Household Survey Results
June 2002

OMNIBUS

Bureau of Transportation Statistics

General Methodology of the Omnibus Survey:

July 2001 to Present

INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) is conducting a series of monthly surveys to monitor expectations of and satisfaction with the transportation system and to gather event, issue, and mode-specific information. The surveys will serve as an information source for the U.S. Department of Transportation (DOT) modal administrators, who can use them to support congressional requests and for internal DOT performance indicators. Overall, the surveys will support the collection of information on a wide range of transportation-related topics.

This document contains the following information:

- Background of the survey initiative;

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

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

- Guidance on the use of weights for analyses;

- Instructions for calculating standard error estimates;

- Data collection methods.

1. SAMPLE DESIGN

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

Sampling Frame and Selection
To ensure that the monthly Omnibus Surveys conducted after March 2001 is comparable to past Omnibus Surveys (March 2001 and earlier), the previous sample methodology was replicated. A sample methodology was used to achieve a random sample of non-institutionalized adults 18 years and older in the fifty states of the United States and the District of Columbia. A national probability sample of households using list-assisted random digit dialing (RDD) methodology was employed for the survey. The sample was purchased from GENESYS, a firm that provides sample for numerous government agencies and the private sector. In summary, GENESYS

initiated a sample development process by first imposing an implicit stratification on the telephone prefixes using the Census Bureau divisions and metropolitan status (See the Census Bureau regions and divisions below).

Table 1: Census Bureau Regions and Divisions

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

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

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

RDD Sample

To generate the sample the GENESYS System employs list-assisted random digit dialing methodology. List-assisted refers to the use of commercial lists of directory-listed telephone numbers to increase the likelihood of dialing household residences. This method gives unlisted telephone numbers the same chance to be selected as directory-listed numbers.

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

The sample frame consists of the set of all telephone exchanges that meet the geographic criteria. This geographic definition is made using one or more of the geographic codes included in the

database. Following specification of the geographic area, the system selects all exchanges and associated working banks that meet those criteria.

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

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

ID-PLUS

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

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

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

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

Address Matching

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

Precision of Estimates

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

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

Where p_s is the estimated (sample) proportion;

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

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

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

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

Or

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

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

              n is the sample size.

Therefore, with a sample size of 1,023 and p_s = 50 percent, the confidence interval range would be 47 = P = 53, *approximately*. [1]

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

2. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

- Calculation of the base sampling weights;

- Adjustment for unit non-response;

- Adjustment for households with multiple voice telephone numbers;

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

- Post-stratification adjustments to the target population.

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

Base Sampling Weights

The first step in weighting the sample is to calculate the sampling weight for each telephone number in the sample. The sampling rate is the inverse of the telephone number's probability of selection, or:

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

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

Adjustment for Unit Non-Response

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

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

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

The non-response adjusted weight (W_{NR}) is the product of the sampling weight (W_S) and the non-response adjustment factor (ADJ_{NR}) within each Census division / metropolitan status combination.

Adjustment for Households with Multiple Telephone Numbers

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

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

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

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

Adjustment for Number of Eligible Household Members

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

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

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

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

Post-Stratification Adjustments

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

The outcome of post-stratification is a factor or multiplier (M) that scales W_{NRMTRA} within each age/gender/race cell, so that the weighted marginal sums for age, gender and race/ethnicity agree with the corresponding Census Bureau distribution for these characteristics. The method used in the post-stratification adjustment is a simple ratio adjustment applied to the sampling weight using the appropriate national population total for a given cell defined by the intersection of age, gender, and race/ethnicity. [2] The general method for ratio adjusting is:

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

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

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

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

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

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

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

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

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

Where:

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

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

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

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

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

Trimming of Final Analysis Weights

Extreme values of W_{FINAL} are trimmed to avoid over-inflation of the sampling variance. In short, the trimming process limits the relative contribution of the variance associated with the kth unit to the overall variance of the weighted estimate by comparing the square of each weight to a threshold value determined as a multiple of the sum of the squared weights. Letting $w_1, w_2, \dots w_j$, denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

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

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

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

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

3. VARIANCE ESTIMATION

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

Variance Estimation Methodology

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

Software

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

Methods

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

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

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

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

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

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

Degrees of Freedom and Precision

A typically used rule-of-thumb for degrees of freedom associated with a standard error is the quantity: number of un-weighted records in the dataset *minus* number of strata. The rule-of-thumb degrees of freedom for the method above will fluctuate from month to month depending upon the number of records in each monthly dataset. Most monthly dataset will yield degrees of freedom of around 1000.

