yes	96	26962507	11.87	1.375
No	929	200132192	88.13	1.375
Subtotal valid responses	1025	227094700	100	0
Don't know	2	217158		
Refused	3	159261		
Appropriate skip	0	0		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1210 During October 2008 did you use a water ferry or water taxi				
Yes	25	4641117	2.04	0.51
No	1001	222597822	97.96	0.51
Subtotal valid responses	1026	227238938	100	0
Don't know	0	0		
Refused	4	232180		
Appropriate skip	0	0		
Total	1030	227471118		
T1220 During October 2008 did you use a light rail or streetcar				
Yes	42	11726878	5.16	0.992
No	984	215426464	94.84	0.992
Subtotal valid responses	1026	227153341	100	0
Don't know	1	158516		
Refused	3	159261		
Appropriate skip	0	0		
Total	1030	227471118		
T1230 During October 2008 did you use a commuter rail or long distance train				
Yes	67	17546957	7.72	1.147
No	960	209764900	92.28	1.147
Subtotal valid responses	1027	227311857	100	0
Don't know	0	0		
Refused	3	159261		
Appropriate skip	0	0		
Total	1030	227471118		
T1240 How secure did you feel when you used the subway or elevated train				
Very secure	42	10769751	39.94	6.127
Moderately secure	36	9978600	37.01	6.166
Somewhat secure	10	2452111	9.09	3.411
Not at all secure	8	3762046	13.95	5.338
Subtotal valid responses	96	26962507	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	934	200508611		
Total	1030	227471118		
T1250 How secure did you feel when you used the water ferry or water taxi				
Very secure	17	3074138	66.24	11.992
Moderately secure	5	1056843	22.77	11.309
Somewhat secure	2	431803	9.3	6.467
Not at all secure	1	78333	1.69	1.712
Subtotal valid responses	25	4641117	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	1005	222830001		
Total	1030	227471118		
T1260 How secure did you feel when you used the light rail or streetcar				
Very secure	21	5416868	46.19	9.943
Moderately secure	13	3652026	31.14	9.461
Somewhat secure	3	1381574	11.78	7.866
Not at all secure	5	1276410	10.88	5.253
Subtotal valid responses	42	11726878	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	988	215744240		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1270 How secure did you feel when you used the commuter rail or long distance train				
Very secure	35	7354279	42.12	7.579
Moderately secure	17	5467607	31.31	7.555
Somewhat secure	10	2767690	15.85	6.067
Not at all secure	4	1871854	10.72	5.378
Subtotal valid responses	66	17461431	100	0
Don't know	1	85527		
Refused	0	0		
Appropriate skip	963	209924161		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1280 What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile intentions				
No confidence	130	29895950	14.48	1.479
A small amount of confidence	253	57957615	28.06	1.931
A moderate amount of confidence	366	81011503	39.23	2.088
A great deal of confidence	108	23719067	11.48	1.348
Total confidence	58	13939358	6.75	1.125
Subtotal valid responses	915	206523492	100	0
Don't know	103	19649028		
Refused	12	1298599		
Appropriate skip	0	0		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1300 How much additional time would you be willing to spend in transit on public transportation for increased security measures under elevated				
No additional time	221	46321504	24.4	1.893
1 - 5 minutes	78	20134443	10.61	1.388
6 - 10 minutes	97	24895376	13.11	1.6
11 - 15 minutes	75	17836470	9.39	1.274
16 - 20 minutes	53	11805669	6.22	1
More than 20 minutes	319	68859427	36.27	2.097
Subtotal valid responses	843	189852889	100	0
Don't know	178	36891641		
Refused	9	726588		
Appropriate skip	0	0		
Total	1030	227471118		

```
Section D - Demographic Questions
```

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1010 How many vehicles are owned leased or available for regular use by the people who currently live in your household				
Count	1016	225599884		
Mean	2.081	2.208		
Standard error of mean	0.042	0.055		
Mnimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	10	10		

D1020 Do you have a medical condition that makes it difficult to travel outside the home				
Yes	116	23248546	10.23	1.171
No	909	203904866	89.77	1.171
Subtotal valid responses	1025	227153412	100	0
Don't know	0	0		
Refused	5	317706		
Appropriate skip	0	0		
Total	1030	227471118		

AgeGroup Age Range of Respondents				
18 to 24	19	11025147	4.88	1.205
25 to 34	81	42736452	18.93	1.961
35 to 44	151	40667180	18.02	1.505
45 to 54	204	47084269	20.86	1.542
55 to 64	241	39207759	17.37	1.32
65 to 74	162	24918975	11.04	1.008
75 or older	143	20098012	8.9	0.96
Subtotal valid responses	1001	225737795	100	0
Don't know	27	1675541		
Refused	0	0		
Appropriate skip	0	0		
Total	1030	227471118		

