

Household Survey Results

February 2001



Omnibus Survey Household Survey Results General Methodology August 2000 to March 2001

Introduction and Background

The Bureau of Transportation Statistics (BTS)—the federal statistical agency for the United States Department of Transportation (USDOT) charged with improving the knowledge base for public decision making—coordinates the Omnibus Survey program. The survey is a ONEDOT effort to collect information about the transportation system, how it is used, and how it is viewed by the users. Through Omnibus Household Surveys, BTS gathers data each month on a random basis from 1,000 households to determine the general public's perception of, expectations from, and satisfaction with the nation's transportation system and to prioritize improvements to the transportation system.

Each of the monthly surveys contains a set of core questions 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 on each survey.

Notes for the User

Data collected from completed interviews, for each month, is provided in following file formats:

1. Comma-delimited ASCII (CSV file extension)
2. Microsoft Excel 97 (XLS file extension)
3. SAS Transport (ZIP file extension)

The tables of results are presented in two different formats:

1. Hypertext Markup Language (HTML file extension)
2. Adobe Acrobat (PDF file extension)

Survey Methodology

This section describes the overall survey methodology, including the identification of the target population, the selection of the sample, the calculation of the survey weights, and variance estimation procedures.

The Target Population

The target population for Omnibus Household Survey comprises the non-institutionalized population, aged 18* years or older who live in the United States at the time of the interview. This is the population about which inferences are to be made.

*For the months of August, September, and October 2000, the target population included the non-institutionalized population, aged 16 years or older who lived in the United States at the time of the interview.

Sample Selection

From August 2000 to March 2001, the GENESYS sampling system, developed and maintained by the Marketing Systems Group (Fort Washington, PA), was used to draw the samples for the monthly surveys. This system employs list-assisted random digit dialing. List-assisted refers to the use of commercial lists of directory-listed telephone numbers to increase the likelihood of dialing household residences. This method gives unlisted telephone numbers the same chance to be selected as directory-listed numbers.

Banks of 100 consecutive telephone numbers (e.g., 301-475-8100 to 301-475-8199) were constructed and compared to a database containing the count of directory-listed residential telephone numbers in each bank. The banks that contain zero directory-listed telephone numbers were deleted from the sampling frame. This greatly increases the chance of dialing residential households. Obviously, the deleted banks contain some residential telephone numbers. However, recent research has shown that less than 2 percent of the residential telephone numbers nationally are located in 100-banks with zero directory-listed numbers.

Prior to sample selection, GENESYS imposed an implicit stratification on the telephone prefixes using the U.S. Census divisions and metropolitan status. Within each U.S. Census division, counties and their associated prefix areas located in metropolitan statistical areas (MSAs) were ordered by the size of the MSA. Counties and their associated prefix areas within a U.S. Census division that are located outside of MSAs were first sorted by state. Within each state, the counties and their associated prefix areas were ordered by geographic location. This implicit stratification ensured that the sample of telephone numbers was geographically representative.

After the prefixes were stratified by U.S. Census division and metropolitan status, a single-stage equal-probability sample of telephone numbers was drawn. The total number of ten-digit telephone numbers in the universe was 100 times the total number of working banks in the universe. The selection interval was calculated by dividing the total number of ten-digit telephone numbers by the designated sample size. To identify the first sample telephone number, a random number between 0 and 1 was generated and multiplied by the selection interval. The integer part of this product divided by 100 identified the sequential working bank where the first sample number was located. The fractional portion of this product, truncated to two digits, provided the suffix. To identify the second sample number, a new random number was generated and was multiplied by the selection interval. This product was added to the selection interval, and the result was divided by 100. The suffix of the sample number was identified in the same way as the suffix of the first sample number. This process continued until all sample telephone numbers were determined.

Each month GENESYS-ID Plus was used to detect non-working numbers before the sample was released. This system actually dials the telephone number. If the telephone number starts to ring, GENESYS-ID Plus hangs up immediately. If the system detects non-working intercept signals, the telephone number being dialed is excluded from the sample. Non-residential telephone numbers also were excluded from the sample by comparing them to a database of Yellow Pages listings.

Survey Weights

This section discusses the development of the survey weights. The final analysis weight reflects all adjustments for non-response, multiple telephone lines, persons per household, and post-stratification and is the weight that should be used for the analysis of the data. The sampling weight, which represents the inverse of the probability of selection, is the starting point for the calculation of the final analysis weight.

The final analysis weights for each month were developed using the following steps:

- calculation of the sampling weight
- adjustment for non-response
- adjustment for multiple telephone lines

- adjustment for selecting a random, adult household member
- post-stratification adjustment to the target population

The product of all of the above quantities represented the final analysis weight. Extreme values of the final analysis weight were then reduced using standard weight-trimming procedures.

Calculation of the Sampling Weight

The first step in weighting each month's sample is to calculate the sampling weight for each sampled telephone number. The sampling weight W_s for each telephone number was calculated as the inverse of its probability of selection or

$$W_s = \frac{N}{n}$$

where N is the total number of telephone numbers in the population and n is the total number of telephone numbers in the sample.

Adjustment for Non-Response

The non-response adjustment was based on U.S. Census division and metropolitan status (inside or outside an MSA) classification of the telephone numbers. The adjustment method for non-response was changed after October 2000.

From August 2000 through October 2000, the non-response adjustment factor for all telephone numbers in each U.S. Census division c by metropolitan status s combination was calculated as follows:

$$ADJ_{NR} = \frac{(R_{cs} + NR_{cs})}{R_{cs}}$$

where R_{cs} is the total number of responding households in U.S. Census region c and metropolitan status s and NR_{cs} is the total number of non-responding households in Census region c and metropolitan status s . The non-response adjusted weight W_{NR} is the product of the sampling weight W_s and the non-response adjustment factor ADJ_{NR} within each Census region/metropolitan status combination.

For data collected from November 2000 through March 2001, the non-response adjustment factor for all telephone numbers in each U.S. Census division c by metropolitan status s combination, was calculated using the Council of American Survey Research Organization (CASRO) definition:

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

where the denominator is the CASRO response rate for U.S. Census division c and metropolitan status s . The non-response adjustment factor for a specific cell (defined by metropolitan status and U.S. 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 estimated number of telephone households is the sum of the responding households, non-responding households, and the estimate of telephone households among unresolved numbers. The non-response adjusted weight W_{NR} is the product of the sampling weight W_s and the non-response adjustment factor ADJ_{NR} within each U.S. Census division/metropolitan status combinations.

Adjustment for Multiple Telephone Lines

This adjustment will take into account the multiple chances of selection of households with multiple telephone lines used primarily for voice communication. The adjustment for multiple telephone lines is the inverse of the smallest of either 3 or the number of telephone lines:

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

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

Adjustment for Selecting a Random, Adult Household Member

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

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

For respondents that did not provide this information, a value for ADJ_{RA} was imputed according to the distribution of the number of people in a household (from responding households) within the age, gender, and education cross-classification cell matching that of the respondent for which the value is being imputed. The weight that is adjusted for non-response and for multiple probabilities of selection due to multiple telephone lines W_{NRMT} is then multiplied by ADJ_{RA} , resulting in W_{NRMTRA} , a weight that is adjusted for non-response, for multiple probabilities of selection, and for selecting a random, adult household member.

Post-Stratification Adjustment to Target Population

The final adjustment to the survey weights is a post-stratification adjustment that would allow the weights to sum to the target population, i.e., U.S. non-institutionalized persons 18 years (16 years or older for surveys conducted prior to November 2000) of age or older by age, gender, and education. The method of adjustment that was used is called Iterative Proportional Fitting (IPF) or Raking^a. The outcome of that procedure is a multiplier M that scales W_{NRMTRA} within each age/gender/education cell so that weighted marginal sums for age, gender, and education agree with the corresponding Census Bureau distributions for these characteristics. Respondents who did not supply the demographic information necessary to categorize their age, gender, and/or education were excluded from the Raking procedure and were assigned a value of 1 for M . The multiplier M was then applied to W_{NRMTRA} to create $W_{NRMTRAPS}$. Finally, a deflation factor was applied to the value of $W_{NRMTRAPS}$ for the respondents who were included in the calculation. This deflation factor denotes the proportion of the target population represented by respondents with non-missing demographic information, and adjusts for the portion of the sample that was not included in the calculation of the post-stratification adjustment due to missing demographic information. The scaled value of $W_{NRMTRAPS}$ is the final analysis weight W_{final} .

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

Trimming Final Analysis Weights

Extreme values of W_{final} were trimmed to avoid over inflation of the sampling variance. In short, the trimming procedure limits the relative contribution of the variance associated with the k^{th} unit to the overall variance of the weighted estimate by comparing the square of each weight to a threshold value determined as a multiple of the sum of the squared weights. Letting W_1, W_2, \dots, W_n denote the final analysis weights for the n completed interviews, the threshold value was calculated using the following formula:

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

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

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

Variance Estimation for the Omnibus Household Survey

Introduction. The data collected in the Omnibus Household Survey are obtained through a complex sample design involving stratifications, and the final weights are subject to several adjustments. Any variance estimation methodology must involve some simplifying assumptions about the design and weighting. Some simplified conceptual design structures that allow users of these data to compute reasonably accurate standard errors are provided in this section.

At BTS, the software package SUDAAN (Research Triangle Institute, Research Triangle Park, NC) has been used to produce standard errors. An example of SUDAAN computer code is provided, but without guarantees of any kind. The computer code and methods used are subject to change without notification to the user. The entire risk as to the results and performance is assumed by the user. BTS recommends that any analysis of Omnibus Household Survey data be done under the supervision of a statistician who understands the implications of complex sample design surveys.

Sample Design. The Omnibus Household Survey uses random digit dialing (RDD). Sample telephone numbers were obtained from the GENESYS sampling systems. The standard GENESYS RDD sample methodology produces a strict single-stage equal probability sample of residential telephone numbers. In other words, a GENESYS RDD sample ensures an equal and known probability of selection for every residential telephone number in the sample frame.

Randomly generated telephone numbers were produced within the Master Exchange Database (MED) which consists of more than 48,000 residential area code/exchange combinations.

- The MED is structured using twenty independent strata: ten divisions of the United States split by metro and non-metro county definitions. The ten divisions are approximately equivalent to the U.S. Census definition of nine divisions. The tenth division in the GENESYS sampling design is made up of Alaska and Hawaii (which are in U.S. Census division nine).
- Within each of the ten division/metro strata, counties are ordered from those serving the largest MSA/Primary Metropolitan Statistical Area (PMSA) to those serving the smallest.

- Within each rank-ordered MSA/PMSA, exchanges are ordered by those serving the county(s) containing the central city(s), followed by those serving each of the remaining non-central city county(s).
- Within each county, exchanges and their associated working banks are ordered numerically, lowest to highest.
- For the ten division/non-metro strata, counties are ordered in a geographic serpentine pattern within each state.
- Within each county, exchanges are again ordered numerically.

The rationale for sorting the MED in such a fashion is to ensure strict geographic representation and to increase the homogeneity within the implicit strata created by the GENESYS sampling procedures.

Given this sample design, a one-stage sample should be specified and final sampling weights (adjusted by post stratification) used. The user should note that one simplifying procedure is used by BTS for variance estimation in SUDAAN. Whereas the GENESYS sample uses ten divisions as a sort criterion, BTS has used the U.S. Census definition of nine divisions. The rationale for this is that few respondents are interviewed in Alaska and Hawaii. Thus, these states are collapsed back into nine divisions.

Design Information for Variance Estimation. Three variables, DIVISION, METRO, and FINALWGT, are needed for variance estimation in SUDAAN. The variable DIVISION is not included in the data files of August 2000 through January 2001. For these months, the DIVISION variable has to be constructed from the variable FIPSCODE using the U.S. Census classification of states within divisions. To construct the variable DIVISION:

1. Use only the first 2 digits in the variable FIPSCODE (a 5-digit number where, from left to right, the first two digits are the state identifier and the last three digits represents a county).
2. Use the information in Table 1 to recode the 2 digits from FIPSCODE into the variable DIVISION.