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

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

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

4. DATA COLLECTION METHODOLOGY

Expert Panel Review

An Expert Panel is sent copies of the Omnibus Survey each month for review and comment. A link to the BTS website is sent to panelists to provide information about the purpose and history of the Omnibus Household Survey. Panelists are instructed to prioritize their comments about the draft survey. A conference call is conducted among the panelists to identify problems and issues and reach consensus (where possible) on the most significant problems and associated recommendations. The discussion and associated recommendations are summarized and distributed to the panelists to review for accuracy. Edits and modifications are then incorporated into the document and distributed to BTS.

Cognitive Interviews

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

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

Interview Procedures

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

Pre-Testing

A Pre-Test is conducted prior to the initiation of actual calling. The Pre-Test is used to replicate the data collection process and identify any problem areas related to the process, the survey instrument in total, specific questions, answer choices, questionnaire instructions or question format. It is also used to test the interview length.

Telephone supervisors conduct these pre-test interviews of the draft survey instrument. All problematic questions, issues and recommendations resulting from the pre-test are included in the list of problematic issues report which is forwarded to BTS.

Interviewer Training

All new interviewers initially completed a generic two-day (approximately 12 hours) classroom training on general interviewing skills. Additionally, each month all interviewers will complete approximately four to six hours of classroom training on specific aspects of the Omnibus

Household Survey. In response to normal interviewer turnover and/or increased staffing needs, all interviewers new to the project will receive the full complement of training prior to beginning their interviewing for this study.

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

I. ORIENTATION
Introduction to M. Davis and Company, Inc.
Welcome
MDAC Way
Organizational Chart
Your Job Description/Responsibilities
Policies and Procedures

II. TRAINING

***Includes Excerpts from the Market Research Association (MRA) Training Manual

 A. Introduction to the Marketing and Opinion Research Industry
What is marketing and opinion research?
Types of interviews
Techniques used in data collection
Survey settings
Overview of the marketing and opinion research process
Key Terms

B. The Interviewer's Role
Appropriate Attitude
Characteristics of a successful interviewer
Recruiting Respondents
The "Art" of Interviewing
Key Terms

C. Respondents
Relating to Respondents
"Training" Respondents
Building and Maintaining Rapport
"Active Listening"
Callback Scenarios and Procedures
Terminations

D. Questions and Answers Plus Other Topics
   The One Unbreakable Rule
   Types of Questions
   The Interviewing Process
   Paperwork
   Quality Assurance
   Dos and Don'ts
   Conducting the Interview
   Editing the Interview
   Monitoring (includes Quotas)
   Validation

E. Bias, Probing and Clarifying
   Introduction
   Good Feedback
   Bad Feedback
   Avoid Bias
   Verbatim Reading and Recording
   Open-end Questions and Probing
   Additional Section, "Bias, Probing and Clarifying"

F. Objections and Refusal Conversion
   Nine Most Common Objections and Reasons for Refusal
   Acknowledgement of the Objection
   Soft Refusal Conversion

G. Getting Familiar With The Computer
   Mouse
   Keyboard
   Logging On

H. Maneuvering through CfMC
   Keyboard Commands
   Introduction to CfMC Phone System
   Starting the Interviewing
   Interviewing with SURVENT
   Responding to Different Question Types
   SURVENT Commands
   More About CfMC
   Role Playing

 I. Open Discussion
   Additional questions

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

- A review of last month's results;

- Feedback from interviewers, supervisors;

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

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

- Question-by-Question Training for New Sections.

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

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

Pre-Contact Letter

Eight (8) calendar days prior to the start of data collection a BTS-approved pre-contact letter is sent to sample numbers with an address. The intent is for each household with an address to receive the pre-contact letter several days before they receive a call to conduct the interview.

An "800" number is listed in each letter with the specific times to call (M-F, 9:00 am – 11:00 pm EST; Sat and Sun, 1:00 pm to 9:00 pm EST). The letters are categorized by call center and each call center's "800" number. Should the respondent call outside the times listed above they will receive a phone message asking them to leave their name and number and someone will contact them as soon as possible to conduct the interview.

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

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

Given the short time frame for data collection, the potential perception of harassment and prior research results, the toll free 800 number is left for the first time at the seventh call.

Call Attempts and Callbacks

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

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

A sufficient number of telephone numbers are released to each call center to ensure that a minimum 30% response rate is achieved if all numbers released are in scope. "In scope" means numbers where contact has been achieved and eligibility determined. Sample is added based upon past calling history, the quantity of numbers determined to be ineligible, and projection of completes based upon past and current experience, number of callbacks achieved and refusal conversion rates.

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

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

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

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

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

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

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

Callbacks to Spanish language households are conducted by Spanish-speaking interviewers. Interviewer's that identify a household as Spanish speaking alerts supervisor a Spanish-speaking interviewer is needed to handle phone call. If Spanish interviewer is not available, the interviewer will inform respondent someone will call back, then record as CBS (Callback Spanish). If person is not available within the next hour a callback will be scheduled, if possible.