D1050 Gender				
Male	467	110887040	48.75	2.023
Female	563	116584078	51.25	2.023
Subtotal valid responses	1030	227471118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	0	0		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1060 Do you consider yourself to be Spanish Hispanic or Latino				
Yes	80	29853149	13.16	1.54
No	940	197000818	86.84	1.54
Subtotal valid responses	1020	226853967	100	0
Don't know	1	77828		
Refused	9	539323		
Appropriate skip	0	0		
Total	1030	227471118		
D1070_a White				
Yes	844	175453868	77.62	1.769
No	165	50593178	22.38	1.769
Subtotal valid responses	1009	226047046	100	0
Don't know	0	0		
Refused	21	1424072		
Appropriate skip	0	0		
Total	1030	227471118		
D1070_b Black or African American				
Yes	92	28736090	12.71	1.395
No	917	197310955	87.29	1.395
Subtotal valid responses	1009	226047046	100	0
Don't know	0	0		
Refused	21	1424072		
Appropriate skip	0	0		
Total	1030	227471118		
D1070_c American Indian or Alaska Native (Eskimo, Aleut)				
Yes	37	5000267	2.21	0.405
No	972	221046779	97.79	0.405
Subtotal valid responses	1009	226047046	100	0
Don't know	0	0		
Refused	21	1424072		
Appropriate skip	0	0		
Total	1030	227471118		
D1070_d Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	24	4617697	2.04	0.541
No	985	221429348	97.96	0.541
Subtotal valid responses	1009	226047046	100	0
Don't know	0	0		
Refused	21	1424072		
Appropriate skip	0	0		
Total	1030	227471118		
D1070_e Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)				
Yes	8	1237915	0.55	0.214
No	1001	224809130	99.45	0.214
Subtotal valid responses	1009	226047046	100	0
Don't know	0	0		
Refused	21	1424072		
Appropriate skip	0	0		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1070_f Other race				
Yes	57	14470647	6.4	1.043
No	952	211576399	93.6	1.043
Subtotal valid responses	1009	226047046	100	0
Don't know	0	0		
Refused	21	1424072		
Appropriate skip	0	0		
Total	1030	227471118		
D1080 What is the highest level of education you have completed				
Less than high school graduate	71	19619270	8.79	1.248
High school graduate (or GED)	256	58847198	26.36	1.845
Some college (or technical vocational school/professional business school	175	34495468	15.45	1.367
Two-year college degree (AA: Associate in Arts)	135	30016929	13.45	1.353
Four-year college degree (BA or BS: Bachelor of Arts/Science degree)	224	50989711	22.84	1.676
Graduate degree (Master's PhD, Lawyer, Medical Doctor)	148	29258591	13.11	1.338
Subtotal valid responses	1009	223227167	100	0
Don't know	4	1873342		
Refused	17	2370609		
Appropriate skip	0	0		
Total	1030	227471118		
D1090 Please stop me when I reach the category that includes your households total annual income for last calendar year				
Under $15,000	85	18850273	9.63	1.299
From $15,000 to less than $30,000	147	30297638	15.49	1.561
From $30,000 to less than $50,000	173	37991494	19.42	1.759
From $50,000 to less than $75,000	179	40857704	20.88	1.756
From $75,000 to less than $100,000	109	26563667	13.58	1.455
From $100,000 to less than $125,000	71	18173964	9.29	1.343
$125,000 or more	84	22916388	11.71	1.46
Subtotal valid responses	848	195651127	100	0
Don't know	53	11541854		
Refused	129	20278137		
Appropriate skip	0	0		
Total	1030	227471118		
D1160 How many home telephone numbers do you have in your household				
One	934	218276663	96.29	0.523
Two	72	6940503	3.06	0.434
Three	11	529706	0.23	0.075
Four or more	6	949347	0.42	0.283
Subtotal valid responses	1023	226696218	100	0
Don't know	1	66561		
Refused	6	708339		
Appropriate skip	0	0		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1170 So you have _____ phone numbers that are not used exclusively for business, computers, fax machines or cell phones?				
Yes	1030	227471118	100	0
No	0	0	0	0
Subtotal valid responses	1030	227471118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	0	0		
Total	1030	227471118		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1190 Did your household receive an advance notice in the mail concerning the study				
Yes	490	100445604	44.16	1.973
No	385	90037083	39.58	1.999
Not sure	155	36988431	16.26	1.582
Subtotal valid responses	1030	227471118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	0	0		
Total	1030	227471118		