Table 1. State Codes Within Each of the Nine Divisions

State Code from Variable FIPSCODE	DIVISION Code
09, 23, 25, 33, 44, and 50	1
34, 36, and 42	2
18, 17, 26, 39, and 55	3
19, 20, 27, 29, 31, 38, and 46	4
10, 11, 12, 13, 24, 37, 45, 51, and 54	5
01, 21, 28, and 47	6
05, 22, 40, and 48	7
04, 08, 16, 35, 30, 49, 32, and 56	8
02, 06, 15, 41, and 53	9

Variance Estimation Method. This method uses the DIVISION and METRO variables to create 18 strata, a single-stage selection with replacement procedure, and the final weight. This method provides somewhat conservative standard errors estimates. Assuming a simplified sample design structure, the following SUDAAN statements may be used (Note that the data file must first be sorted by DIVISION and METRO variables before using it in SUDAAN).

```
PROC ... DESIGN = STRWR;
NEST DIVISION METRO ;
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WEIGHT FINALWGT ;

A typically used rule-of-thumb for degrees of freedom associated with a standard error is the quantity (number of unweighted records - number of strata) in the dataset. The rule-of-thumb degrees of freedom for the method above would fluctuate from month to month depending on the number of records in each monthly dataset. Most monthly dataset would yield degrees of freedom of around 1000. For practical purposes, any number of degrees of freedom exceeding 120 can be treated as infinite, i.e., 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 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 would probably be adequate for analysis. Users should consult mathematical statisticians for discussion of degrees of freedom.

Subsetting Data Analysis. Frequently, analytical studies are restricted to select sub-domains, e.g., persons aged 65 and older. To save on storage, some users delete all records outside the domain of interest. This procedure of keeping only select records is called subsetting the data. With a subsetting data set, variance estimates sometimes cannot be computed. When data are collected using a complex survey design, and the data are then subsetting, it is likely that sample design structures could be compromised where complete design information is not available, for example, in all strata. Subsetting data may delete important design information needed for variance estimation.

If records are deleted in the Omnibus Household Survey where only one respondent is left in a particular stratum, variance estimates cannot be computed. When using subsetting data in SUDAAN, the MISSUNIT option can be added to the NEST statement to correct for possible missing design information. For example:

NEST DIVISION METRO / MISSUNIT ;

SUDAAN's MISSUNIT option performs a fix-up that produces variance estimates identical to that achieved when using a full data set.

Response Rates

The procedures for response rate calculation for the monthly surveys are based on the guidelines established by CASRO in defining a response rate. The final response rate for the survey was obtained using the following formula:

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

The distribution of household telephone numbers by disposition categories is shown in the methods section specific to each month. The number of household cases in each category was used in the above formula to calculate an overall response rate for each month.

Treatment of Missing Values

The Omnibus Household Survey, by design, contains questions that are not asked of certain respondents based on their response(s) to other questions. In addition, there will always be some respondents who do not know the answer to or choose not to answer some items in the survey. Each of these responses can have a different meaning to the data user. While each of these response categories is important in characterizing the results of the survey, they are often removed from certain analyses, particularly those

involving percentages. Therefore, the categories were given standard codes for easy identification. Table 2 below presents the response categories and how they are represented in each data file.

Data have not been imputed to account for missing values in specific questions, except during the weighting process. Those values were imputed only for the purpose of weighting the data and were not included in the final data files.

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

Response Category	Data Set Value		
	SAS Transport ¹	Microsoft Excel	ASCI
Appropriate Skip	.S	-7	-7
Refused	.R	-8	-8
Don't Know	.D	-9	-9

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

Summary of Survey Procedures

Scheduling Calls and Tracking Cases

All survey data were collected using computer-assisted telephone interviewing (CATI) program. Also, CATI was used to schedule calls and track cases. It was programmed to release telephone numbers for calling based on standard and project-specific scheduling algorithms. Calls were scheduled based on optimal calling patterns and dispersed over different times of the day. Calls also were prioritized based upon their case status. For example, a telephone number for a household where a respondent had already agreed to participate was given a higher priority in the scheduler than a number where no contact had been made.

Follow-up efforts were limited to 15 attempts to determine whether a telephone number was residential, an additional ten attempts to identify an eligible respondent, and a final ten attempts to secure a completed interview or refusal. Therefore, the maximum number of call attempts to any household was 35. Once contact was made with a household, follow-up attempts followed a loose callback schedule established at the initial contact. That is, good times and days to callback were requested at the initial contact, but follow-up calls also were attempted before these appointment times, unless otherwise told not to do so by the household. This allowed for making the maximum number of attempts within the study period.

Household Screening

Once contact was made with individuals at a dialed telephone number, interviewers screened for eligibility by verifying that the number belonged to a residence (not a business or institution). An adult household member was then asked to identify the individual 18 years or older (16 years or older for surveys conducted prior to November 2000) in the household who would have the next birthday. The method preserved the randomness of the selection without requiring the time and effort to acquire a household roster and helps to avoid a potential break-off. If the respondent was available, the interviewer immediately attempted to complete the interview. If the selected respondent was not available, the interviewer asked for a good time to call back. In order to preserve respondent anonymity in the latter case, the interviewer asked for and recorded only the potential respondent's first name or initial.

Interviewing

No incentives were offered to respondents for completing the interview, and the survey was conducted only in English. If the selected household member refused the interview, the interviewer recorded the reason for refusal. The average length of the completed interview was approximately 15 minutes. Additionally, about 3-5 minutes were needed to recruit/screen potential respondents.

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

The interviews were completed in one telephone call. If a respondent started, but refused to complete an interview in one phone call, the session was broken off and the interview was coded as a refusal. No attempts were made to weight these data.

Quality Control Procedures and Reporting

Interviewer performance was evaluated on the basis of production reports and regular on-line monitoring. Interviewer conduct during interviews was evaluated primarily by supervisory monitoring of actual calls, supplemented by review of interviewer notes maintained in the CATI system (all calls and notes recorded about those calls are maintained by the CATI system).

Summary of Data Cleaning

The CATI code was written to strictly enforce questionnaire logic. An interview could not be certified as "clean" until all appropriate questions had either been answered or assigned an acceptable non-response value, and until the data record for each interview was consistent with the instrument program logic.

A program was written to reformat the cleaned responses from the instrument into files that could be used for analytical purposes. Additional edits were performed in SAS. The additional edits included checks on the number of missing values, assignment of additional non-response values, and some constructed variables. Weights were also applied to the data files.

Omnibus Survey Household Survey Results Specific Methodology February 2001

Introduction

Data collection for the February 2001 Omnibus Household Survey began on February 7, 2001, and continued until February 13, 2001. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. Approximately 67 interviewers were trained for the study. Data were collected from households in the U.S. using a random-digit-dialed telephone survey method. The final data set includes 1,056 completed cases and a total of 182 variables. Battelle collected the data under contract with the Bureau of Transportation Statistics.