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

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

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

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

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

Scope Undetermined:
- NA – No answer (The phone is not answered within 5 rings.)
- BZ – Busy (busy signal)
- AM – Answering machine (The call has led to an answering machine or voicemail.)
- CCC – Cannot complete call (The message "Your call cannot be completed at this time" is received. This is a message provided by the local telephone company when there is a line problem in the local area. These calls are dialed on another day.)
- PM – Privacy manager (Privacy manager is a feature provided by local telephone companies that requires incoming callers to identify themselves, before the household will accept the call.)
- NQL – Eligibility undetermined because of language problems or deafness
- RFI – Refused to speak with interviewer (screening incomplete) If the respondent refuses to speak with interviewer prior to answering F0250 (screening incomplete) and, if asked, F0200 responded "no"
- HRI – Requests their name be removed from calling list or if the respondent refuses to speak with interviewer for second time prior to answering F0250 (screening incomplete) and, if asked, F0200 responded "no"
- OD – The maximum number of call attempts is reached before being able to determine eligibility

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

Household Screening

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

Interviewing Methods

Incentives were not offered to potential respondents in exchange for their participation in the survey. Surveys were conducted in both English and Spanish. If the potential respondent refuses

to be interviewed the reason for refusal is recorded. The average length of the interview was 10 to 12 minutes and an additional 3 to 5 minutes to screen and recruit potential respondents.

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

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

Data Quality Control Procedures

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

Our interviewer training for administering telephone surveys included:

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

Interviewer Performance

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

Other Procedures

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

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

Summary of Data Cleaning

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

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

Treatment of Missing Values

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

Table 2: Summary of Codes for Missing Values by Data File Format

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

Response Rates

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

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

Non-Response Methods

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

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

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

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

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

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

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

7. Elimination of non-residential numbers from sample.

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

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

Reasons for Non-Response

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

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

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Omnibus Survey: June 2002 Month Specific Information

This report presents the results of the June 2002 Household Survey. Each monthly survey will contain a set of core questions that are based on critical information needs within DOT. In addition, supplemental questions will be included each month that correspond to one of DOT's five strategic goals: safety, mobility, economic growth, human and natural environment, and security. Finally, specific questions posed by the various DOT modes will be included in each survey and will vary from month to month.

The June 2002 survey collected data from June 1, 2002 through June 10, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,089 cases, and the total number of variables in the public-use dataset is 171. The data were collected by M. Davis and Company (MDAC), under contract with the BTS.

Sample Telephone Number Selection

There were 8,200 telephone numbers for the June 2002 survey. A total of 4,576 of these numbers were identified as working residential numbers and were divided into 66 replicates. There were 43 fielding replicates initially released. During the course of data collection one additional replicate was released. Thus, 3,559 numbers were released for use by the telephone interviewers. Eight unused replicates from June's sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Twenty-Two of the 66 June replicates were not utilized in the actual interviewing.

For this survey, the total number of telephone numbers in the sampling frame, N, is 261,905,600. The total number of telephone numbers in the sample (numbers dialed) is 3,559.

Specific Weight Adjustment for Households with Multiple Telephone Numbers

Some households have multiple telephone lines for voice communication.

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

Table 1: Number of Telephone Lines per Household

	Value
Mean	1.165
Standard deviation	0.458
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5

Specific Weight Adjustment for Number of Eligible Household Members

The probability of selecting an individual respondent depends upon the number of eligible respondents in the household.

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

Table 2: Number of Eligible Household Members

	Value
Mean	1.953
Standard deviation	0.867
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	7

Post-Stratification Weight Adjustments

Adjusting weighted survey counts so that they agree with population counts provided by the Census Bureau can compensate for different response rates by demographic subgroups, increase the precision of survey estimates, and reduce the bias present in the estimates resulting from the inclusion of only telephone households.

The cells, used to construct post-stratification adjustments for this month, together with the number of sample observations and the national population estimates from the Census Bureau are shown in the table below.

Table 3: Post-Stratification Cells

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (Any Race)	26	10,167,034
2	Male - Non-Hispanic Black	30	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	25	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	63	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	74	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	68	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	46	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	75	11,755,768
9	Male - Non-Hispanic Other	42	4,146,032
10	Female - Hispanic (Any Race)	41	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	41	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	25	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	27	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	65	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	96	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	96	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	74	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	103	15,762,147
19	Female - Non-Hispanic Other	45	4,762,691
N/A	Missing Demographic Information	27	N/A
TOTAL		**1,089**	**200,706,700**

Data Collection Schedule

The survey was conducted over a ten-day period, from June 1 through June 10. A total of 1,089 interviews were completed during the survey period.

Disposition of Sample Telephone Numbers

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used to calculate a CASRO response rate of approximately 39 percent.