APPENDIX D: FREQUENCY TABLES – MSA SAMPLE

Section M - Mode Use Questions

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1010 During a typical week on how many days do you drive or ride in a car, van, SUV, pickup truck, RV or motorcycle				
Count	481	40905665		
Mean	5.164	5.347		
Standard error of mean	0.102	0.128		
Mnimum	0	0		
25th percentile	4	4		
Median	7	7		
75th percentile	7	7		
Maximum	7	7		
M1020 During a typical week on how many days do you travel by taxi or limousine				
Count	481	40924625		
Mean	0.181	0.178		
Standard error of mean	0.038	0.048		
Mnimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		
M1030 During a typical week on how many days do you use public transportation				
Count	481	40888698		
Mean	0.977	1.118		
Standard error of mean	0.082	0.132		
Mnimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	1	1		
Maximum	7	7		
M1040 During a typical week on how many days do you ride a bicycle outdoors for any reason				
Count	482	40967288		
Mean	0.423	0.459		
Standard error of mean	0.054	0.071		
Mnimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	7	7		
M1050 Have you made any changes in any other types of travel because of the increase in fuel prices				
Yes	209	19834156	48.52	2.865
No	271	21044493	51.48	2.865
Subtotal valid responses	480	40878649	100	0
Don't know	1	43777		
Refused	1	44862		
Appropriate skip	0	0		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M 1060_a More than 25 miles reduced the number of car trips you took				
Yes	183	16941267	85.23	3.314
No	27	2936665	14.77	3.314
Subtotal valid responses	210	19877933	100	0
Don't know	0	0		
Refused	1	44862		
Appropriate skip	271	21044493		
Total	482	40967288		
M 1060_b More than 25 miles used a different route that was shorter				
Yes	80	8094526	40.63	4.254
No	131	11828269	59.37	4.254
Subtotal valid responses	211	19922795	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		
M 1060_c More than 25 miles used some other mode instead of driving				
Yes	54	4224100	21.2	3.221
No	157	15698695	78.8	3.221
Subtotal valid responses	211	19922795	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		
M 1060_d More than 25 miles reduced spending on other things to cover the increased cost of fuel				
Yes	160	14665716	73.61	3.868
No	51	5257079	26.39	3.868
Subtotal valid responses	211	19922795	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		
M 1060_e More than 25 miles made some other changes SPECIFY				
Yes	51	5082007	25.51	3.68
No	160	14840787	74.49	3.68
Subtotal valid responses	211	19922795	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		
M 1070_a Less than 25 miles reduced the number of car trips you took				
Yes	159	14608637	73.33	3.79
No	52	5314157	26.67	3.79
Subtotal valid responses	211	19922795	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
M1070_b Less than 25 miles used a different route that was shorter				
Yes	88	9202281	46.53	4.287
No	122	10574660	53.47	4.287
Subtotal valid responses	210	19776941	100	0
Don't know	1	145854		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		
M1070_c Less than 25 miles used some other mode instead of driving				
Yes	76	6734527	33.8	3.946
No	135	13188268	66.2	3.946
Subtotal valid responses	211	19922795	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		
M1070_d Less than 25 miles reduced spending on other things to cover the increased cost of fuel				
Yes	149	13720221	69.54	3.968
No	61	6008466	30.46	3.968
Subtotal valid responses	210	19728687	100	0
Don't know	1	194108		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		
M1070_e Less than 25 miles made some other changes SPECIFY				
Yes	35	2612169	13.18	2.405
No	175	17211404	86.82	2.405
Subtotal valid responses	210	19823574	100	0
Don't know	1	99221		
Refused	0	0		
Appropriate skip	271	21044493		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1010 Last week did you work for pay outside your home				
Yes	266	25535118	62.4	2.712
No	215	15387538	37.6	2.712
Subtotal valid responses	481	40922656	100	0
Don't know	0	0		
Refused	1	44632		
Appropriate skip	0	0		
Total	482	40967288		
J1020 Last week did you perform any volunteer work outside your home				
Yes	48	3877782	25.2	4.117
No	167	11509756	74.8	4.117
Subtotal valid responses	215	15387538	100	0
Don't know	0	0		
Refused	1	44632		
Appropriate skip	266	25535118		
Total	482	40967288		
J1030 Last week on how many days did you travel from home to work				
Count	263	25437005		
Mean	4.612	4.692		
Standard error of mean	0.081	0.098		
Mnimum	0	0		
25th percentile	4	4		
Median	5	5		
75th percentile	5	5		
Maximum	7	7		
J1035 Last week on how many days did you travel from home to your volunteer work place				
Count	48	3877782		
Mean	1.521	1.701		
Standard error of mean	0.135	0.254		
Mnimum	0	0		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	4	4		
J1040_a While travelling from home to work Drive alone in a company vehicle				
Yes	16	1657949	6.49	1.828
No	250	23877169	93.51	1.828
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_b While travelling from home to work Drive with others in a company vehicle				
Yes	7	891648	3.49	1.533
No	259	24643469	96.51	1.533
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_c While travelling from home to work Drive alone in a non-company vehicle				
Yes	205	19116410	74.86	3.406
No	61	6418708	25.14	3.406
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_d While travelling from home to work Drive with others in a non-company vehicle				
Yes	41	3714972	14.55	2.483
No	225	21820146	85.45	2.483
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_e While travelling from home to work Drive or ride in a carpool or vanpool				
Yes	13	1137896	4.46	1.581
No	253	24397222	95.54	1.581
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_f While travelling from home to work Ride a bus				
Yes	29	3143427	12.31	2.758
No	237	22391691	87.69	2.758
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_g While travelling from home to work Ride a subway				
Yes	29	3219065	12.61	2.791
No	237	22316053	87.39	2.791
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_h While travelling from home to work Ride a train				
Yes	26	3180092	12.45	2.845
No	240	22355026	87.55	2.845
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_i While travelling from home to work Ride a ferry				
Yes	2	230456	0.9	0.644
No	264	25304662	99.1	0.644
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1040_j While travelling from home to work Ride a bicycle				
Yes	9	966389	3.78	1.465
No	257	24568729	96.22	1.465
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_k While travelling from home to work Walk				
Yes	36	3898610	15.27	2.912
No	230	21636508	84.73	2.912
Subtotal valid responses	266	25535118	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1040_l While travelling from home to work Used some other mode SPECIFY				
Yes	8	841765	3.31	1.233
No	257	24594132	96.69	1.233
Subtotal valid responses	265	25435897	100	0
Don't know	1	99221		
Refused	0	0		
Appropriate skip	216	15432170		
Total	482	40967288		
J1045_a While traveling from home to volunteer work place Drive alone in a company vehicle				
Yes	2	369222	9.52	7.583
No	46	3508560	90.48	7.583
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_b While traveling from home to volunteer work place Drive with others in a company vehicle				
Yes	1	36440	0.94	0.95
No	47	3841342	99.06	0.95
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_c While traveling from home to volunteer work place Drive alone in a non-company vehicle				
Yes	29	2176076	56.12	9.736
No	19	1701705	43.88	9.736
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_d While traveling from home to volunteer work place Drive with others in a non-company vehicle				
Yes	8	870429	22.45	8.416
No	40	3007353	77.55	8.416
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_e While traveling from home to volunteer work place Drive or rode in a carpool or vanpool				