For this survey, 11,755 telephone numbers were purchased from Marketing Systems Group's (Ft. Washington, PA) GENESYS Sampling System. Of these, 7,000 were identified as working, residential telephone numbers and were divided into 14 replicates of approximately 500 households. Four of the sample replicates were not needed, resulting in 5,000 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame was 246,870,500.

Response Rates

The procedure for response rate calculation is based on the guidelines established by the Council of American Survey Research Organizations (CASRO). The final response rate for the survey was obtained using the following formula:

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

Distribution of household telephone numbers by disposition categories is presented in Table 1 below. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 29 percent.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
Number of Telephone Numbers Released	5,000
Number of Out of Scope Numbers (ineligible)	1,153
Number of No Contact (Scope Undetermined)	886
Number of Household In scope	2,961
Number of Completes	1,056
Number of Partial Completes	63
Number of Language Problem	148

Number of Refusal	1,064
Number of Parental Refusal	0
Number of Respondent Identified, Case Not Finalized	292
Number of Unavailable During Study Period	116
Household Response Rate	29.3%

Follow-up efforts were limited to 15 call attempts to determine whether a telephone number was residential, an additional five attempts to identify an eligible respondent, and a final five attempts to secure a completed interview or refusal. Therefore, the maximum number of call attempts to any household was 25. Once contact was made with a household, follow-up attempts followed a loose callback schedule established at the initial contact. That is, good times and days to call back were requested at the initial contact, but follow-up calls also were attempted before these appointment times, unless otherwise told not to do so by the household. This allowed for making the maximum number of attempts within the study period.

The February survey included refusal conversion interviews during February 11-13, 2001, to increase response rates. Fourteen highly experienced refusal conversion specialists attempted to complete the interview with 967 households that had previously refused to participate. From those attempts, 117 households completed the survey.

Pretest

Prior to the start of actual data collection, a pretest was conducted to test the usability of the survey instrument. Particular focus was placed on testing questions that were new to the February survey. Qualified data collection and data preparation staff performed this pretest by first reviewing the questionnaire and then using it in simulated data collection situations. They looked for vague or confusing instructions, inconsistent questions or answer categories, incomplete or redundant sections, and poor pace, tone, flow, and format of questions. They also tested the interview length and determined that the survey questionnaire could be administered in approximately 16 minutes.

Pre-Contact Letter

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

Omnibus Survey Household Survey Results Summary Report February 2001

Introduction

The Bureau of Transportation Statistics—the federal statistical agency for the Department of Transportation charged with improving the knowledge base for public decision making—coordinates the Omnibus Survey program. The survey is a DOT-wide effort to collect information about the transportation system, how it is used, and how it is viewed by the users.

BTS gathers data each month on a random basis from 1,000 households to determine the general public's satisfaction with the nation's transportation system and help prioritize improvements to the system. This survey is intended to measure Americans' satisfaction with the transportation system. It is not intended or designed to measure characteristics of the transportation system. The data concerning characteristics of transportation are collected to enhance understanding of the customer satisfaction measures and the concerns respondents express regarding the transportation system.

Estimates such as the number of Americans traveling by air, the availability of public transportation, use of car pools, and the like may not match data from other sources because of sampling variability and methodological limitations of the survey. For example, the survey covers only people in households with a telephone. Characteristics related to the lack of a telephone will be estimated with imperfect accuracy, e.g., estimates of households having no licensed motor vehicles are likely understated because the sample does not include households without telephones.

Another source of possible disagreement with other estimates occurs because the Omnibus survey does not use official definitions of transportation concepts in the interview. Due to time constraints, the survey often provides no definitions, but allows the respondent to interpret terminology in the question. Estimates based on respondent reports from the Omnibus Survey could differ from estimates obtained through different methods. For example, when the Omnibus asks respondents about the availability of public transportation, it does not specify, "within a quarter mile." Nor does it define "public transportation." Without precise definitions, respondents may consider charter buses, for example, to be "public transportation."

The findings provided by the Omnibus Survey program will provide a valuable framework for the Secretary and senior officials in DOT operating administrations to make measurable improvements in our transportation system, the security of our nation, and the quality of American life.

For More Information

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Major Findings

This report on the February Household Survey of the Omnibus Survey Program summarizes the major findings of the survey. Each month the survey contains a set of core questions about transportation system use and levels of satisfaction with the Department of Transportation (DOT), thus allowing for the identification of monthly trends. Each month the survey also contains questions posed by the various operating administrations within the Department. Finally, each month the survey asks questions relating to one of DOT's strategic goals. This month the Household Survey asked questions about the human and natural environment.

Public Transportation

- Transportation use in the "past 30 days" remained unchanged, compared with the similar period reported in January, for all modes of transportation.
- An estimated 24 (± 4.6) million people (12, ± 2.3 percent) used public transportation (local public buses, subways, or commuter rail) at least once in the past 30 days.
- The majority (88, ± 2.3 percent) of respondents did not use public transportation (local public bus, subway, or commuter rail). Out of this group, 56 (± 3.9) percent said they did not use these modes of transportation because it "is more convenient to drive." Twenty-three (± 3.2) percent indicated that these modes of transportation were "not readily available" in their area and 6 (± 1.7) percent said either public transportation "does not go where they need to travel to" or bus stops/subway stations are "too far from where they live."
- An estimated 8.7 million (36, ± 10.1 percent) of those who used public transportation used it only one or two days during the 30 days prior to the survey. Twenty-one (± 7.6) percent (5.1 million) used it three to five days, and 6 (± 4.2) percent (1.5 million) used it six to ten days. The remaining 37 (± 10.3) percent (8.8 million) used public transportation more than 10 days over the same period.

Private Vehicles

- Over 193 (± 3.1) million people traveled in private vehicles during the past 30 days. Approximately 183 (± 3.8) million drove alone at least once, and 129 (± 7.1) million drove or rode with others at least once.
- Over 23 (± 5.0) million people participated in organized carpool or vanpool during the 30 days prior to this survey. More women than men used a car or van pool, 14 percent versus 9 percent ($p < .000$).
- From those who did not use organized car pools or van pools (177, ± 5.0 million), 44 (± 3.9) percent said that they did not use car pools or van pools because "it is not convenient." This mode was "not readily available" to 11 (± 2.4) percent and was "not applicable" to another 12 (± 2.5) percent of public.

Air Travel

- Ten (± 2.0) percent of those surveyed said that they had flown on a commercial airplane during the past 30 days.
- People who live outside metropolitan areas are less likely to fly on a commercial airplane than those living within metropolitan areas. Only 3 (± 1.5) percent of people living outside metropolitan areas flew on commercial airplanes during the past 30 days, while 12 (± 2.8) percent of people living in metropolitan areas flew in commercial airplanes ($p < .000$).