Table 4: Distribution of Household Cases by Disposition (Revised 11/06/02)

Disposition Category	Number of Households
Telephone Numbers Available	**4,190**
Telephone Numbers Released	**3,559**
Telephone Numbers Not Dialed	**0**
Telephone Numbers Dialed	**3,559**
Out-of-Scope Numbers (Ineligible)	**606**
BG - Business	185
CF - Computer/Fax	128
DS - Disconnected number	259
NC - Number change	8
NQ - No one 18 years old or older in household	13
UNB - Unavailable before and during study period	13
Scope Undetermined	**878**
NA - No answer	423
BZ - Busy	1
AM - Answering machine	161
LM - Left message	13
CCC - Cannot complete call	5
PM - Privacy manager	3
NQL - Eligibility undetermined because of language problems or deafness	38
RFI - Refused to speak with interviewer (screening incomplete)	62
HRI - Hard refusal	172
OD - Maximum call attempts reached	0
In-Scope Numbers	**2075**
Complete	1,089
Partial Complete	28
CB - Callback	229
CBS - Callback Spanish	1
NAQ - No Answer Qualified	295
BZQ - Busy Qualified	9
AMQ - Answering Machine Qualified	277
LMQ - Left Message Qualified	9

Disposition Category	Number of Households
CCQ - Cannot Complete Call Qualified	3
PMQ - Privacy Manager Qualified	9
DL - Deaf/Language	32
RFQ - Respondent refusal	7
UN - Unavailable	57
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Hard refusal	30
CASRO Response Rate	**39.53%**

JUNE 2002 FINAL ANNOTATED SURVEY QUESTIONNAIRE

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

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

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

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [   ], such as in Question F0080, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses (   ), such as in Question F0455, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- TEXT IN ALL CAPS displays on-screen instructions to the interviewer or questions that the interviewer answers.
- *Text in italics* provides CATI system instructions or options, such as skips or fills.

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

F0054. **Hello, my name is _____, and I'm calling on behalf of the United States Department of Transportation about a national study on transportation issues. In the aftermath of the terrorist attacks on September 11, 2001, transportation has become a more critical issue in our society.**

HIT "RETURN" TO CONTINUE

F0080. **Have I reached [telephone number]?**

1) Yes
2) No - **Sorry, I must have dialed incorrectly. Goodbye.**

TERMINATE CALL

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

HIT "RETURN" TO CONTINUE

F0100. **Is this phone for a home, a business, or both?**

1) Home - *go to F0200*
2) Business
3) Both home and business - *go to F0200*

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

TERMINATE CALL

F0200. **Are you a household member who is at least 18 years old?**

1) Yes - *go to F0351*
2) No

F0250. **May I please speak to a household member who is at least 18 years old?**

1) Yes - *go to F0351*
2) No

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

              SCHEDULE CALLBACK

F0351.   IF INTERVIEWER IS SPEAKING WITH A NEW RESPONDENT, BEGIN BY REPEATING F0054. THEN SAY...

              This study is designed to select one household adult to answer the questions. We choose that person based on birthdays, so I need to talk with the person living there now, aged 18 years or older, who will have a birthday next. What is the first name of that person?

              INTERVIEWER INSTRUCTION: PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

              Name_____ TYPE IN PERSON'S FIRST NAME

F0400.   **May I please speak with [insert name]?**

      1)   Yes
      2)   No - *go to F0500*

F0455.   INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICAL ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS. REPEAT F0351 IF NECESSARY. THEN SAY...

              I have some questions about your transportation use, and about your opinions on important transportation issues such as national security, commuting and air travel. Your participation in this voluntary study (there is no penalty for refusing to answer any question) will take only about 10 minutes, and your answers will be used only for statistical summaries. The study is authorized by law (Title 49, Section 111c2 of the United States Code).

              HIT "RETURN" TO CONTINUE

Skip to F0550

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

              SCHEDULE CALLBACK

F0550.   ADDRESS QUESTIONS OR USE REFUSAL CONVERSION TECHNIQUES.
IS RESPONDENT WILLING TO CONTINUE?

    1)   Yes
    2)   No - THANK RESPONDENT AND TERMINATE

        HIT "RETURN" TO CONTINUE

F0601.   **For quality purposes, my supervisor may monitor this call.**
ENTER "1" TO PROCEED, OR ENTER "2" TO SCHEDULE CALLBACK

    1)   PROCEED - *go to G0051*
    2)   SCHEDULE CALLBACK

Section G - General Transportation Core Questions

G0051.   **First I need to ask about all the kinds of transportation you used either for personal or for business travel last month.**

HIT "RETURN" TO CONTINUE

G0103.   **During May, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)**

1) Yes
2) No *(Skip to G0150)*

G0851A.   **How many days did you drive or ride?**

ENTER NUMBER____

G0150.   **During May, did you drive or ride in an organized carpool or vanpool?**