Yes	6	760807	19.62	8.678
No	42	3116975	80.38	8.678
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_f While traveling from home to volunteer work place Ride a bus				
Yes	7	756228	19.5	8.118
No	41	3121553	80.5	8.118
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_g While traveling from home to volunteer work place Ride the subway				
Yes	5	371295	9.57	4.356
No	43	3506486	90.43	4.356
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_h While traveling from home to volunteer work place Ride a train				
Yes	3	473026	12.2	7.544
No	45	3404756	87.8	7.544
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_i While traveling from home to volunteer work place Ride a ferry				
Yes	0	0	0	0
No	48	3877782	100	0
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_j While traveling from home to volunteer work place Ride a bicycle				
Yes	1	36760	0.95	0.958
No	47	3841021	99.05	0.958
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1045_k While traveling from home to volunteer work place Walk				
Yes	13	1134607	29.26	8.723
No	35	2743174	70.74	8.723
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1045_I While traveling from home to volunteer work place Used some other mode SPECIFY				
Yes	2	321687	8.3	7.098
No	46	3556095	91.7	7.098
Subtotal valid responses	48	3877782	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	434	37089506		
Total	482	40967288		
J1050 Last week how would you rate the level of traffic congestion on your commute to work				
Very congested	59	5671832	19.6	2.926
Moderately congested	103	9410429	32.52	3.221
Slightly congested	69	6849611	23.67	3.103
Not at all congested	75	7001462	24.2	3.032
Subtotal valid responses	306	28933335	100	0
Don't know	8	479565		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1060_a Have you changed your schedule or work hours to improve your commute				
Yes	71	7297952	24.82	3.072
No	242	22100022	75.18	3.072
Subtotal valid responses	313	29397973	100	0
Don't know	1	14926		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1060_b Have you moved to a home closer to work to improve your commute				
Yes	13	988790	3.36	1.009
No	301	28424109	96.64	1.009
Subtotal valid responses	314	29412899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1060_c Have you moved to a home closer to public transportation to improve your commute				
Yes	7	908345	3.09	1.496
No	307	28504554	96.91	1.496
Subtotal valid responses	314	29412899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1060_d Have you changed jobs or left a job to improve your commute				
Yes	16	2072070	7.04	2.016
No	298	27340830	92.96	2.016
Subtotal valid responses	314	29412899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1060_e Have you changed office locations to improve your commute				
Yes	13	941018	3.2	1.086
No	301	28471881	96.8	1.086
Subtotal valid responses	314	29412899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1060_f Have you worked at home instead of your usual work site to improve your commute				
Yes	49	5705293	19.4	2.851
No	265	23707606	80.6	2.851
Subtotal valid responses	314	29412899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1060_g Have you paid to use a toll road or toll lane to improve your commute				
Yes	37	3733060	12.69	2.313
No	277	25679840	87.31	2.313
Subtotal valid responses	314	29412899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1060_h Have you made any other change to improve your commute SPECIFY				
Yes	21	1679361	5.71	1.434
No	293	27733538	94.29	1.434
Subtotal valid responses	314	29412899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1070 Thinking about the last 12 months would you say the traffic congestion on your commute to work has gotten				
Much better	10	1099972	3.82	1.525
Somewhat better	31	3064000	10.63	2.291
Stayed about the same	183	16923712	58.72	3.52
Somewhat worse	53	5067630	17.58	2.637
Much worse	30	2665901	9.25	2.096
Subtotal valid responses	307	28821214	100	0
Don't know	7	591685		
Refused	0	0		
Appropriate skip	168	11554389		
Total	482	40967288		
J1073 Since the beginning of this year have you made any changes in your commute to and from work because of the increase in f				
Yes	49	5088331	20.05	3.232
No	215	20289770	79.95	3.232
Subtotal valid responses	264	25378100	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	218	15589188		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1075_a Have you used mass transit more				
Yes	14	1770307	34.79	9.109
No	35	3318023	65.21	9.109
Subtotal valid responses	49	5088331	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		
J1075_b Have you carpooled or van pooled more				
Yes	16	1765270	34.69	8.605
No	33	3323061	65.31	8.605
Subtotal valid responses	49	5088331	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		
J1075_c Have you worked from home or at a telework center more				
Yes	16	1639973	32.23	8.124
No	33	3448357	67.77	8.124
Subtotal valid responses	49	5088331	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		
J1075_d Have you bicycled to work more				
Yes	1	39805	0.78	0.79
No	48	5048525	99.22	0.79
Subtotal valid responses	49	5088331	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		
J1075_e Have you walked to work more				
Yes	5	734796	14.44	7.31
No	44	4353535	85.56	7.31
Subtotal valid responses	49	5088331	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		
J1075_f Have you purchased or leased a more fuel efficient vehicle				
Yes	7	1055874	20.75	8.262
No	42	4032456	79.25	8.262
Subtotal valid responses	49	5088331	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		
J1075_g Have you reduced spending on other things to cover the increased cost of fuel				
Yes	36	3884526	76.34	7.95
No	13	1203804	23.66	7.95
Subtotal valid responses	49	5088331	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
J1075_h Have you made some other change SPECIFY				
Yes	5	780779	15.65	7.659
No	43	4208331	84.35	7.659
Subtotal valid responses	48	4989110	100	0
Don't know	1	99221		
Refused	0	0		
Appropriate skip	433	35878957		
Total	482	40967288		
J1080 Is at least part of the work that you do in your main job something you could do at home				
Yes	105	9984476	39.34	3.646
No	159	15393624	60.66	3.646
Subtotal valid responses	264	25378100	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	218	15589188		
Total	482	40967288		
J1090 Does your main employer allow workers to sometimes work at home instead of coming into the work place				
Yes	72	7061220	71.69	5.518
No	31	2788687	28.31	5.518
Subtotal valid responses	103	9849907	100	0
Don't know	1	95274		
Refused	1	39295		
Appropriate skip	377	30982812		
Total	482	40967288		
J1100 Last week did you work at home instead of traveling to your usual workplace of your main job				
Yes	30	2864645	39.81	6.733
No	44	4331144	60.19	6.733
Subtotal valid responses	74	7195789	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	408	33771499		
Total	482	40967288		
J1110 Last week on how many days did you work at home instead of going to your usual workplace of your main job				
Count	30	2864645		
Mean	2.300	2.111		
Standard error of mean	0.258	0.217		
Mnimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	7	7		
Total	482	40967288		
J1120_a What is your primary reason for working at home instead of traveling to your usual work place of your main job				
Convenience	11	821598	29.13	9.113
Saves the company money	0	0	0	0
Saves me money	4	397354	14.09	8.992
Saves me time	5	326126	11.56	5.46
To avoid congestion	3	390185	13.83	9.259
Allows me to take care of family members to be home when kids come I	3	472042	16.73	9.164
I don't live in the same area as the company I work for	0	0	0	0
I work for multiple businesses	0	0	0	0
I get more work done at home	0	0	0	0
For health reasons/disability reasons	0	0	0	0
Lack of transportation	0	0	0	0
Other	3	413449	14.66	8.354
Subtotal valid responses	29	2820754	100	0
Don't know	1	43891		
Refused	0	0		
Appropriate skip	452	38102643		
Total	482	40967288		