- Among the survey respondents who flew during the 30 days prior to this survey, the proportion of those who were somewhat to very dissatisfied with the Department of Transportation's efforts to reduce air traffic congestion was significantly higher than the proportion of those who were very dissatisfied for the same reason and did not fly during the same period. Thirty-four (± 7) percent of those who flew and 20 (± 2) percent of those who did not fly during this period were somewhat to very dissatisfied with DOT's efforts to reduce air traffic congestion ($p < .007$).

Recreational Boats

- An estimated 4 (± 2.0) million people used recreational boats in the past 30 days. The majority (75, ± 20.6 percent) of these individuals used recreational boats for a total of six hours or less.

Satisfaction with Public Transportation

- In general the majority of people are satisfied with the modes of transportation they used during the 30 days prior to this survey. Eighty-eight (± 7.2) percent of those who used local public buses, subways, or commuter rail said that they were satisfied with these modes of transportation. However, within this group, satisfaction was greatest among those who use it the least and those who use it the most. Ninety-eight (± 3.8) percent of people who used public transportation one or two days in the past 30 days were satisfied with this type of transportation. Eighty-five (± 9.3) percent of those who used it three to five days in the past 30 days were satisfied, and 84 (± 9.8) percent of those who used it ten days or more were satisfied. However, only 62 (± 12.6) percent of those who used public transportation six to ten days in the past 30 days expressed satisfaction with the mode. Ninety five (± 5.0) percent of those who participated in organized car/van pool expressed satisfaction with car/van pooling. Eighty-eight (± 5.9) percent of those who used commercial airplanes were satisfied. Almost 94 (± 4.8) percent of those who used taxi, limo, or shuttle service said that they were satisfied with the type of transportation. Satisfaction rates reported for other modes were (98, ± 4.8), (93, ± 6.9), and (81, ± 25.9) percent for users of inter-city buses, inter-city trains, and commercial boats, ships, or ferries, respectively.

Human and Natural Environment

Transportation in the Community

- Twenty-five (± 3.2) percent of people in this country cite overall quality of life as the single most important consideration in choosing where to live. The second most commonly cited consideration is ease of commute to work. For over 12 (± 2.3) percent of public convenience to work and easy commute were the single largest considerations in choosing where to live.
- Almost two in five people (38, ± 3.5 percent) are very concerned about the effect of traffic congestion on quality of life. Over one-fifth of those surveyed (22, ± 3.1 percent) are very dissatisfied with the Department of Transportation's efforts to address the issue.
- About three-fourths of the respondents (72, ± 3.2 percent) consider ease of driving to work, shopping, and recreation to be a very important issue.
- Low levels of traffic congestion in their community was identified as a very important transportation issue by 54 (± 3.6) percent of the public. Conveniently located walking paths and sidewalks was also considered to be very important by about half of the survey respondents.

Transportation and the Environment

- Nearly three in every ten respondents were very concerned about air pollution from transportation sources (28, ± 3.4 percent), water pollution from transportation sources (28, ± 3.4 percent), and the impact of transportation emissions on global weather patterns (29, ± 3.4 percent). Almost one-third (33, ± 4.0 percent) of the public is very or somewhat satisfied with the Department of Transportation's efforts to reduce air pollution from transportation sources. Over 31, (± 2.0) percent are very or somewhat satisfied with the Department of Transportation's efforts to reduce water pollution from transportation sources, and 35 (± 2.1) percent of the respondents are somewhat to very satisfied with the DOT's efforts to enforce vehicle emission standards.
- Over 46 (± 3.6) percent of survey participants consider cars, SUVs, and pickups to be the primary sources of air pollution. Fourteen (± 2.5) percent consider factories and 9 (± 2.3) percent believe semis or large trucks are the primary source of air pollution.

Noise Pollution

- Two-thirds of the respondents (67, ± 3.4 percent) say that noise from airplanes is noticeable in their community. Thirteen (± 2.4) percent consider noise levels from airplanes to be higher today than they were a year ago. Among those who live in communities where noise from airplanes is noticeable, 19.8 million (15, ± 3.2 percent) said that the current level of noise caused by airplanes flying over their communities is unacceptable.
- Three in five respondents (60, ± 3.6 percent) say that noise from trains is noticeable in their community. Six (± 1.8) percent consider noise levels from trains to be higher today than they were a year ago. Among those who live in communities where noise from trains is noticeable, 18.3 million (15, ± 3.6 percent) find the noise levels unacceptable.

Utility Pipelines

- About three-fourths of survey respondents (76, ± 2.5 percent) strongly or somewhat agree that utility pipelines in their community serve a needed purpose. Over half of all respondents (58, ± 2.5 percent) either strongly or somewhat agree that pipelines in their communities are safe.

Child Booster Seats

- Fifty-five (± 4.4) percent of all respondents agree that regular car seat belts are not as effective as a booster seats to protect children riding in a car. Four out of every five (79, ± 4.6 percent) of the individuals who responded to the survey either strongly or somewhat agree that the purpose of a booster seat is to position a child properly to fit the car seat belt. Over 64 (± 3.6) percent strongly agree there should be mandatory requirements to use booster seats for children who outgrow infant car seats.

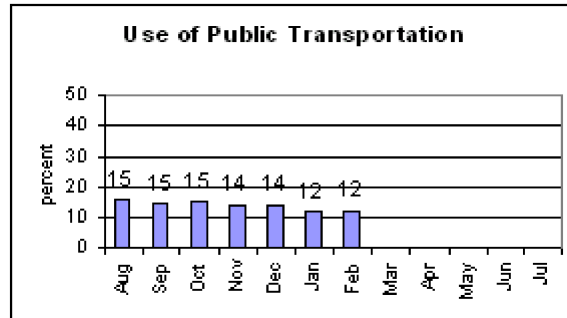
February Transportation User Trends

Frequency of Transportation Use in Last 30 Days - February

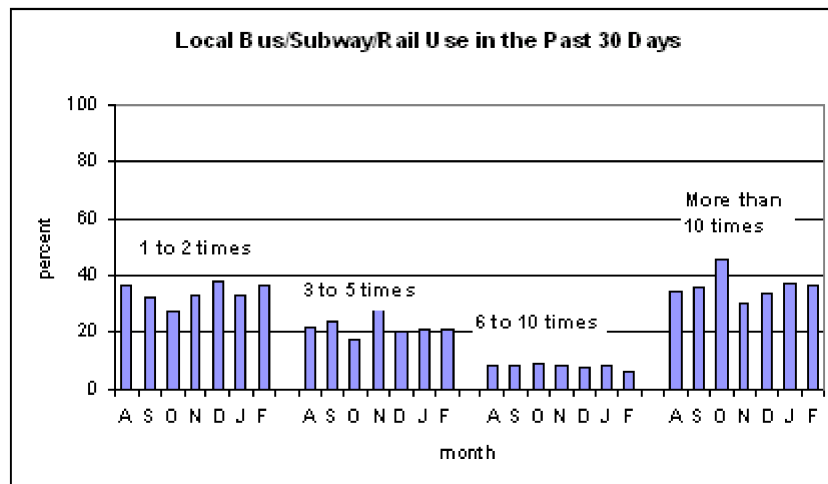
Mode of transportation	Total number (millions)	Percent who used mode in last 30 days by number of times used			
		1 or 2 times	3 to 5 times	6 to 10 times	More than 10 times
Drive alone in private vehicle	182.7	1.8%	4.8%	7.4%	86.0%
Drive or ride with others	128.8	13.8%	20.0%	17.8%	48.5%
Local bus, subway, rail	24.1	36.1%	21.1%	6.1%	36.8%
Car pool or van pool	23.3	16.8%	29.0%	18.3%	35.8%
Taxi, limo or shuttle	20.5	66.2%	25.8%	2.4%	5.6%
Commercial airliner	20.1	77.5%	14.4%	5.6%	2.6%
Bicycle	19.1	47.9%	25.6%	5.2%	21.3%
Intercity train	6.1	67.5%	20.5%	3.3%	8.8%
Intercity bus	4.2	74.5%	23.0%	1.5%	1.1%
Recreational boat	4.1	81.7%	10.0%	2.7%	5.6%
Private or charter airplane	2.9	56.1%	29.8%	11.8%	2.3%
Commercial boat	2.9	56.9%	-	35.3%	7.8%

Transportation User Trends - Public Transportation

Use of Public Transportation

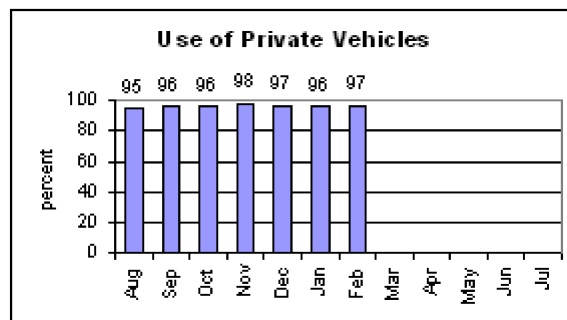


Local Bus/Subway/Rail Use in the Past 30 Days

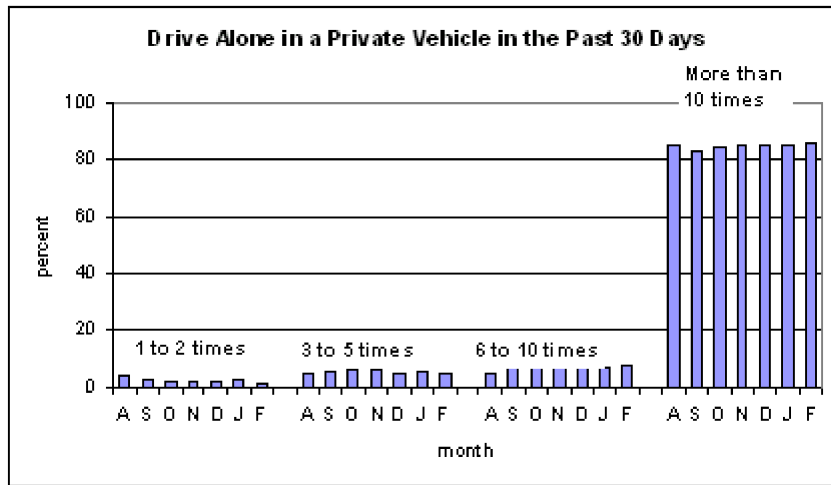


Transportation User Trends - Private Vehicle

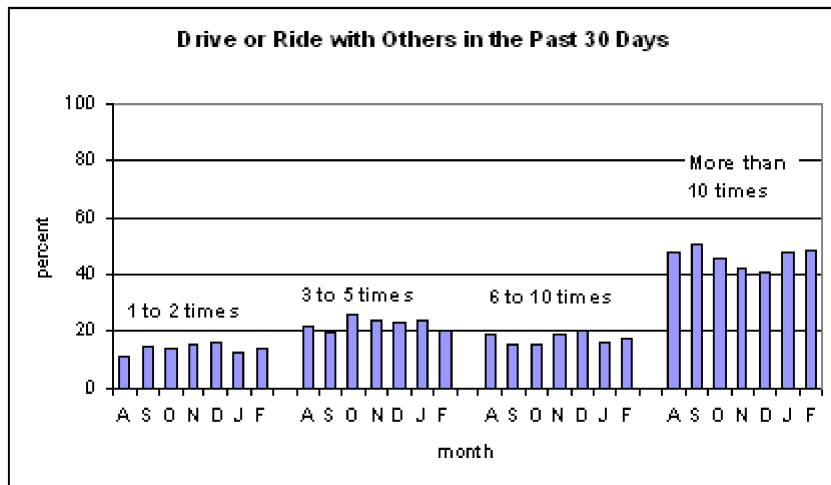
Use of Private Vehicles



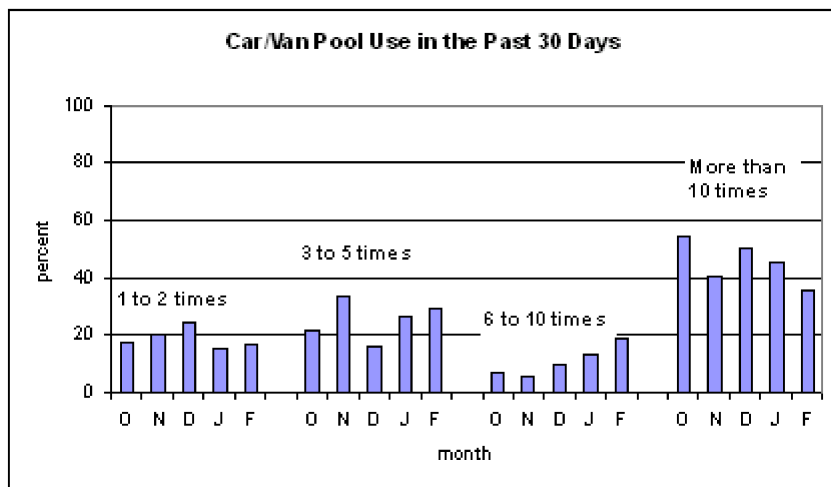
Drive Alone in a Private Vehicle in the Past 30 Days



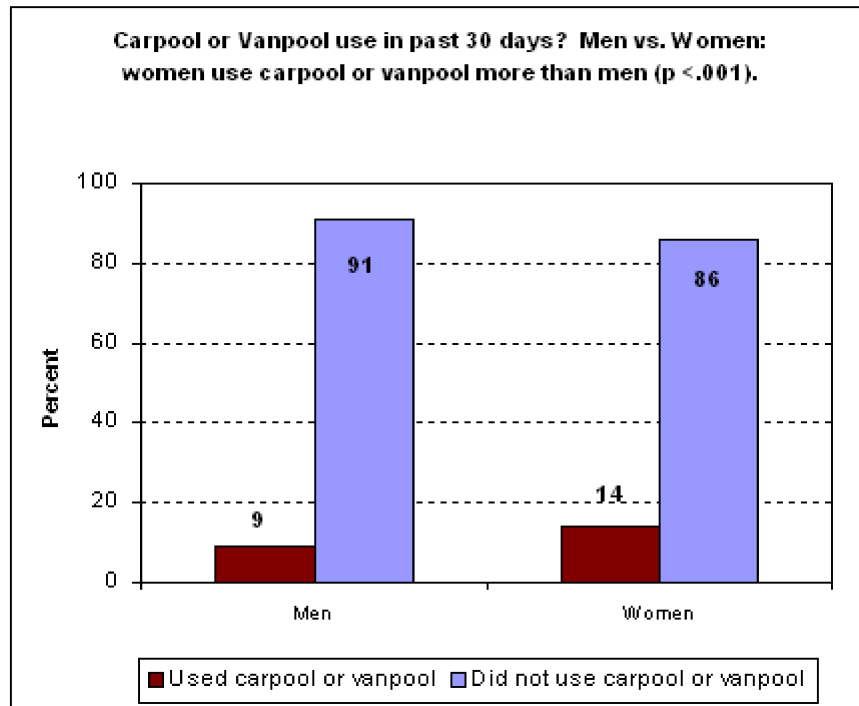
Drive or Ride with Others in the Past 30 Days



Car/Vanpool Use in the Past 30 Days

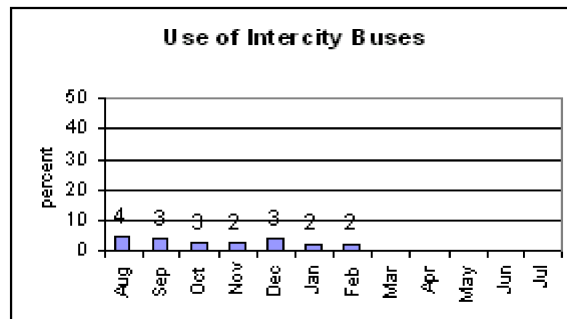


Carpool or Vanpool Use in Past 30 Days: Men vs. Women

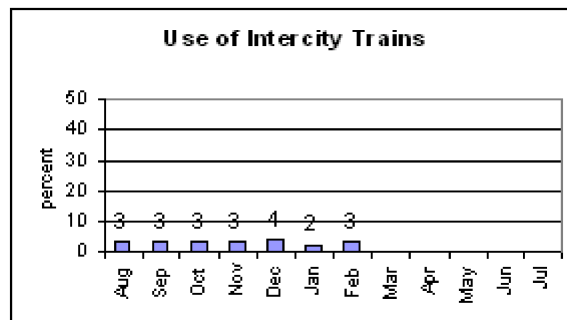


Transportation User Trends - Intercity Travel

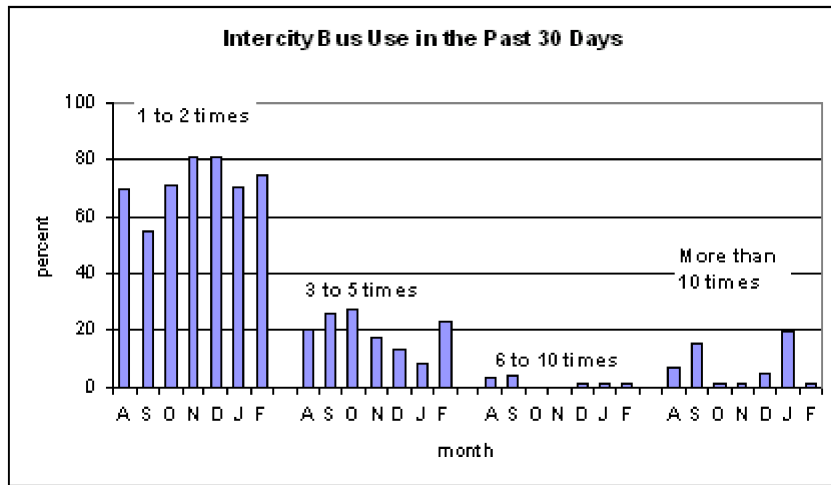
Use of Intercity Buses



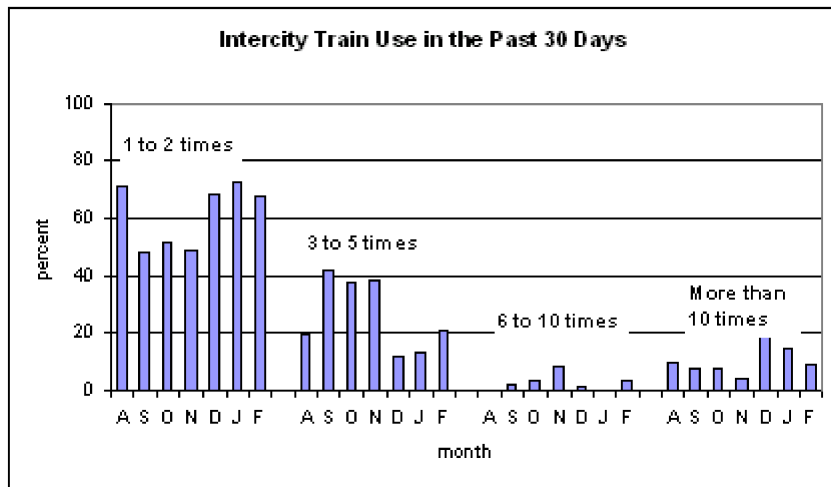
Use of Intercity Trains



Intercity Bus Use in the Past 30 Days

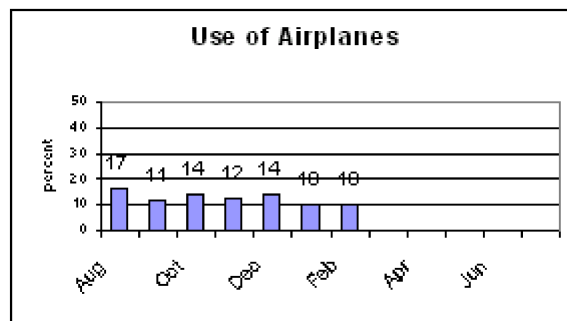


Intercity Train Use in the Past 30 Days

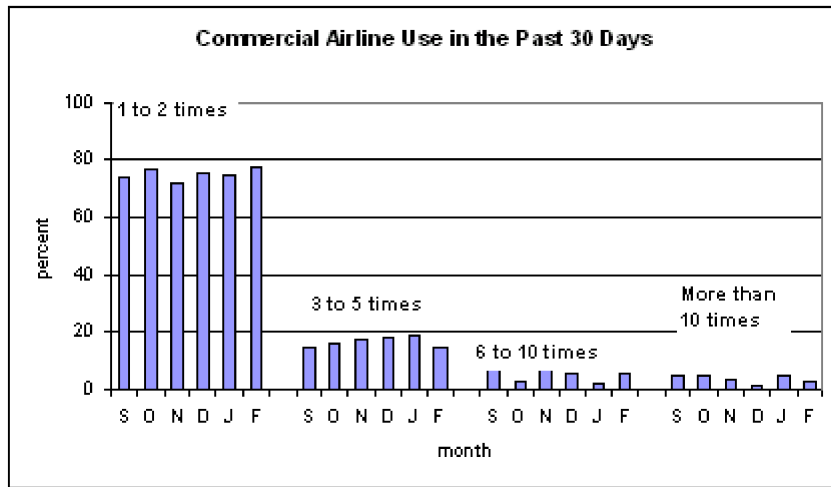


Transportation User Trends - Air Travel

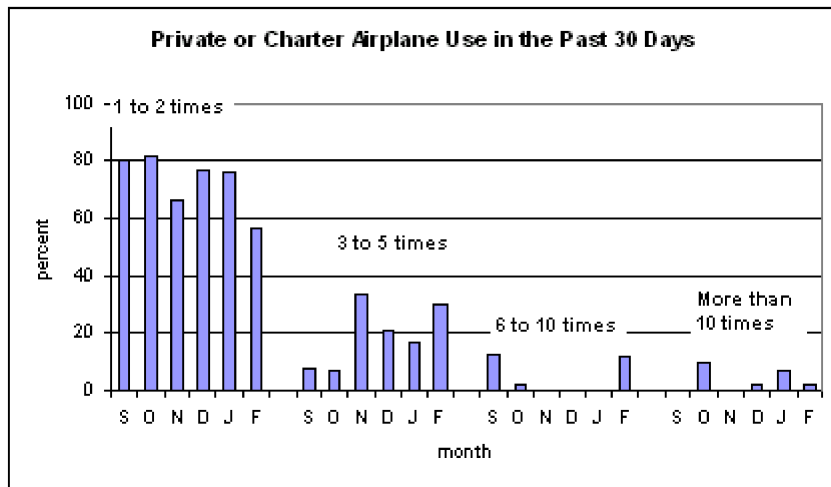
Use of Airplanes



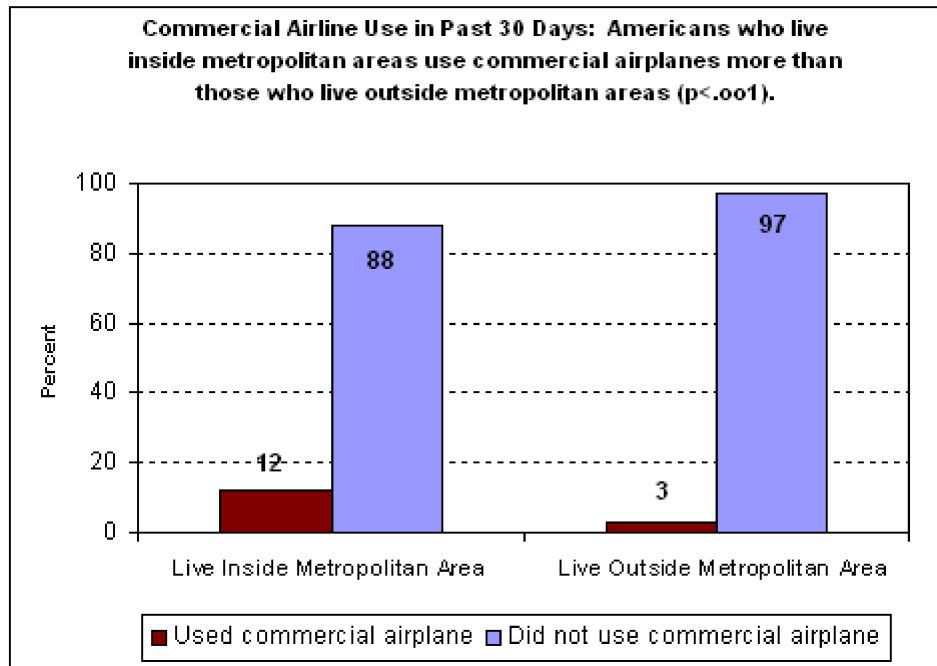
Commercial Airline Use in the Past 30 Days



Private or Charter Airplane Use in the Past 30 Days

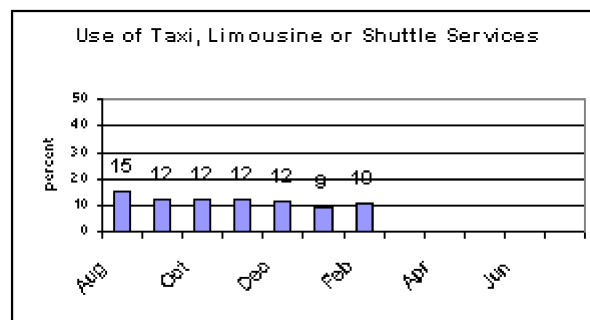


Commercial Airline Use in Past 30 Days

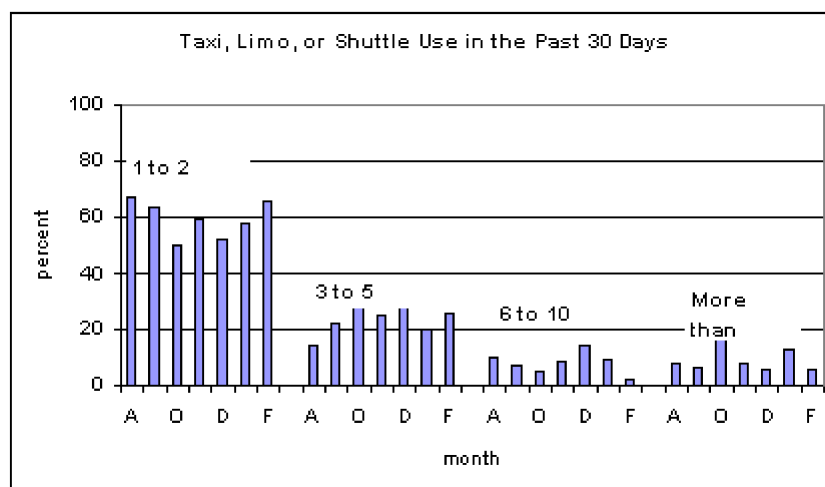


Transportation User Trends - Taxi, Limousine, or Shuttle Service

Use of Taxi, Limousine, or Shuttle Services

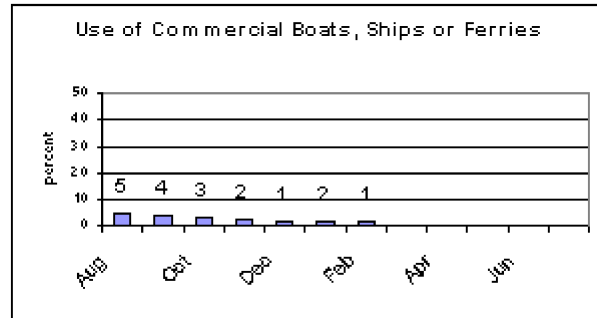


Taxi, Limousine, or Shuttle Use in the Past 30 Days

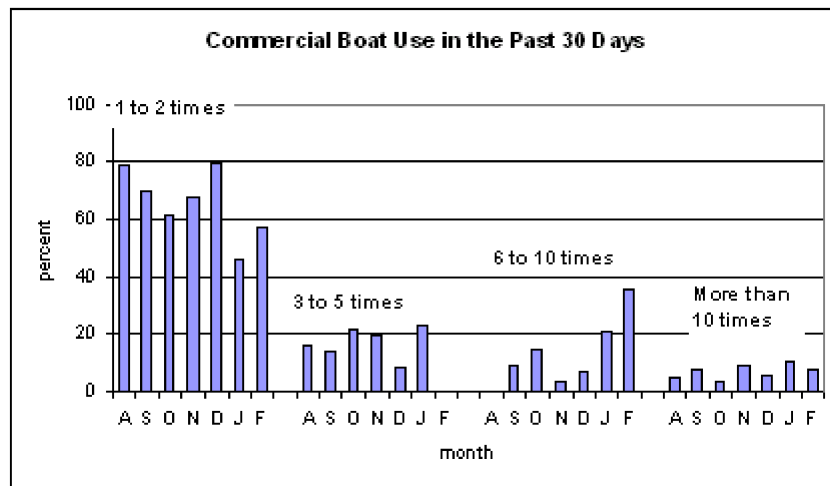


Transportation User Trends - Commercial Boat, Ship, or Ferry

Use of Commercial Boats, Ships, or Ferries

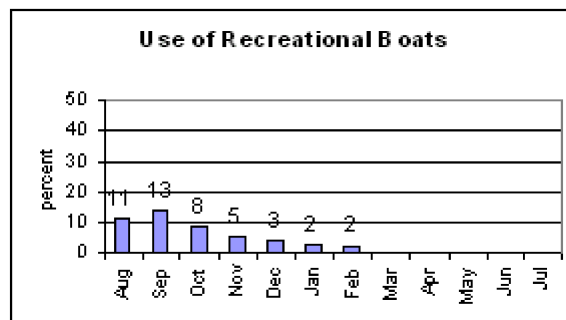


Commercial Boat Use in the Past 30 Days

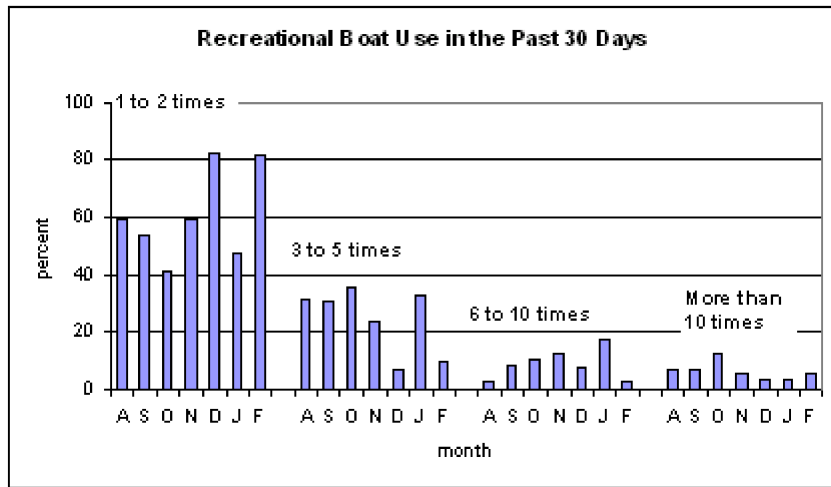


Transportation User Trends - Recreational Boat

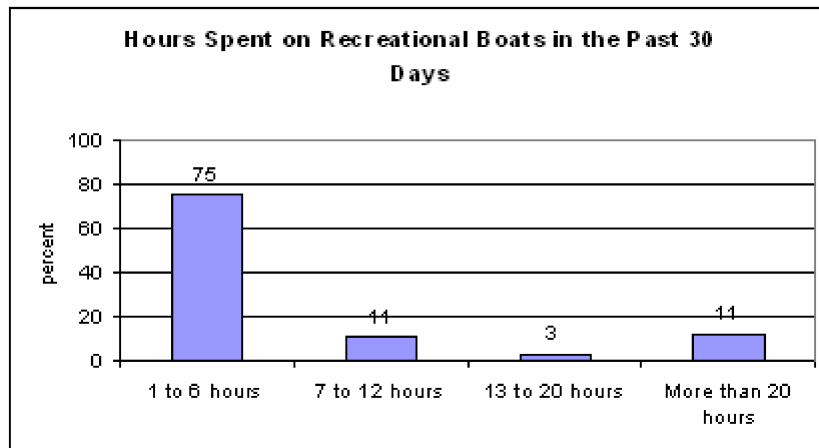
Use of Recreational Boats



Recreational Boat Use in the Past 30 Days