1) Yes
2) No *(Skip to G0302)*

G0851B.   **How many days did you drive or ride?**

ENTER NUMBER____

G0302.   **During May, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.**

1) Yes
2) No

G0851C.   **How many days did you use it?**

ENTER NUMBER____

G0819.   **Is public transportation available in your area?**

1) Yes *(If G0302 = 2 skip to G0201)*
2) No *(If G0302 = 2 skip to G0201)*

G3000. **Please tell me the main reason you used public transit last month.** (CODE THE FIRST REASON GIVEN) (DO NOT READ LIST)

    01) Have no vehicle available
    02) Cheaper/Costs less/Saves money/Parking too expensive
    03) Faster than other means of transportation
    04) More convenient than other means of transportation
    05) Less impact on the environment than other means of transportation
    06) Parking not available
    07) Away from home on business or pleasure travel
    97) Other - SPECIFY _____

G3050. **Consider your most recent trip using public transit. What was the primary purpose of the trip?** (CODE PRIMARY PURPOSE) (DO NOT READ LIST)

    1) Work
    2) School
    3) Shopping
    4) Recreation (Movie, dining out, etc.)
    5) Visit friends/relatives
    6) Errands (post office, dry cleaning, etc.)
    7) Other - SPECIFY _____

G0201. **During May, did you ride on a city-to-city bus, such as Greyhound?**

    1) Yes
    2) No *(Skip to G0251)*

G0851D. **How many days did you ride on it?**

    ENTER NUMBER____

G0902B. **And of these days, how many were for business or work?**

    _____ days

G0251. **During May, did you ride on a city-to-city train, such as AMTRAK?**

    1) Yes
    2) No *(Skip to G0880)*

G0851E. **How many days did you ride on it?**

    ENTER NUMBER____

G0902C.   **And of these days, how many were for business or work?**

_____ days

Skip to G0350

G0880.   **In your area, do you have long distance, city-to-city train service such as AMTRAK?**

    1)   Yes
    2)   No

G0350.   **During May, did you fly on a commercial airline?**

    1)   Yes
    2)   No *(Skip to G0401)*

G0851F.   **How many days did you fly on a commercial airline?**

ENTER NUMBER____

G0902D.   **And of these days, how many were for business or work?**

_____ days

G0401.   **During May, did you fly on a charter, private, or corporate airplane or helicopter?**

    1)   Yes
    2)   No *(Skip to G0452)*

G0851G.   **How many days did you fly on a charter, private, or corporate airplane or helicopter?**

ENTER NUMBER____

G0902E.   **And of these days, how many were for business or work?**

_____ days

G0452.   **During May, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle (such as a moped) or an ATV?**

    1)   Yes
    2)   No (*Skip to G0501*)

G0851H.   **How many days did you drive or ride one of these vehicles?**

              ENTER NUMBER____

G0501.   **During May, did you ride a bicycle? Please do not include stationary bicycles.**

     1)   Yes
     2)   No *(Skip to G0551)*

G0851I.   **How many days did you ride your bicycle?**

              ENTER NUMBER____

G0952.   **Primarily for what purpose did you use it?** (DO NOT READ LIST)

     1)   Commuting to work or school,
     2)   Recreation,
     3)   Exercise/for my health,
     4)   Personal errands, (to the store, post office, and so on)
     5)   Required for my job
     7)   Some other purpose - SPECIFY _____

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

              _____ hours and _____ minutes

CATI system must ensure an entry for both hours and minutes

G1051.   **Did you bicycle mostly on:** (READ LIST)

     01)   **Paved roads, not on shoulder,**
     02)   **Shoulders of paved roads,**
     03)   **Bike lanes on roads,**
     04)   **Sidewalks,**
     05)   **Bike paths, walking paths or trails,**
     06)   **Unpaved roads (for example dirt, gravel, sand),**
     07)   **Grass, or,**
     97)   **Other** - SPECIFY _____

G0551.   **During May, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)**

     1)   Yes
     2)   No *(Skip to G0555)*

G0851J.   **How many days did you walk, run or jog?**

           ENTER NUMBER____

G1102.   **Primarily for what purpose did you walk, run, or jog?** (DO NOT READ LIST)

    1)   Commuting to work or school,
    2)   Recreation,
    3)   Exercise/for my health,
    4)   Personal errands, (to the store, post office, walking the dog, and so on)
    5)   Required for my job
    7)   Some other purpose - SPECIFY _____

G1151.   **And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?**

           _____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

G1202.   **Did you walk, run, or jog mostly on:** (READ LIST)

    01)   **Paved roads, not on shoulder,**
    02)   **Shoulders of paved roads,**
    03)   **Bike lanes on roads,**
    04)   **Sidewalks,**
    05)   **Bike paths, walking paths or trails,**
    06)   **Unpaved roads (for example dirt, gravel, sand),**
    07)   **Track,**
    08)   **Grass, or**
    97)   **Other** - SPECIFY _____