Section T – TSA Items

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1010 During the last 12 months have you flown on a commercial airline				
Yes	224	18813690	45.92	2.807
No	258	22153598	54.08	2.807
Subtotal valid responses	482	40967288	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	0	0		
Total	482	40967288		
T1020 During October 2008 did you fly on a commercial airline				
Yes	69	5736289	30.49	3.681
No	155	13077401	69.51	3.681
Subtotal valid responses	224	18813690	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	258	22153598		
Total	482	40967288		
T1030 How many days in October 2008 did you fly on a commercial airline				
Count	69	5736289		
Mean	3.174	3.021		
Standard error of mean	0.351	0.27		
Mnimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	4		
Maximum	17	17		
T1040_a In what month and year was your most recent commercial airline flight that departed from a U.S. airport?				
Less than three month ago	77	6491542	37.66	4.044
More than three month ago but less than a year ago	116	9966452	57.82	4.124
A year ago	11	778827	4.52	1.512
Subtotal valid responses	204	17236820	100	0
Don't know	1	123475		
Refused	0	0		
Appropriate skip	277	23606993		
Total	482	40967288		
T1050 Please let me verify your last answer				
Yes, correct	204	17236820	100	0
No, incorrect	0	0	0	0
Subtotal valid responses	204	17236820	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1060 Created variable for total time waiting for security screening in minutes				
Count	203	17197525		
Mean	17.020	16.647		
Standard error of mean	1.262	1.26		
Mnimum	0	0		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	120	120		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1070 For your most recent flight how satisfied were you overall with your experience at the passenger security screening checkpo				
Very satisfied	59	5183812	30.07	3.899
Satisfied	124	10409610	60.39	4.097
Dissatisfied	20	1415935	8.21	1.969
Very dissatisfied	1	227463	1.32	1.307
Subtotal valid responses	204	17236820	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1080 For your most recent flight was the amount of time you spent waiting in line to get to the passenger security screening checl				
Much shorter than expected	29	2068479	12	2.449
Shorter than expected	56	5157949	29.92	3.926
About what you expected	95	7773371	45.1	4.137
Longer than you expected	15	1549442	8.99	2.878
Much longer than you expected	4	373584	2.17	1.161
You had no expectation	5	313996	1.82	0.872
Subtotal valid responses	204	17236820	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1090 For your most recent flight how satisfied were you with the time it took to screen you and your carry-on items				
Very satisfied	58	4495889	26.08	3.555
Satisfied	134	11612528	67.37	3.832
Dissatisfied	10	996819	5.78	2.067
Very dissatisfied	2	131584	0.76	0.569
Subtotal valid responses	204	17236820	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1100 For your most recent flight were you selected for additional screening at the passenger security screening checkpoint				
Yes	31	2802537	16.47	3.283
No	171	14211326	83.53	3.283
Subtotal valid responses	202	17013863	100	0
Don't know	2	222957		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1104 Did you report this to someone at the airport				
Yes	2	131421	4.49	3.365
No	30	2795142	95.51	3.365
Subtotal valid responses	32	2926563	100	0
Don't know	1	98931		
Refused	0	0		
Appropriate skip	449	37941794		
Total	482	40967288		
T1106 How satisfied are you with the resolution of your complaint				
Very satisfied	1	42618	32.43	30.989
Satisfied	1	88803	67.57	30.989
Dissatisfied	0	0	0	0
Very dissatisfied	0	0	0	0
Subtotal valid responses	2	131421	100	0
Don't know	1	98931		
Refused	0	0		
Appropriate skip	479	40736936		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1110 For your most recent flight would you say the passenger screening you experienced at the security checkpoint was				
Excessive	10	927546	5.41	2.196
Appropriate	186	15569447	90.86	2.952
Inadequate	6	637786	3.72	2.11
Subtotal valid responses	202	17134779	100	0
Don't know	2	102041		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1120 How satisfied were you with the courtesy of the Transportation Security Officers at the passenger security screening checkpoint				
Very satisfied	49	4424270	25.81	3.763
Satisfied	136	10884221	63.5	4.169
Dissatisfied	13	1139066	6.65	2.38
Very dissatisfied	5	693989	4.05	1.877
Subtotal valid responses	203	17141547	100	0
Don't know	1	95274		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1124 What is your level of confidence in the ability of Checkpoint Screening Technology to keep air travel secure				
No confidence	4	138977	0.82	0.584
A small amount of confidence	22	1860197	11	2.692
A moderate amount of confidence	109	9260294	54.74	4.257
A great deal of confidence	49	4865412	28.76	4.013
Total confidence	14	791379	4.68	1.441
Subtotal valid responses	198	16916258	100	0
Don't know	6	320562		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1128 What is your level of confidence in the ability of the Baggage Screening Technology to keep air travel secure				
No confidence	3	347910	2.16	1.683
A small amount of confidence	33	2505799	15.58	2.989
A moderate amount of confidence	96	8861911	55.11	4.316
A great deal of confidence	42	3603717	22.41	3.54
Total confidence	13	760919	4.73	1.406
Subtotal valid responses	187	16080256	100	0
Don't know	17	1156564		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1130 How informed do you feel you are about passenger security screening procedures				
Very well informed	65	4899779	28.5	3.643
Moderately well informed	98	9069198	52.76	4.18
Slightly informed	31	2656013	15.45	3.098
Not at all informed	8	566166	3.29	1.316
Subtotal valid responses	202	17191155	100	0
Don't know	1	20587		
Refused	1	25078		
Appropriate skip	278	23730468		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_a Where have you received information about the airport passenger security screening process?: Transportation Security Administration website				
Yes	17	1597675	9.64	2.49
No	178	14971139	90.36	2.49
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_b Where have you received information about the airport passenger security screening process?: My own travel experience				
Yes	74	5991491	36.16	4.081
No	121	10577323	63.84	4.081
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_c Where have you received information about the airport passenger security screening process?: Airline or travel agent website				
Yes	57	4895739	29.55	3.878
No	138	11673075	70.45	3.878
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_d Where have you received information about the airport passenger security screening process?: Placed a call or email to the airline				
Yes	3	164137	0.99	0.661
No	192	16404677	99.01	0.661
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_e Where have you received information about the airport passenger security screening process?: Placed a call or email to a travel agent				
Yes	3	345196	2.08	1.226
No	192	16223618	97.92	1.226
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_f Where have you received information about the airport passenger security screening process?: Printed material such as brochure or pamphlet				
Yes	18	1295926	7.82	1.962
No	177	15272888	92.18	1.962
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_g Where have you received information about the airport passenger security screening process?: Signs displayed at airport				
Yes	43	4126413	24.9	3.857
No	152	12442401	75.1	3.857