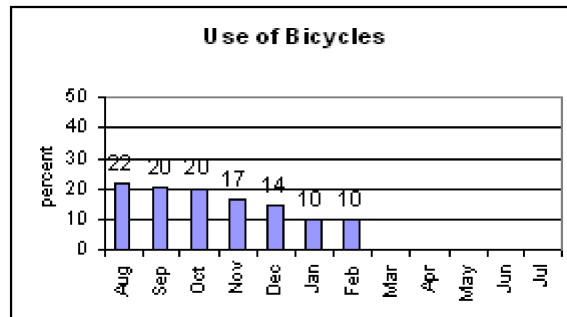


Hours Spent on Recreational Boats in the Past 30 Days

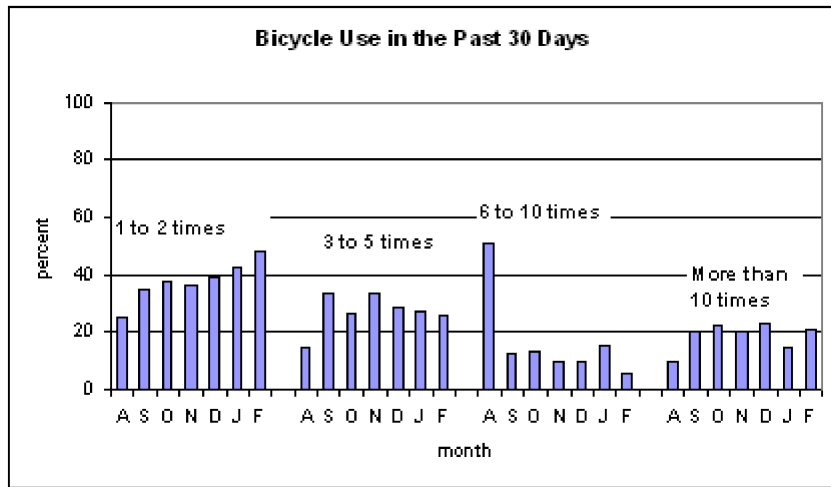


Transportation User Trends - Bicycle

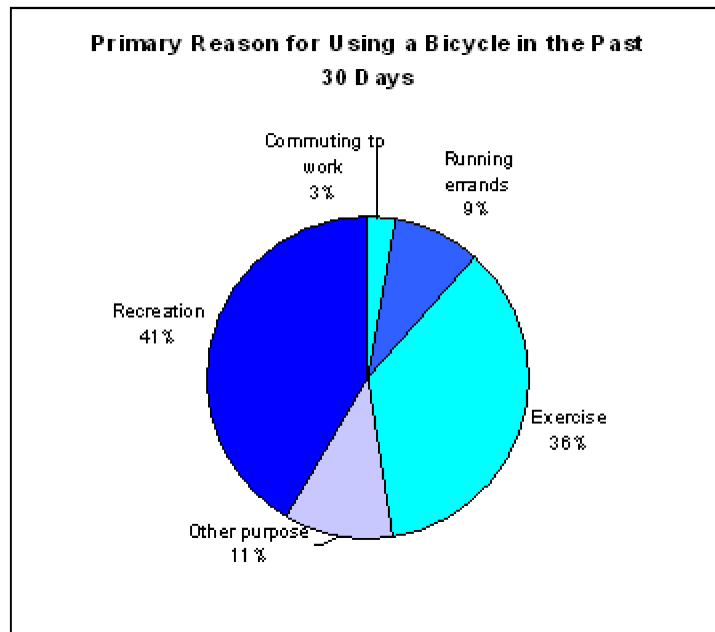
Use of Bicycles



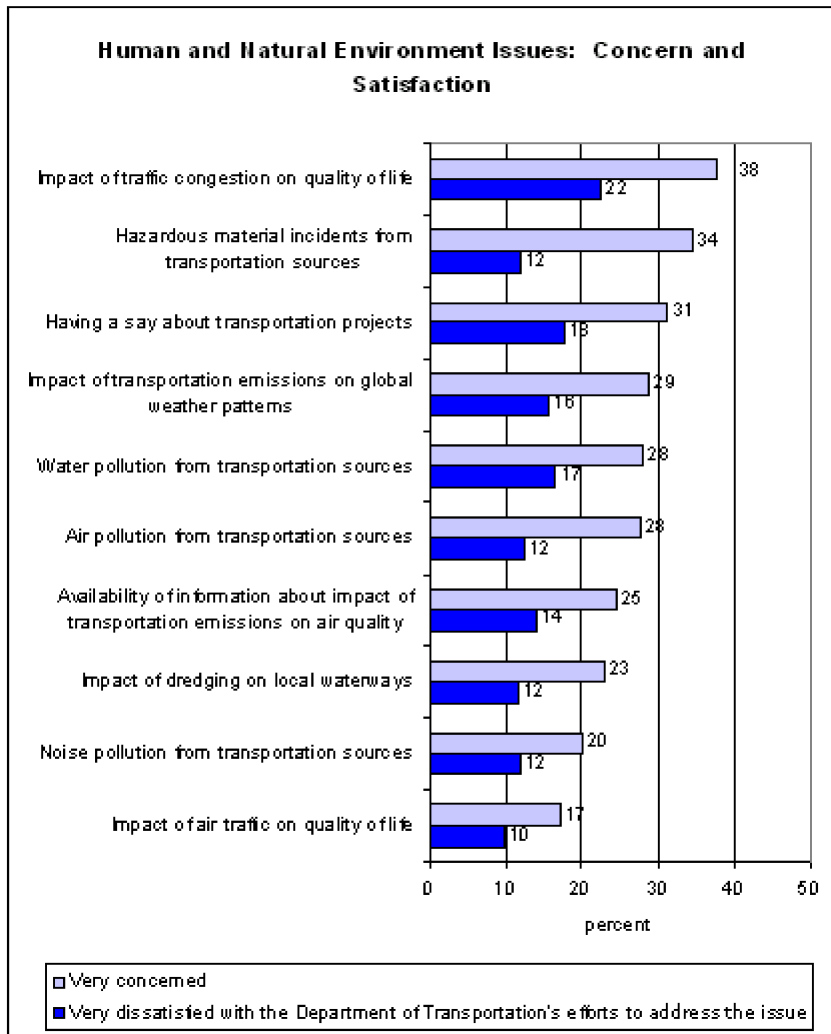
Bicycle Use in the Past 30 Days



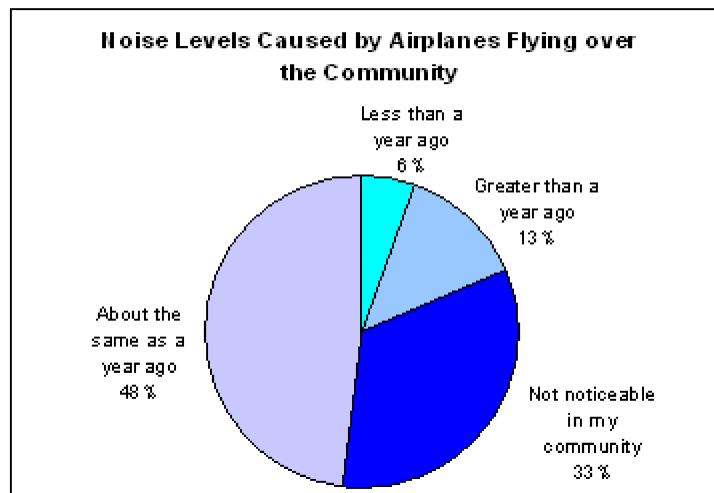
Primary Reason for Using a Bicycle in the Past 30 Days



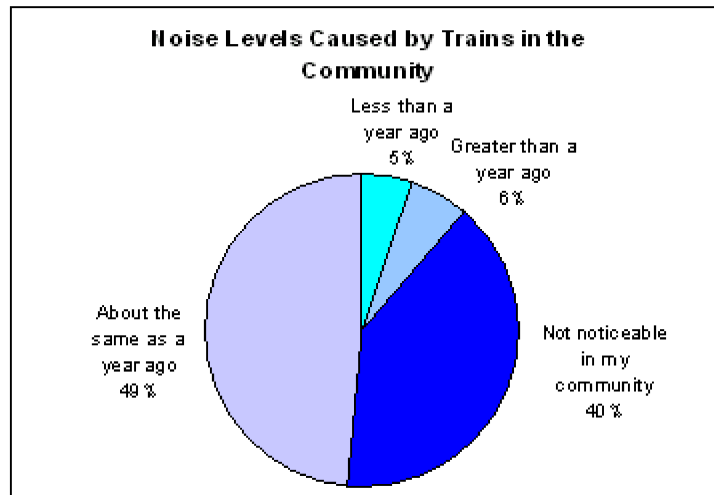
Human and Natural Environment Issues: Concern and Satisfaction



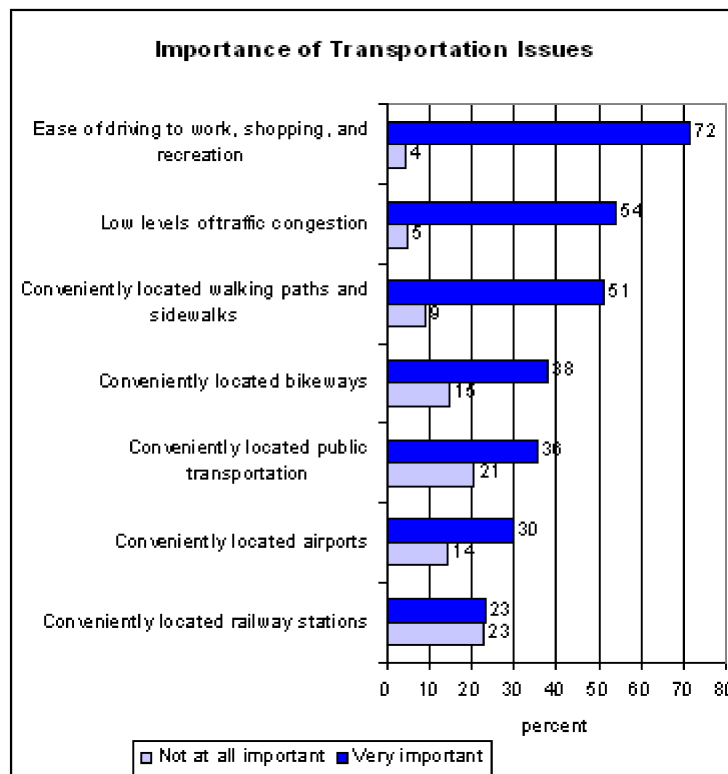
Noise Levels Caused by Airplanes Flying Over the Community



Noise Levels Caused by Trains in the Community

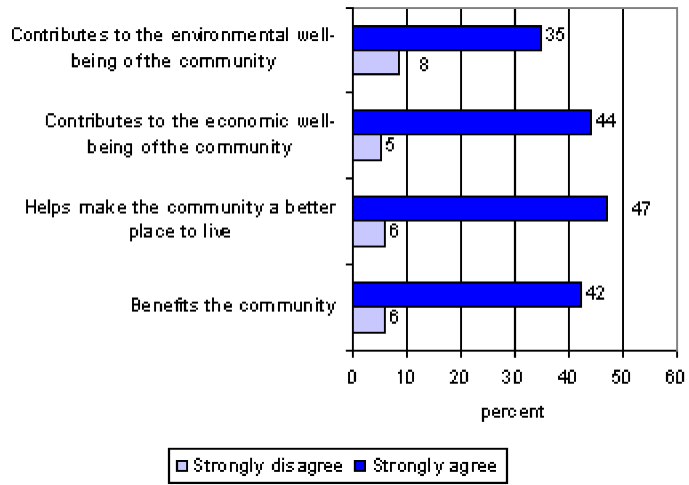


Importance of Transportation Issues



Impacts of the Existing Transportation System

Impacts of the Existing Transportation System



Omnibus Survey

Household Survey Results

Marginal Frequency Distribution

February 2001

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	24,078,682	12 (1.17)
No	176,628,018	88 (1.17)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
1-2	8,682,986	36 (5.16)
3-5	5,076,094	21 (3.88)
6-10	1,469,640	6 (2.12)
More than 10 Days	8,849,962	37 (5.25)
Subtotal Valid Responses	24,078,682	100
Appropriate Skip	176,628,018	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	21,108,052	88 (3.65)
No	2,970,630	12 (3.65)
Subtotal Valid Responses	24,078,682	100
Appropriate Skip	176,628,018	
Total	200,706,700	
M24. In your own words, please tell me the main reason you had for not using public transportation in the past 30 days.		
Have My Own Car/More Convenient to Drive	98,743,213	56 (1.97)
Too Far to a Bus Stop or Subway Station	3,773,204	2 (0.52)
Too Complicated/Requires Too Many Transfers	1,760,595	1 (0.35)
Don't Like Riding with Strangers	503,655	0 (0.28)
Dirty/Not Clean	276,562	0 (0.16)
Public Transportation Takes Too Long	2,427,385	1 (0.44)

Hard to Get Information on Schedules or Stops	1,106,683	1 (0.43)
Costs Too Much	214,686	0 (0.10)
Unreliable	2,889,560	2 (0.41)
Doesn't Go Where Respondent Needs to Travel	7,329,332	4 (0.71)
Public Transportation Not Readily Available	40,359,620	23 (1.64)
Health Condition or Disability	1,188,351	1 (0.27)
Don't Need It	7,906,870	4 (0.90)
Other	8,148,304	5 (0.90)
Subtotal Valid Responses	176,628,018	100
Appropriate Skip	24,078,682	
Total	200,706,700	

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

b. Driving alone in a private vehicle, such as a car, sport utility vehicle, pickup truck, van, or motorcycle

Yes	182,678,138	91 (1.07)
No	18,028,562	9 (1.07)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

b. Driving alone in a private vehicle, such as a car, sport utility vehicle, pickup truck, van, or motorcycle

1-2	3,346,923	2 (0.64)
3-5	8,738,375	5 (0.73)
6-10	13,439,557	7 (0.98)
More than 10 Days	157,153,282	86 (1.32)
Subtotal Valid Responses	182,678,138	100
Appropriate Skip	18,028,562	
Total	200,706,700	

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

c. Traveling in an organized carpool or vanpool

Yes	23,282,045	12 (1.27)
No	177,424,655	88 (1.27)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

c. Traveling in an organized carpool or vanpool

1-2	3,914,244	17 (4.70)
3-5	6,755,053	29 (5.17)
6-10	4,268,942	18 (4.16)

More than 10 Days	8,343,807	36 (5.87)
Subtotal Valid Responses	23,282,045	100
Appropriate Skip	177,424,655	
Total	200,706,700	

C20a. Were you satisfied with this type of transportation?

c. Traveling in an organized carpool or vanpool

Yes	22,026,183	95 (2.55)
No	1,255,862	5 (2.55)
Subtotal Valid Responses	23,282,045	100
Appropriate Skip	177,424,655	
Total	200,706,700	

M25. In your own words, please tell me the main reason you had for not using an organized carpool or vanpool in the past 30 days.

Have My Own Car/More Convenient to Drive Self	77,557,465	44 (1.98)
Need the Flexibility to Make Stops	3,641,985	2 (0.48)
Prefer Riding Alone	1,799,589	1 (0.40)
Don't Like Riding with Strangers	562,178	0 (0.20)
Takes Too Long	1,179,614	1 (0.30)
Hard to Find Car or Vanpools that Fit Schedule	14,416,465	8 (1.08)
Costs Too Much	327,833	0 (0.12)
Unreliable	3,300,994	2 (0.62)
Not Applicable to Respondent's Situation/Doesn't Commute	21,707,548	12 (1.30)
Need Flexibility to Come and Go	5,531,472	3 (0.64)
Commute is Short	3,321,824	2 (0.54)
Use Public Transportation	3,829,086	2 (0.53)
Organized Carpool or Vanpool Transportation Not Readily Available	20,131,719	11 (1.21)
Health Condition/Disability	1,614,448	1 (0.33)
Other	17,601,643	10 (1.20)
Subtotal Valid Responses	176,523,862	100
Don't Know	604,429	
Refused	296,364	
Appropriate Skip	23,282,045	
Total	200,706,700	

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

d. Traveling with others in a private vehicle

Yes	128,757,228	64 (1.81)
No	71,860,648	36 (1.81)
Subtotal Valid Responses	200,617,876	100

Don't Know	88,824	
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

d. Traveling with others in a private vehicle

1-2	17,766,841	14 (1.60)
3-5	25,707,515	20 (1.78)
6-10	22,862,340	18 (1.70)
More than 10 Days	62,354,406	48 (2.32)
Subtotal Valid Responses	128,691,102	100
Don't Know	66,126	
Appropriate Skip	71,949,472	
Total	200,706,700	

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

e. City to city bus, such as Greyhound or Charter

Yes	4,202,365	2 (0.54)
No	196,504,335	98 (0.54)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

e. City to city bus, such as Greyhound or Charter

1-2	3,129,088	74 (11.10)
3-5	965,572	23 (11.00)
6-10	62,533	1 (1.52)
More than 10 Days	45,171	1 (1.10)
Subtotal Valid Responses	4,202,365	100
Appropriate Skip	196,504,335	
Total	200,706,700	

C20a. Were you satisfied with this type of transportation?

e. City to city bus, such as Greyhound or Charter

Yes	4,100,250	98 (2.46)
No	102,114	2 (2.46)
Subtotal Valid Responses	4,202,365	100
Appropriate Skip	196,504,335	
Total	200,706,700	

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

f. City to city train, such as AMTRAK

Yes	6,069,744	3 (0.59)
No	194,636,956	97 (0.59)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

f. City to city train, such as AMTRAK

1-2	4,095,097	67 (9.03)
3-5	1,243,227	20 (7.97)
6-10	199,728	3 (2.36)
More than 10 Days	531,693	9 (5.13)
Subtotal Valid Responses	6,069,744	100
Appropriate Skip	194,636,956	
Total	200,706,700	

C20a. Were you satisfied with this type of transportation?

f. City to city train, such as AMTRAK

Yes	5,665,368	93 (3.50)
No	404,376	7 (3.50)
Subtotal Valid Responses	6,069,744	100
Appropriate Skip	194,636,956	
Total	200,706,700	

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

g. Taxi, limousine, or shuttle service

Yes	20,492,445	10 (1.09)
No	180,214,255	90 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

g. Taxi, limousine, or shuttle service

1-2	13,560,670	66 (5.16)
3-5	5,280,561	26 (4.88)
6-10	497,937	2 (1.15)
More than 10 Days	1,153,277	6 (2.30)
Subtotal Valid Responses	20,492,445	100
Appropriate Skip	180,214,255	
Total	200,706,700	

C20a. Were you satisfied with this type of transportation?

g. Taxi, limousine, or shuttle service

No	1,328,439	6 (2.47)
Subtotal Valid Responses	20,492,445	100
Appropriate Skip	180,214,255	
Total	200,706,700	

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

h. Commercial airplane

Yes	20,074,204	10 (1.00)
No	180,632,496	90 (1.00)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

h. Commercial airplane

1-2	15,556,046	77 (4.02)
3-5	2,882,298	14 (3.10)
6-10	1,119,905	6 (2.34)
More than 10 Days	515,954	3 (1.80)
Subtotal Valid Responses	20,074,204	100
Appropriate Skip	180,632,496	
Total	200,706,700	

C20a. Were you satisfied with this type of transportation?

h. Commercial airplane

Yes	17,649,195	88 (3.03)
No	2,425,008	12 (3.03)
Subtotal Valid Responses	20,074,204	100
Appropriate Skip	180,632,496	
Total	200,706,700	

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

i. Private or charter airplane

Yes	2,949,751	1 (0.37)
No	197,701,356	99 (0.37)
Subtotal Valid Responses	200,651,106	100
Don't Know	55,594	
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

i. Private or charter airplane

1-2	1,655,384	56 (12.30)
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3-5	880,301	30 (11.20)
6-10	346,920	12 (6.73)
More than 10 Days	67,146	2 (2.30)
Subtotal Valid Responses	2,949,751	100
Appropriate Skip	197,756,949	
Total	200,706,700	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
j. Commercial boat, ship, or ferry		
Yes	2,935,451	1 (0.41)
No	197,771,249	99 (0.41)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
j. Commercial boat, ship, or ferry		
1-2	1,669,073	57 (14.40)
6-10	1,036,221	35 (14.50)
More than 10 Days	230,157	8 (5.95)
Subtotal Valid Responses	2,935,451	100
Appropriate Skip	197,771,249	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
j. Commercial boat, ship, or ferry		
Yes	2,386,224	81 (13.20)
No	549,227	19 (13.20)
Subtotal Valid Responses	2,935,451	100
Appropriate Skip	197,771,249	
Total	200,706,700	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
k. Recreational boat		
Yes	4,062,720	2 (0.52)
No	196,643,980	98 (0.52)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
k. Recreational boat		
1-2	3,319,166	82 (7.71)