G0555.   **During May, did you ride as a passenger on a cruise ship?**

    1)   Yes
    2)   No

G0601.   **During May, did you ride on a commercial boat, ship, or ferry?**

    1)   Yes
    2)   No *(Skip to G0652)*

G0851K.   **How many days did you ride on a commercial boat, ship, or ferry?**

               ENTER NUMBER____

G0652.   **During May, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?**

    1)   Yes
    2)   No *(Skip to G0701)*

G0851L.   **How many days did you operate or ride on a personal watercraft?**

               ENTER NUMBER_____

G1251.   **In total, about how much time did you spend using a personal watercraft last month?**

               ____ hours and ___ minutes

CATI system must ensure entry for both hours and minutes

G0701.   **During May, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?**

    1)   Yes
    2)   No *(Skip to G0750)*

G0851M.   **How many days did you operate or ride on a recreational boat?**

               ENTER NUMBER_____

G1258.   **In total, about how much time did you spend using a recreational boat last month?**

               ____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

G0750.   **During May, did you use any other means of transportation? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.**
               (BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)

    1)   Yes
    2)   No *(Skip to G2001)*

G0780.   **What other means of transportation did you use?**

_____

_____

G0851N.   **How many days did you use other means of transportation?**

          ENTER NUMBER____

If G0103 = 2 and G0302=2 and G0350 = 2 then skip to B0050

G2001.   **Now I would like you to compare your perceptions and/or experiences using [CATI system enter number] major modes of transportation in May with your perceptions and/or experiences using those modes a year ago.**

          HIT "RETURN" TO CONTINUE

If G0103 = 2 then skip to instruction before G2101

G2011.   **You said you drove or rode in a personal vehicle last month. Considering all the costs associated with driving or riding in a personal vehicle, would you say it cost more or less in May than it did a year ago?**
          [DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

     1)   Cost less
     2)   Cost the same
     3)   Cost more

G2021.   **In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a personal vehicle in May than a year ago?**
          [DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

     1)   Less secure
     2)   Same
     3)   More secure

G2041.   **In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle in May than you did a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

   1)   Less safe
   2)   Same
   3)   More safe

G2061.   **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in May than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

   1)   Less likely
   2)   Same
   3)   More likely

G2081.   **In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a personal vehicle in May than it was a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

   1)   Less convenient
   2)   Same
   3)   More convenient

If G0302 = 2 then skip to instruction before G2201

G2101.   **Now I would like you to compare your perceptions and/or experiences using public transit in May with your perceptions and/or experiences using public transit a year ago.**

G2111.   **Considering the cost of using public transit, would you say it cost more or less in May than it did a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

   1)   Cost less
   2)   Cost the same
   3)   Cost more

G2121.   **In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in May than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less secure
    2)   Same
    3)   More secure

G2141.   **In terms of safety from accidents, did you feel more safe or less safe using public transit in May than you did a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less safe
    2)   Same
    3)   More safe

G2161.   **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in May than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less likely
    2)   Same
    3)   More likely

G2181.   **In terms of quality of service, would you say the quality of service you received using public transit in May was better or worse than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Worse
    2)   Same
    3)   Better

If G0350 = 2 then skip to B0050

G2201.   **Finally I would like you to compare your perceptions and/or experiences flying on a commercial airline in May with your perceptions and/or experiences flying on a commercial airline a year ago.**

G2211.   **Considering the cost of flying on a commercial airline, would you say it cost more or less in May than it did a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Cost less
    2)   Cost the same
    3)   Cost more

G2221.   **In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial airline in May than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less secure
    2)   Same
    3)   More secure

G2241.   **In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in May than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less safe
    2)   Same
    3)   More safe

G2261.   **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in May than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less likely
    2)   Same
    3)   More likely

G2281.   **In terms of quality of service, would you say the quality of service you received flying on a commercial airline in May was better or worse than a year ago?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Worse
    2)   Same
    3)   Better

Section B - BTS Topical Transportation Questions

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

HIT "RETURN" TO CONTINUE

B0103.	**Last month did you commute, that is, travel routinely from home to work?** (EXCLUDE TELECOMMUTING; COMMUTING MAY INCLUDE ANY TYPE OF TRANSPORTATION.)

1)	Yes
2)	No *(Skip to B2300)*

B0152.	**Altogether, about how many days did you commute last month?** (DO NOT READ LIST)

1)	29-31 days/month
2)	22-28 days/month
3)	15-21 days/month
4)	8-14 days/month
5)	1-7 days/month

B0310.	**Did you work at the same location on most days?**

1)	Yes *(Skip to B0352)*
2)	No

B0315.	**Did you work at more than one location on a typical day?**

1)	Yes
2)	No *(Skip to B0352)*

B0320.	**On a typical day, how much time did you spend traveling from worksite to worksite?**

_____ hours and_____ minutes *(go to B2300)*

CATI system must ensure entry for both hours and minutes

B0352.   **On a typical day, how much time did a one-way, door-to-door trip from home to work take?**
THE TIME RECORDED FOR COMMUTING TO WORK ON A TYPICAL DAY SHOULD BE THE TIME IT TOOK TO COMMUTE USING THE MODES OF TRANSPORTATION USED ON A TYPICAL DAY.