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_h Where have you received information about the airport passenger security screening process?: Radio, television, or newspaper				
Yes	83	7007108	42.29	4.305
No	112	9561706	57.71	4.305
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_i Where have you received information about the airport passenger security screening process?: Friends, family, word of mouth				
Yes	28	2070543	12.5	2.62
No	167	14498270	87.5	2.62
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1140_j Where have you received information about the airport passenger security screening process?: None of the above				
Yes	0	0	0	0
No	195	16568814	100	0
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1140_k Where have you received information about the airport passenger security screening process?: Some other source: specify				
Yes	16	1733970	10.47	2.986
No	179	14834844	89.53	2.986
Subtotal valid responses	195	16568814	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	287	24398474		
Total	482	40967288		
T1154 How satisfied are you with your accessibility to information about airport screening procedures				
Very satisfied	47	4320623	26.65	3.943
Satisfied	118	9776432	60.3	4.371
Dissatisfied	20	1803280	11.12	2.984
Very dissatisfied	4	313492	1.93	1.429
Subtotal valid responses	189	16213826	100	0
Don't know	13	985377		
Refused	2	37617		
Appropriate skip	278	23730468		
Total	482	40967288		
T1156 For your most recent flight did you request an explanation of security procedures				
Yes	7	712243	4.14	1.817
No	195	16486961	95.86	1.817
Subtotal valid responses	202	17199204	100	0
Don't know	0	0		
Refused	2	37617		
Appropriate skip	278	23730468		
Total	482	40967288		
T1158 How satisfied were you with the way the security procedures were explained to you				
Very satisfied	3	273458	38.39	20.708
Satisfied	3	175735	24.67	15.381
Dissatisfied	0	0	0	0
Very dissatisfied	1	263050	36.93	25.46
Subtotal valid responses	7	712243	100	0
Don't know	0	0		
Refused	2	37617		
Appropriate skip	473	40217429		
Total	482	40967288		
T1160 What is your level of confidence in the ability of the flight crew to defend an aircraft and its passengers				
No confidence	43	3331966	8.9	1.817
A small amount of confidence	81	7024950	18.77	2.311
A moderate amount of confidence	184	16136065	43.12	2.973
A great deal of confidence	83	7870131	21.03	2.498
Total confidence	40	3058377	8.17	1.508
Subtotal valid responses	431	37421488	100	0
Don't know	48	3419120		
Refused	3	126680		
Appropriate skip	0	0		
Total	482	40967288		
T1165 What is your level of confidence in the ability of the Federal Air Marshals to defend an aircraft and its passengers				
No confidence	19	941398	2.52	0.66
A small amount of confidence	45	4420998	11.83	2.129
A moderate amount of confidence	165	13240274	35.44	2.782
A great deal of confidence	132	12772152	34.19	2.884
Total confidence	65	5981857	16.01	2.284
Subtotal valid responses	426	37356678	100	0
Don't know	53	3483930		
Refused	3	126680		
Appropriate skip	0	0		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1170 What is your level of confidence in the ability of the Transportation Security Officers to keep air travel secure				
No confidence	8	815434	4.75	2.148
A small amount of confidence	36	3496706	20.38	3.608
A moderate amount of confidence	100	8139208	47.43	4.197
A great deal of confidence	40	3658083	21.32	3.405
Total confidence	17	1051745	6.13	1.741
Subtotal valid responses	201	17161176	100	0
Don't know	3	75644		
Refused	0	0		
Appropriate skip	278	23730468		
Total	482	40967288		
T1180 Should passengers be allowed to use their cell phones during a flight				
Definitely should	82	8217109	20.36	2.509
Probably should	68	5259318	13.03	1.838
Not sure	59	4958123	12.29	1.848
Probably should not	80	6762459	16.76	2.184
Definitely should not	178	15161026	37.57	2.786
Subtotal valid responses	467	40358036	100	0
Don't know	13	571636		
Refused	2	37617		
Appropriate skip	0	0		
Total	482	40967288		
T1200 During October 2008 did you use a subway system or elevated train				
Yes	129	11345903	27.77	2.55
No	348	29504653	72.23	2.55
Subtotal valid responses	477	40850556	100	0
Don't know	1	52974		
Refused	4	63758		
Appropriate skip	0	0		
Total	482	40967288		
T1210 During October 2008 did you use a water ferry or water taxi				
Yes	10	954323	2.34	0.892
No	467	39904705	97.66	0.892
Subtotal valid responses	477	40859028	100	0
Don't know	1	44502		
Refused	4	63758		
Appropriate skip	0	0		
Total	482	40967288		
T1220 During October 2008 did you use a light rail or streetcar				
Yes	46	3874959	9.5	1.666
No	430	36903413	90.5	1.666
Subtotal valid responses	476	40778372	100	0
Don't know	2	125158		
Refused	4	63758		
Appropriate skip	0	0		
Total	482	40967288		
T1230 During October 2008 did you use a commuter rail or long distance train				
Yes	74	6276899	15.35	2.064
No	404	34626631	84.65	2.064
Subtotal valid responses	478	40903530	100	0
Don't know	0	0		
Refused	4	63758		
Appropriate skip	0	0		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1240 How secure did you feel when you used the subway or elevated train				
Very secure	40	3984343	35.18	5.497
Moderately secure	58	4653177	41.09	5.503
Somewhat secure	18	1658054	14.64	4.136
Not at all secure	12	1029741	9.09	3.453
Subtotal valid responses	128	11325315	100	0
Don't know	1	20587		
Refused	0	0		
Appropriate skip	353	29621385		
Total	482	40967288		
T1250 How secure did you feel when you used the water ferry or water taxi				
Very secure	7	658320	68.98	17.009
Moderately secure	2	248679	26.06	16.42
Somewhat secure	0	0	0	0
Not at all secure	1	47324	4.96	5.095
Subtotal valid responses	10	954323	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	472	40012965		
Total	482	40967288		
T1260 How secure did you feel when you used the light rail or streetcar				
Very secure	18	1431231	38.11	9.039
Moderately secure	18	1518066	40.43	9.082
Somewhat secure	5	666464	17.75	8.842
Not at all secure	3	139388	3.71	2.195
Subtotal valid responses	44	3755150	100	0
Don't know	2	119808		
Refused	0	0		
Appropriate skip	436	37092329		
Total	482	40967288		
T1270 How secure did you feel when you used the commuter rail or long distance train				
Very secure	38	3577035	56.99	7.271
Moderately secure	19	1346872	21.46	5.483
Somewhat secure	7	518019	8.25	3.373
Not at all secure	10	834973	13.3	5.618
Subtotal valid responses	74	6276899	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	408	34690389		
Total	482	40967288		
T1280 What is your level of confidence that security procedures for public transit will keep you safe from individuals with hostile				
No confidence	79	6824467	17.38	2.192
A small amount of confidence	126	10022277	25.53	2.501
A moderate amount of confidence	167	15076382	38.4	2.898
A great deal of confidence	49	5069902	12.91	2.109
Total confidence	23	2267279	5.77	1.462
Subtotal valid responses	444	39260306	100	0
Don't know	33	1563614		
Refused	5	143368		
Appropriate skip	0	0		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
T1300 How much additional time would you be willing to spend in transit on public transportation for increased security measures under elevated threat conditions				
No additional time	92	8144602	23.22	2.68
1 - 5 minutes	47	3985688	11.36	1.841
6 - 10 minutes	67	7076959	20.18	2.697
11 - 15 minutes	42	3206178	9.14	1.515
16 - 20 minutes	18	1856320	5.29	1.667
More than 20 minutes	134	10804360	30.8	2.804
Subtotal valid responses	400	35074107	100	0
Don't know	74	5492784		
Refused	8	400397		
Appropriate skip	0	0		
Total	482	40967288		

```
Section D — Demographic Questions
```