3-5	405,372	10 (6.20)
6-10	109,990	3 (2.73)
More than 10 Days	228,193	6 (3.42)
Subtotal Valid Responses	4,062,720	100
Appropriate Skip	196,643,980	
Total	200,706,700	

A1ka. Altogether, how many hours did you spend on a recreational boat?

1-6	3,061,543	75 (10.50)
7-12	426,639	11 (9.09)
13-20	109,990	3 (2.73)
More Than 20 Hours	464,549	11 (5.89)
Subtotal Valid Responses	4,062,720	100
Appropriate Skip	196,643,980	
Total	200,706,700	

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

I. Bicycle

Yes	19,092,157	10 (1.09)
No	181,614,543	90 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

A1x. On how many days did you use this type of transportation?

I. Bicycle

1-2	9,075,582	48 (6.01)
3-5	4,849,455	26 (5.58)
6-10	985,131	5 (1.81)
More than 10 Days	4,028,363	21 (4.98)
Subtotal Valid Responses	18,938,531	100
Don't Know	153,626	
Appropriate Skip	181,614,543	
Total	200,706,700	

A1la. Did you use your bicycle primarily for. . .

Commuting to Work	548,936	3 (1.57)
Recreation	7,945,119	42 (5.81)
Exercise	6,842,873	36 (5.79)
Running Errands (Going to the Store, Post Office, etc.)	1,682,360	9 (3.38)
Some Other Purpose	2,072,869	11 (4.24)
Subtotal Valid Responses	19,092,157	100
Appropriate Skip	181,614,543	

Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
a. Air pollution in your community from transportation sources		
Very Concerned	55,542,626	28 (1.73)
Somewhat Concerned	36,516,068	18 (1.45)
Neutral	48,119,368	24 (1.57)
Not Very Concerned	28,409,357	14 (1.29)
Not at All Concerned	31,875,336	16 (1.34)
Subtotal Valid Responses	200,462,754	100
Don't Know	243,946	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
b. Noise pollution in your community from transportation sources		
Very Concerned	40,182,842	20 (1.51)
Somewhat Concerned	29,111,946	15 (1.28)
Neutral	38,532,714	19 (1.43)
Not Very Concerned	42,492,388	21 (1.53)
Not at All Concerned	50,144,514	25 (1.64)
Subtotal Valid Responses	200,464,404	100
Don't Know	242,296	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
c. Water pollution in your community from transportation sources		
Very Concerned	55,821,971	28 (1.76)
Somewhat Concerned	29,779,759	15 (1.27)
Neutral	33,658,951	17 (1.41)
Not Very Concerned	32,391,782	16 (1.37)
Not at All Concerned	46,907,020	24 (1.59)
Subtotal Valid Responses	198,559,483	100
Don't Know	2,147,217	
Total	200,706,700	
C9. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .		
d. The availability of information on how emissions from transportation sources affect air quality		
Very Concerned	48,199,773	24 (1.67)
Somewhat Concerned	43,307,167	22 (1.59)
Neutral	49,445,975	25 (1.60)

Not at All Concerned	31,584,899	16 (1.42)
Subtotal Valid Responses	196,773,682	100
Don't Know	3,933,018	
Total	200,706,700	

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

e. The effect emissions from transportation sources might have on global weather patterns

Very Concerned	56,806,445	29 (1.71)
Somewhat Concerned	44,871,576	23 (1.60)
Neutral	40,214,840	20 (1.53)
Not Very Concerned	25,601,828	13 (1.22)
Not at All Concerned	29,659,334	15 (1.35)
Subtotal Valid Responses	197,154,024	100
Don't Know	3,552,676	
Total	200,706,700	

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

f. The effect of vehicle traffic congestion on the quality of life in your community.

Very Concerned	75,608,484	38 (1.80)
Somewhat Concerned	40,840,979	20 (1.45)
Neutral	34,068,327	17 (1.43)
Not Very Concerned	21,842,129	11 (1.18)
Not at All Concerned	27,931,136	14 (1.29)
Subtotal Valid Responses	200,291,055	100
Don't Know	415,645	
Total	200,706,700	

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

g. The effect of air traffic on the quality of life in your community.

Very Concerned	34,037,106	17 (1.48)
Somewhat Concerned	30,517,606	15 (1.33)
Neutral	40,229,466	20 (1.47)
Not Very Concerned	39,399,910	20 (1.49)
Not at All Concerned	54,807,910	28 (1.66)
Subtotal Valid Responses	198,991,999	100
Don't Know	1,362,334	
Refused	352,367	
Total	200,706,700	

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

Very Concerned	45,241,663	23 (1.67)
Somewhat Concerned	35,037,771	18 (1.44)
Neutral	39,564,529	20 (1.49)
Not Very Concerned	27,956,634	14 (1.24)
Not at All Concerned	49,132,222	25 (1.62)
Subtotal Valid Responses	196,932,820	100
Don't Know	3,553,748	
Refused	220,132	
Total	200,706,700	

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

i. Hazardous material incidents from transportation sources

Very Concerned	68,017,801	34 (1.81)
Somewhat Concerned	41,675,915	21 (1.47)
Neutral	30,746,598	16 (1.39)
Not Very Concerned	23,502,048	12 (1.15)
Not at All Concerned	33,538,567	17 (1.45)
Subtotal Valid Responses	197,480,929	100
Don't Know	3,135,428	
Refused	90,343	
Total	200,706,700	

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

j. Having a say about transportation projects in your community

Very Concerned	61,634,959	31 (1.75)
Somewhat Concerned	48,980,305	25 (1.61)
Neutral	41,394,343	21 (1.52)
Not Very Concerned	22,180,798	11 (1.22)
Not at All Concerned	23,459,990	12 (1.24)
Subtotal Valid Responses	197,650,395	100
Don't Know	2,695,304	
Refused	361,000	
Total	200,706,700	

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

a. Reducing air pollution from transportation sources

Very Dissatisfied	23,831,052	12 (1.29)
Somewhat Dissatisfied	29,954,629	16 (1.37)
Neither Dissatisfied nor Satisfied	76,617,054	40 (1.85)

Somewhat Satisfied	40,781,306	21 (1.59)
Very Satisfied	21,329,543	11 (1.26)
Subtotal Valid Responses	192,513,584	100
Don't Know	7,631,322	
Refused	561,795	
Total	200,706,700	

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

b. Reducing noise pollution from transportation sources

Very Dissatisfied	22,913,844	12 (1.30)
Somewhat Dissatisfied	29,396,105	15 (1.33)
Neither Dissatisfied nor Satisfied	72,478,461	38 (1.82)
Somewhat Satisfied	41,561,237	22 (1.59)
Very Satisfied	25,964,482	14 (1.44)
Subtotal Valid Responses	192,314,130	100
Don't Know	7,610,644	
Refused	781,926	
Total	200,706,700	

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

c. Reducing water pollution from transportation sources

Very Dissatisfied	31,348,480	17 (1.45)
Somewhat Dissatisfied	28,810,341	15 (1.38)
Neither Dissatisfied nor Satisfied	70,005,234	37 (1.85)
Somewhat Satisfied	34,870,007	18 (1.52)
Very Satisfied	24,118,075	13 (1.34)
Subtotal Valid Responses	189,152,137	100
Don't Know	10,744,769	
Refused	809,794	
Total	200,706,700	

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

d. Providing information on how emissions from transportation sources affect air quality

Very Dissatisfied	26,856,450	14 (1.35)
Somewhat Dissatisfied	35,292,884	18 (1.44)
Neither Dissatisfied nor Satisfied	68,680,838	36 (1.84)

Somewhat Satisfied	37,889,974	20 (1.55)
Very Satisfied	23,426,455	12 (1.31)
Subtotal Valid Responses	192,146,600	100
Don't Know	7,931,875	
Refused	628,225	
Total	200,706,700	

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

e. Enforcing emission standards for transportation sources

Very Dissatisfied	30,306,399	16 (1.43)
Somewhat Dissatisfied	33,476,291	17 (1.36)
Neither Dissatisfied nor Satisfied	59,281,575	31 (1.75)
Somewhat Satisfied	40,148,494	21 (1.56)
Very Satisfied	30,046,704	16 (1.45)
Subtotal Valid Responses	193,259,463	100
Don't Know	6,819,012	
Refused	628,225	
Total	200,706,700	

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

f. Reducing vehicle traffic congestion on the roads in your community

Very Dissatisfied	43,599,794	22 (1.56)
Somewhat Dissatisfied	38,810,583	20 (1.51)
Neither Dissatisfied nor Satisfied	44,508,603	23 (1.60)
Somewhat Satisfied	37,680,436	19 (1.53)
Very Satisfied	29,236,849	15 (1.40)
Subtotal Valid Responses	193,836,265	100
Don't Know	5,759,182	
Refused	1,111,253	
Total	200,706,700	

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

g. Reducing air traffic congestion

Very Dissatisfied	18,578,420	10 (1.06)
Somewhat Dissatisfied	23,115,974	12 (1.21)
Neither Dissatisfied nor Satisfied	74,314,421	39 (1.88)

Somewhat Satisfied	34,472,649	18 (1.50)
Very Satisfied	39,795,278	21 (1.62)
Subtotal Valid Responses	190,276,741	100
Don't Know	9,426,673	
Refused	1,003,285	
Total	200,706,700	

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

h. Reducing the effects of dredging on local waterways

Very Dissatisfied	21,312,737	12 (1.33)
Somewhat Dissatisfied	17,503,012	10 (1.10)
Neither Dissatisfied nor Satisfied	83,817,078	46 (1.93)
Somewhat Satisfied	36,146,350	20 (1.67)
Very Satisfied	24,597,179	13 (1.33)
Subtotal Valid Responses	183,376,357	100
Don't Know	16,302,893	
Refused	1,027,450	
Total	200,706,700	

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

i. Reducing the number of incidents from the transport of hazardous materials

Very Dissatisfied	22,724,312	12 (1.26)
Somewhat Dissatisfied	30,103,878	16 (1.30)
Neither Dissatisfied nor Satisfied	62,604,693	33 (1.80)
Somewhat Satisfied	39,144,362	21 (1.57)
Very Satisfied	34,735,417	18 (1.61)
Subtotal Valid Responses	189,312,661	100
Don't Know	10,140,359	
Refused	1,253,680	
Total	200,706,700	

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

j. Ensuring that you can have a say about transportation projects in your community

Very Dissatisfied	34,035,452	18 (1.44)