_____ hours and_____ minutes

CATI system must ensure entry for both hours and minutes

B2300.   **My next group of questions is about commercial air travel.**

HIT "RETURN" TO CONTINUE

B2311.   **What month and year was your most recent commercial airline flight?**
(INTERVIEWER: PLEASE PROMPT FOR MONTH AND YEAR.   IF RESPONDENT CANNOT RECALL THEN READ LIST OF CATEGORIES)

1)   Enter month and year *(More than one year ago skip to B3000)*
5)   Have never flown on a commercial airline *(Skip to B3000)*

B2311_1.   ENTER MONTH
01 January
02 February
03 March
04 April
05 May
06 June
07 July
08 August
09 September
10 October
11 November
12 December

B2311_2.   ENTER YEAR

B2312.   **Please let me verify the last question. In what month and year was your most recent commercial flight?**

1)   month_____ year _____ *(More than one year ago skip to B3000)*

B2314.   **What airport did you depart from on your most recent flight?**
(INTERVIEWER: IF RESPONDENT CANNOT RECALL AIRPORT NAME PLEASE PROMPT FOR CITY AND STATE.)

_____

B2320.   **Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or job related?** (IF NECESSARY, GIVE EXAMPLES SUCH AS PROFESSIONAL CONFERENCE, MEETING WITH CLIENTS.)

1)   Yes, business/job related
2)   No

B2332.   **Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in which of the following sections was your seat located:** (READ ENTIRE LIST EXCEPT REFUSED/DON'T KNOW)

1)   Economy or coach section (also sometimes called the main cabin)
2)   First class section
3)   There were no sections in the plane; all seats were in the same section
7)   Other - SPECIFY _____

B2341.   **Did the price paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?**

1)   Yes
2)   No

B2401.   **Once more, think about your most recent flight. Did you check any baggage on this flight? Baggage may include suitcases, laptop computers, bicycles, golf clubs, or any package too large to carry on to the plane.**

1)   Yes
2)   No *(Skip go B2430)*

B2421.   **How many items did you yourself check on this flight?**

ENTER NUMBER_____

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, on your most recent flight, you checked a total of _____ items that were just for you?**

B2430.   **Did you carry any baggage on to this flight? Carry-on baggage may include purses, briefcases, laptop computers, overnight bags, or anything else that you did not check.**

     1)   Yes
     2)   No *(Skip to B2600)*

B2441.   **How many items did you yourself carry on to the plane on your most recent flight?**

     ENTER NUMBER_____

     INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, on your most recent flight, you carried on a total of _____ items that were just for you?**

B2600.   **How soon before your most recent flight did you arrive at the airport? Did you arrive at the airport…** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

     1)   **Less than 30 minutes before your flight**
     2)   **30 minutes to less than 60 minutes**
     3)   **60 minutes to less than 90 minutes**
     4)   **90 minutes to less than two hours before your flight**
     5)   **Two hours to less than three hours**
     6)   **Three hours or more before your flight**

B2650.   **How long did you wait in line to check in at the ticket counter for your most recent flight? Did you wait…** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

     01)   **Less than 15 minutes to check in**
     02)   **15 minutes to less than 30 minutes**
     03)   **30 minutes to less than 60 minutes**
     04)   **60 minutes to less than 90 minutes to check in**
     05)   **90 minutes to less than two hours**
     06)   **Two hours to less than three hours**
     07)   **Three hours or more to check in**
     08)   **Did not check in at the ticket counter**

B2700.   **How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. Did you wait…** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

    1)   **Less than 15 minutes to go through the checkpoint**
    2)   **15 minutes to less than 30 minutes**
    3)   **30 minutes to less than 60 minutes**
    4)   **60 minutes to less than 90 minutes to go through the checkpoint**
    5)   **90 minutes to less than two hours**
    6)   **Two hours to less than three hours**
    7)   **Three hours or more to go through the checkpoint**

B2750.   **How satisfied were you with the time that you waited in line at the passenger screening checkpoint? Were you…** (READ LIST)

    1)   **Very unsatisfied**
    2)   **Somewhat unsatisfied**
    3)   **Neither unsatisfied nor satisfied**
    4)   **Somewhat satisfied**
    5)   **Very satisfied**

B2800.   **How would you rate the intensity of screening that you received? Would you rate it…** (READ LIST)

    1)   **Inadequate**
    2)   **Adequate**
    3)   **Excessive**

B2851.   **On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident were you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?**
INTERVIEWER: IF NECESSARY, REMIND RESPONDENT THEY CAN USE ANY NUMBER BETWEEN 1 AND 5.