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1010 How many vehicles are owned leased or available for regular use by the people who currently live in your household				
Count	475	40844432		
Mean	1.821	2.081		
Standard error of mean	0.054	0.079		
Mnimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	2	3		
Maximum	9	9		
D1020 Do you have a medical condition that makes it difficult to travel outside the home				
Yes	49	3365134	8.25	1.472
No	426	37446108	91.75	1.472
Subtotal valid responses	475	40811242	100	0
Don't know	0	0		
Refused	7	156046		
Appropriate skip	0	0		
Total	482	40967288		
AgeGroup Age Range of Respondents				
18 to 24	12	3409611	8.39	2.32
25 to 34	50	9150194	22.51	2.866
35 to 44	97	8444841	20.77	2.168
45 to 54	101	7891336	19.41	2.011
55 to 64	81	5645326	13.89	1.653
65 to 74	65	3244254	7.98	1.103
75 or older	59	2871558	7.06	1.024
Subtotal valid responses	465	40657120	100	0
Don't know	17	310168		
Refused	0	0		
Appropriate skip	0	0		
Total	482	40967288		
D1050 Gender				
Male	221	19705792	48.1	2.881
Female	261	21261496	51.9	2.881
Subtotal valid responses	482	40967288	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	0	0		
Total	482	40967288		
D1060 Do you consider yourself to be Spanish Hispanic or Latino				
Yes	51	5091610	12.51	1.931
No	423	35623893	87.49	1.931
Subtotal valid responses	474	40715503	100	0
Don't know	0	0		
Refused	8	251785		
Appropriate skip	0	0		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1070_a White				
Yes	348	30046511	74.33	2.522
No	121	10378803	25.67	2.522
Subtotal valid responses	469	40425314	100	0
Don't know	0	0		
Refused	13	541974		
Appropriate skip	0	0		
Total	482	40967288		
D1070_b Black or African American				
Yes	68	5818390	14.39	2.12
No	401	34606925	85.61	2.12
Subtotal valid responses	469	40425314	100	0
Don't know	0	0		
Refused	13	541974		
Appropriate skip	0	0		
Total	482	40967288		
D1070_c American Indian or Alaska Native (Eskimo, Aleut)				
Yes	12	1033994	2.56	0.979
No	457	39391321	97.44	0.979
Subtotal valid responses	469	40425314	100	0
Don't know	0	0		
Refused	13	541974		
Appropriate skip	0	0		
Total	482	40967288		
D1070_d Asian (Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	23	1569787	3.88	0.911
No	446	38855527	96.12	0.911
Subtotal valid responses	469	40425314	100	0
Don't know	0	0		
Refused	13	541974		
Appropriate skip	0	0		
Total	482	40967288		
D1070_e Native Hawaiian or Other Pacific Islander (Guamanian, Chamorro, Samoan)				
Yes	3	322873	0.8	0.528
No	466	40102441	99.2	0.528
Subtotal valid responses	469	40425314	100	0
Don't know	0	0		
Refused	13	541974		
Appropriate skip	0	0		
Total	482	40967288		
D1070_f Other race				
Yes	32	2936426	7.26	1.527
No	437	37488888	92.74	1.527
Subtotal valid responses	469	40425314	100	0
Don't know	0	0		
Refused	13	541974		
Appropriate skip	0	0		
Total	482	40967288		
D1080 What is the highest level of education you have completed				
Less than high school graduate	24	2540136	6.39	1.694
High school graduate (or GED)	81	6975429	17.56	2.307
Some college (or technical vocational school/professional business scho	63	5531036	13.92	2.072
Two-year college degree (AA: Associate in Arts)	51	3880626	9.77	1.708
Four-year college degree (BA or BS: Bachelor of Arts/Science degree)	127	11358467	28.59	2.581
Graduate degree (Master's PhD, Lawyer, Medical Doctor)	115	9439632	23.76	2.348
Subtotal valid responses	461	39725326	100	0
Don't know	9	599930		
Refused	12	642032		
Appropriate skip	0	0		
Total	482	40967288		