Somewhat Dissatisfied	36,466,090	19 (1.47)
Neither Dissatisfied nor Satisfied	56,415,376	30 (1.72)

Somewhat Satisfied	37,021,407	19 (1.52)
Very Satisfied	27,185,086	14 (1.45)
Subtotal Valid Responses	191,123,410	100
Don't Know	8,267,135	
Refused	1,316,155	
Total	200,706,700	

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

Greater than It Was One Year Ago	26,088,828	13 (1.24)
Less (than One Year Ago)	11,127,639	6 (0.94)
About the Same (as One Year Ago)	95,689,338	48 (1.87)
Not Noticeable in Your Community	65,861,301	33 (1.73)
Subtotal Valid Responses	198,767,106	100
Don't Know	1,050,427	
Refused	889,168	
Total	200,706,700	

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

Acceptable	112,918,468	85 (1.61)
Not Acceptable	19,772,116	15 (1.61)
Subtotal Valid Responses	132,690,585	100
Don't Know	215,220	
Appropriate Skip	67,800,895	
Total	200,706,700	

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

Greater than It Was One Year Ago	11,912,228	6 (0.90)
Less (than One Year Ago)	10,610,415	5 (0.93)
About the Same (as One Year Ago)	96,367,877	49 (1.89)
Not Noticable in Your Community	79,228,058	40 (1.82)
Subtotal Valid Responses	198,118,579	100
Don't Know	2,006,085	
Refused	582,037	
Total	200,706,700	

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

Acceptable	100,354,921	85 (1.85)
Not Acceptable	18,360,643	15 (1.85)
Subtotal Valid Responses	118,715,564	100
Don't Know	174,956	
Appropriate Skip	81,816,180	

Total	200,706,700	
M39. Now I am going to read a few statements about underground utility pipelines in your community. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
a. Pipelines serve a needed purpose		
Strongly Disagree	9,789,440	5 (0.83)
Somewhat Disagree	5,536,604	3 (0.63)
Neutral	32,083,652	16 (1.42)
Somewhat Agree	43,313,194	22 (1.58)
Strongly Agree	105,886,885	54 (1.90)
Subtotal Valid Responses	196,609,775	100
Don't Know	3,784,404	
Refused	312,520	
Total	200,706,700	
M39. Now I am going to read a few statements about underground utility pipelines in your community. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
b. Pipelines in your community are safe		
Strongly Disagree	9,923,881	5 (0.81)
Somewhat Disagree	15,438,278	8 (1.14)
Neutral	53,706,267	28 (1.70)
Somewhat Agree	51,727,899	27 (1.71)
Strongly Agree	58,868,041	31 (1.81)
Subtotal Valid Responses	189,664,367	100
Don't Know	9,932,123	
Refused	1,110,210	
Total	200,706,700	
M39. Now I am going to read a few statements about underground utility pipelines in your community. Please rate your level of agreement with the statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree.		
c. Contacting local authorities, such as a one-call center, before you dig protects underground pipelines		
Strongly Disagree	9,668,164	5 (0.86)
Somewhat Disagree	6,575,386	3 (0.75)
Neutral	32,579,259	17 (1.48)
Somewhat Agree	30,636,018	16 (1.39)
Strongly Agree	110,127,670	58 (1.90)
Subtotal Valid Responses	189,586,497	100
Don't Know	10,290,246	
Refused	829,957	
Total	200,706,700	

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

a. There should be mandatory requirements to use booster seats for children who outgrow infant car seats		
Strongly Disagree	13,602,828	7 (0.95)
Somewhat Disagree	8,459,277	4 (0.82)
Neutral	18,513,045	9 (1.11)
Somewhat Agree	30,208,378	15 (1.41)
Strongly Agree	126,103,525	64 (1.84)
Subtotal Valid Responses	196,887,053	100
Don't Know	3,088,884	
Refused	730,763	
Total	200,706,700	

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

b. A regular car seat belt is as effective as a booster seat to protect children riding in cars		
Strongly Disagree	77,271,963	40 (1.87)
Somewhat Disagree	29,279,239	15 (1.33)
Neutral	28,392,100	15 (1.37)
Somewhat Agree	25,964,314	13 (1.36)
Strongly Agree	32,422,359	17 (1.49)
Subtotal Valid Responses	193,329,975	100
Don't Know	6,414,676	
Refused	962,049	
Total	200,706,700	

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

c. The purpose of a booster seat is to position the child properly to fit the car seat belt		
Strongly Disagree	10,194,368	5 (0.85)
Somewhat Disagree	7,075,080	4 (0.70)
Neutral	23,622,282	12 (1.23)
Somewhat Agree	37,068,303	19 (1.47)
Strongly Agree	115,555,211	60 (1.86)
Subtotal Valid Responses	193,515,244	100
Don't Know	6,948,422	
Refused	243,034	
Total	200,706,700	

M26. In your own words, what do you think is the primary cause of air pollution in your community?

Power Plants	10,939,006	6 (0.89)
Semis/Large Trucks	18,351,687	9 (1.17)
Commercial Airplanes	5,719,915	3 (0.66)

Trains	2,830,301	1 (0.56)
Busses	3,207,438	2 (0.50)
Cars/SUVs/Pickups/Vans	90,307,968	46 (1.86)
Dust	1,084,931	1 (0.24)
Pollen	921,052	0 (0.21)
Factories	27,309,635	14 (1.28)
Something Else	17,160,421	9 (0.96)
Don't Have Air Pollution Where You Live	17,199,767	9 (1.04)
Subtotal Valid Responses	195,032,121	100
Don't Know	5,306,860	
Refused	367,718	
Total	200,706,700	

C27. In your own words, what was the single most important consideration in choosing where you live?

Housing Availability	5,263,915	3 (0.57)
Housing Costs	9,151,261	5 (0.79)
Housing Characteristics (House Style, Ratio of Housing to Green Space, etc.)	7,818,723	4 (0.66)
Convenience to Services (Shopping, Libraries, Hospitals, Swimming Pools, Parks, Theaters, Senior Centers)	10,796,675	5 (0.82)
Low Property Taxes	705,961	0 (0.18)
Convenience to Day Care	987,060	1 (0.34)
Convenience to Schools	7,666,593	4 (0.66)
Quality of Schools	9,500,299	5 (0.82)
Convenience to Work/Easy Commute	23,980,387	12 (1.17)
Low Traffic Congestion	10,115,275	5 (0.88)
Access to Public Transportation	1,595,544	1 (0.27)
Low Crime	10,755,942	5 (0.88)
Overall Quality of Life	50,283,935	25 (1.69)
Other	48,671,059	25 (1.64)
Subtotal Valid Responses	197,292,629	100
Don't Know	3,033,590	
Refused	380,481	
Total	200,706,700	

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

a. The ease of driving to get to work, shopping, and recreation

Not at All Important	8,498,652	4 (0.77)
Not Very Important	4,333,011	2 (0.49)
Neutral	15,408,984	8 (0.97)
Somewhat Important	28,620,003	14 (1.24)
Very Important	143,399,135	72 (1.63)

Subtotal Valid Responses	200,259,786	100
Don't Know	446,914	
Total	200,706,700	

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

b. Low levels of traffic congestion on highways and roads

Not at All Important	10,428,359	5 (0.87)
Not Very Important	12,067,892	6 (0.90)
Neutral	29,568,912	15 (1.31)
Somewhat Important	39,565,717	20 (1.49)
Very Important	107,659,034	54 (1.86)
Subtotal Valid Responses	199,289,916	100
Don't Know	1,336,669	
Refused	80,116	
Total	200,706,700	

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

c. Conveniently located public transportation . . . that is, bus, subway, or commuter rail

Not at All Important	41,206,792	21 (1.46)
Not Very Important	23,035,219	12 (1.15)
Neutral	37,315,319	19 (1.52)
Somewhat Important	26,246,341	13 (1.23)
Very Important	70,563,366	36 (1.79)
Subtotal Valid Responses	198,367,037	100
Don't Know	2,339,663	
Total	200,706,700	

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

d. Conveniently located walking paths and sidewalks

Not at All Important	18,501,669	9 (1.01)
Not Very Important	13,073,852	7 (0.91)
Neutral	27,826,632	14 (1.32)
Somewhat Important	37,946,257	19 (1.46)
Very Important	102,649,983	51 (1.85)
Subtotal Valid Responses	199,998,393	100
Don't Know	518,991	
Refused	189,316	
Total	200,706,700	

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

e. Conveniently located bikeways

Not at All Important	29,682,586	15 (1.33)
Not Very Important	18,991,898	10 (1.15)
Neutral	33,807,816	17 (1.36)
Somewhat Important	39,883,096	20 (1.52)
Very Important	75,977,598	38 (1.83)
Subtotal Valid Responses	198,342,995	100
Don't Know	2,363,705	
Total	200,706,700	

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

f. Conveniently located commercial airports

Not at All Important	28,913,735	14 (1.37)
Not Very Important	28,570,680	14 (1.38)
Neutral	44,038,016	22 (1.54)
Somewhat Important	38,919,373	19 (1.46)
Very Important	59,325,984	30 (1.69)
Subtotal Valid Responses	199,767,787	100
Don't Know	938,913	
Total	200,706,700	

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

g. Conveniently located railway stations

Not at All Important	45,350,878	23 (1.55)
Not Very Important	30,106,871	15 (1.30)
Neutral	44,666,451	23 (1.59)
Somewhat Important	31,901,101	16 (1.44)
Very Important	45,854,311	23 (1.60)
Subtotal Valid Responses	197,879,612	100
Don't Know	2,626,045	
Refused	201,044	
Total	200,706,700	

C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .

a. Benefits your community

Strongly Disagree	11,958,147	6 (0.87)
Somewhat Disagree	16,249,400	8 (0.98)
Neutral	38,848,388	19 (1.47)
Somewhat Agree	48,540,150	24 (1.59)
Strongly Agree	84,501,023	42 (1.85)
Subtotal Valid Responses	200,097,109	100
Don't Know	609,591	
Total	200,706,700	

C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .

b. Helps make your community a better place to live

Strongly Disagree	11,586,118	6 (0.92)
Somewhat Disagree	11,504,401	6 (0.85)
Neutral	32,114,780	16 (1.35)
Somewhat Agree	50,910,610	25 (1.58)
Strongly Agree	94,151,595	47 (1.87)
Subtotal Valid Responses	200,267,504	100
Don't Know	439,196	