Variable name/Question Text or Variable label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D1090 Please stop me when I reach the category that includes your households total annual income for last calendar year				
Under $15,000	28	1932071	5.71	1.386
From $15,000 to less than $30,000	57	4757643	14.06	2.301
From $30,000 to less than $50,000	61	5303819	15.67	2.422
From $50,000 to less than $75,000	65	5464558	16.15	2.299
From $75,000 to less than $100,000	53	4692800	13.87	2.133
From $100,000 to less than $125,000	39	4600309	13.59	2.355
$125,000 or more	73	7088111	20.95	2.55
Subtotal valid responses	376	33839310	100	0
Don't know	32	2571160		
Refused	74	4556818		
Appropriate skip	0	0		
Total	482	40967288		
D1160 How many home telephone numbers do you have in your household				
One	426	38735658	95	0.93
Two	39	1731916	4.25	0.895
Three	8	186496	0.46	0.18
Four or more	5	121479	0.3	0.157
Subtotal valid responses	478	40775549	100	0
Don't know	1	99221		
Refused	3	92518		
Appropriate skip	0	0		
Total	482	40967288		
D1170 So you have _____phone numbers that are not used exclusively for business, computers, fax machines or cell phones?				
Yes	482	40967288	100	0
No	0	0	0	0
Subtotal valid responses	482	40967288	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	0	0		
Total	482	40967288		
D1190 Did your household receive an advance notice in the mail concerning the study				
Yes	226	17537373	42.81	2.736
No	179	16116266	39.34	2.851
Not sure	77	7313649	17.85	2.354
Subtotal valid responses	482	40967288	100	0
Don't know	0	0		
Refused	0	0		
Appropriate skip	0	0		
Total	482	40967288		

REFERENCES

Books:

"Sampling of Populations: Methods and Applications," 3rd Ed., 1999, Paul S. Levy (School of Public Health, University of Illinois at Chicago) and Stanley Lemeshow (School of Public Health, University of Massachusetts)

"Practical Methods for Design and Analysis of Complex Surveys," 1995, Risto Lehtonen (The Social Insurance Institution, Finland) and Erkki J. Pahkinen (University of Jyvaskyla)

"Sampling Techniques," 2nd Ed, 1967, William G. Cochran (Harvard University), Wiley

"SUDAAN Release 7.5, User's Manual Volume I and II," 1997, Babubhai V. Shah, Beth G. Barnwell and Gayle S. Bieler, Research Triangle Institute

Articles:

"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

"Pitfalls of Using Standard Statistical Software Packages for Sample Survey Data," Donna J. Brogan, Encyclopedia of Biostatistics, edited by P. Armitage and T. Colton, John Wiley, 1998

"Sampling and Weighting in the National Assessment", K. Rust and E. Johnson, Journal of Educational Statistics, 17(2): 111-129, 1992

"Poststratification and weighting adjustments," Andrew Gelman and John B. Carlin, Department of Statistics, Columbia University Working Paper, February 2000

"Sampling Variances for Surveys With Weighting, Poststratification, and Raking," Hao Lu and Andrew Gelman, Department of Statistics, Columbia University Working Paper, April 2000