Total	200,706,700	

C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .

c. Contributes to the economic well-being of your community

Strongly Disagree	10,588,510	5 (0.89)
Somewhat Disagree	14,965,008	8 (0.95)
Neutral	36,513,430	18 (1.48)
Somewhat Agree	49,900,883	25 (1.59)
Strongly Agree	86,868,914	44 (1.87)
Subtotal Valid Responses	198,836,745	100
Don't Know	1,790,628	
Refused	79,327	
Total	200,706,700	

C14. Now please rate the level to which you agree with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. As it currently exists, the transportation system, including roads, public transportation, bikeways, and sidewalks. . .

d. Contributes to the environmental well-being of your community

Strongly Disagree	16,726,154	8 (1.08)
Somewhat Disagree	24,142,630	12 (1.20)
Neutral	45,140,666	23 (1.54)
Somewhat Agree	43,907,449	22 (1.57)

Strongly Agree	69,049,803	35 (1.80)
Subtotal Valid Responses	198,966,702	100
Don't Know	1,416,690	
Refused	323,308	
Total	200,706,700	

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

Yes	12,873,795	6 (0.82)
No	187,469,849	94 (0.82)
Subtotal Valid Responses	200,343,644	100
Refused	363,056	
Total	200,706,700	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

1. By car as a driver

Yes	5,908,015	46 (6.54)
No	6,965,780	54 (6.54)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

2. By car as a passenger

Yes	2,783,035	22 (5.38)
No	10,090,760	78 (5.38)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

3. By public transportation

Yes	4,816,806	37 (6.28)
No	8,056,989	63 (6.28)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

4. By bicycle

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Yes	5,616,688	44 (6.37)
No	7,257,106	56 (6.37)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

5. By walking

Yes	7,915,659	61 (6.29)
No	4,958,136	39 (6.29)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

6. By airplane

Yes	3,441,395	27 (5.60)
No	9,432,400	73 (5.60)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.

7. By other

Yes	182,945	1 (1.41)
No	12,690,849	99 (1.41)
Subtotal Valid Responses	12,873,795	100
Appropriate Skip	187,832,905	
Total	200,706,700	

B4a. Since January 2000, have you requested a product or service from an agency of the U.S. Department of Transportation?

Yes	4,492,454	2 (0.54)
No	195,952,759	98 (0.54)
Subtotal Valid Responses	200,445,213	100
Don't Know	261,487	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

1. The National Highway Traffic Safety Administration

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Yes	101,443	2 (2.32)
No	4,301,944	98 (2.32)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

2. U.S. Coast Guard

Yes	264,870	6 (3.62)
No	4,138,517	94 (3.62)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

3. Federal Aviation Administration

Yes	232,263	5 (3.79)
No	4,171,123	95 (3.79)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

4. Maritime Administration

Yes	321,789	7 (5.70)
No	4,081,597	93 (5.70)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

5. Federal Highway Administration

Yes	343,323	8 (4.43)
No	4,060,063	92 (4.43)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?		
6. Federal Railroad Administration		
Yes	295,361	7 (5.19)
No	4,108,025	93 (5.19)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
7. Federal Transit Administration		
Yes	685,902	16 (7.86)
No	3,717,485	84 (7.86)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
8. Federal Motor Carrier Safety Administration		
No	4,403,386	100 (.)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
9. Research and Special Programs Administration		
Yes	284,945	6 (4.66)
No	4,118,441	94 (4.66)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
10. Bureau of Transportation Statistics		
Yes	275,055	6 (3.74)
No	4,128,331	94 (3.74)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	

Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
11. St. Lawrence Seaway Development Corporation		
No	4,403,386	100 (.)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
12. Office of the Secretary of Transportation		
Yes	185,317	4 (3.07)
No	4,218,069	96 (3.07)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
13. Some other agency		
Yes	2,331,157	53 (12.00)
No	2,072,230	47 (12.00)
Subtotal Valid Responses	4,403,386	100
Don't Know	89,068	
Appropriate Skip	196,214,246	
Total	200,706,700	
B4b3. Which of those agencies did you most recently contact?		
The National Highway Traffic Safety Administration	101,443	35 (28.10)
Federal Railroad Administration	75,328	26 (23.80)
Federal Transit Administration	109,990	38 (29.10)
Subtotal Valid Responses	286,760	100
Appropriate Skip	200,419,940	
Total	200,706,700	
B4b1. How long ago was your most recent request?		
Since the Beginning of January of 2001	176,901	9 (5.28)
During November and December of 2000	1,048,262	51 (14.30)
Between August and October of 2000	521,204	25 (12.00)
Between February and July of 2000	325,863	16 (9.34)

Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?

1. Data (tables, charts, graphs, files, CD-ROM)

Yes	509,937	25 (12.00)
No	1,562,293	75 (12.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?

2. Publications, brochures, pamphlets, fact sheets, reports

Yes	1,101,324	53 (14.20)
No	970,906	47 (14.20)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?

3. Maps

Yes	453,854	22 (11.40)
No	1,618,376	78 (11.40)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?

4. Press Releases

No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?

5. Videos

No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
6. Employment information		
No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
7. Grant or scholarship information		
No	2,072,230	100 (0.00)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
8. Other		
Yes	966,749	47 (14.30)
No	1,105,481	53 (14.30)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B5. How did you contact (fill in agency name from the B4b2 or B4b3)?		
Telephone	1,251,460	60 (14.20)
Internet/World Wide Web/E-mail	641,451	31 (14.20)
(Regular) Mail	79,553	4 (3.85)
Other	99,765	5 (4.79)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
B6. Please rate your overall satisfaction with the level of service you received. Would you say you were . . .		
Somewhat Dissatisfied	494,729	24 (14.40)
Neither Dissatisfied nor Satisfied	421,242	20 (11.30)
Somewhat Satisfied	339,415	16 (9.38)
Very Satisfied	816,844	39 (13.50)
Subtotal Valid Responses	2,072,230	100
Appropriate Skip	198,634,470	
Total	200,706,700	
D1. How many licensed vehicles are available for regular use by members of your household?		
Zero	6,884,297	3 (0.64)

One	48,444,248	24 (1.58)
Two	83,958,662	42 (1.83)
Three	37,138,695	19 (1.51)
Four	13,840,092	7 (1.03)
Five or More	10,348,142	5 (0.94)
Subtotal Valid Responses	200,614,137	100
Average (Arithmetic Mean)		2.2 (0.05) ^a
Refused	92,563	
Total	200,706,700	
D2. Are you a licensed commercial transportation operator?		
Yes	17,566,079	9 (1.09)
No	183,140,621	91 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D3. Do you own or operate a business from your home?		
Yes	20,273,339	10 (1.09)
No	180,433,361	90 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D4. Please stop me when I reach the category that best describes your age.		
18 - 24	25,803,908	13 (1.51)
25 - 34	36,067,167	18 (1.42)
35 - 44	44,077,181	22 (1.51)
45 - 54	37,322,989	19 (1.47)
55 - 64	24,080,060	12 (1.11)
65 or Older	33,017,258	16 (1.31)
Subtotal Valid Responses	200,368,563	100
Don't Know	108,051	
Refused	230,086	
Total	200,706,700	
D5. Are you male or female?		
Male	95,721,554	48 (1.87)
Female	104,985,146	52 (1.87)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D6. What is the last grade of school you completed?		
Less than High School	18,653,327	9 (1.23)

High School Graduate/GED	84,086,108	42 (1.94)
Technical School/Professional Business School	6,995,790	3 (0.54)
Some College	32,138,223	16 (1.19)
Community College Graduate (AA: Associate of Arts Degree)	13,857,138	7 (0.78)
College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	28,998,833	14 (1.07)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	15,576,342	8 (0.79)
Subtotal Valid Responses	200,305,761	100
Don't Know	108,051	
Refused	292,889	
Total	200,706,700	

D7. Are you of Hispanic origin?

Yes	14,372,735	7 (1.06)
No, Not Hispanic/Spanish/Latino	186,115,952	93 (1.06)
Subtotal Valid Responses	200,488,687	100
Don't Know	108,051	
Refused	109,962	
Total	200,706,700	

D8. What is your race?

1. White

Yes	161,637,126	81 (1.56)
No	38,157,009	19 (1.56)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	

D8. What is your race?

2. Black or African-American

Yes	19,920,954	10 (1.23)
No	179,873,181	90 (1.23)
Subtotal Valid Responses	199,794,135	100
Don't Know	108,051	
Refused	804,514	
Total	200,706,700	

D8. What is your race?

3. American Indian or Alaska Native

Yes	4,442,556	2 (0.54)
No	195,351,579	98 (0.54)
Subtotal Valid Responses	199,794,135	100

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

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

^a The values presented are the mean and its associated standard error, rather than the percent that is presented in the majority of the cells.