    1)   Not confident
    2)
    3)
    4)
    5)   Very confident

B2900.　　　**How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you…** (READ LIST)

    1)　　**Very unsatisfied**
    2)　　**Somewhat unsatisfied**
    3)　　**Neither unsatisfied nor satisfied**
    4)　　**Somewhat satisfied**
    5)　　**Very satisfied**

B2950.　　　**How satisfied were you overall with your experience at the passenger screening checkpoint? Were you…** (READ LIST)

    1)　　**Very unsatisfied**
    2)　　**Somewhat unsatisfied**
    3)　　**Neither unsatisfied nor satisfied**
    4)　　**Somewhat satisfied**
    5)　　**Very satisfied**

B2975.　　　**How consistent have check-in and screening procedures been in U.S. airports you have departed from? Have they been...** (READ LIST)

    1)　　**Very inconsistent**
    2)　　**Somewhat inconsistent**
    3)　　**Somewhat consistent**
    4)　　**Very consistent**

Skip to B3100

B3000.　　　**On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident are you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?**

    1)　　Not confident
    2)
    3)
    4)
    5)　　Very confident

B3100.　　　**Have the changes in passenger screening procedures since September 11th made you…** (READ LIST)

    1)　　**Less inclined to travel by commercial airline**
    2)　　**More inclined to travel by commercial airline, or**
    3)　　**Have had no effect on your commercial airline travel**

Section SN - Strategic Goal Questions

SN1000. **Now I want to ask your opinion on some transportation issues related to national security.**

HIT "RETURN" TO CONTINUE

SN1100. **Are you very concerned, somewhat concerned, or not at all concerned about U.S. dependence on oil from the Middle East?**

1) Very concerned
2) Somewhat concerned
3) Not at all concerned

SN1110. **Are you very concerned, somewhat concerned, or not at all concerned about keeping computerized systems like air traffic control secure from terrorism?**

1) Very concerned
2) Somewhat concerned
3) Not at all concerned

SN1120. **Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air outside the U.S.?**

1) Very concerned
2) Somewhat concerned
3) Not at all concerned

SN1130. **Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air inside the U.S.?**

1) Very concerned
2) Somewhat concerned
3) Not at all concerned

SN1140. **Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?**

1) Very concerned
2) Somewhat concerned
3) Not at all concerned

SN1150.   **Are you very concerned, somewhat concerned, or not at all concerned about illegal immigration across U.S. borders?**

1)   Very concerned
2)   Somewhat concerned
3)   Not at all concerned

SN1160.   **Are you very concerned, somewhat concerned, or not at all concerned about the transport of illegal drugs across U.S. borders?**

1)   Very concerned
2)   Somewhat concerned
3)   Not at all concerned

SN1181.   **I just asked about your concern with various transportation issues. Now, please tell me whether you are very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address those issues.**

HIT "RETURN" TO CONTINUE

SN1200.   **Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address U.S. dependence on oil from the Middle East?**

1)   Very satisfied
2)   Somewhat satisfied
3)   Not at all satisfied

SN1210.   **Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address keeping computerized systems like air traffic control secure from terrorism?**

1)   Very satisfied
2)   Somewhat satisfied
3)   Not at all satisfied

SN1220.   **Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air outside the U.S.?**

1)   Very satisfied
2)   Somewhat satisfied
3)   Not at all satisfied

SN1230.	**Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air inside the U.S.?**

    1)   Very satisfied
    2)   Somewhat satisfied
    3)   Not at all satisfied

SN1240.	**Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?**

    1)   Very satisfied
    2)   Somewhat satisfied
    3)   Not at all satisfied

SN1250.	**Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address illegal immigration across U.S. borders?**

    1)   Very satisfied
    2)   Somewhat satisfied
    3)   Not at all satisfied

SN1260.	**Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the transport of illegal drugs across U.S. borders?**

    1)   Very satisfied
    2)   Somewhat satisfied
    3)   Not at all satisfied

Section M - Operating Administration Modal Questions

MNH0500.   **My next group of questions is of interest to the National Highway Transportation Safety Administration.**

HIT "RETURN" TO CONTINUE

MNH0510.   **Have you driven a vehicle in the last twelve months?**

1)   Yes
2)   No *(Skip to D0050)*

MNH0515.   **Do you drive at night?**

1)   Yes
2)   No *(Skip to MNH0560)*

MNH0520.   **In the last 12 months, while driving at night, has the glare from the headlights of an oncoming vehicle been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?**

1)   Not noticeable - none
2)   Barely noticeable
3)   Noticeable but acceptable
4)   Disturbing
5)   Caused crash or near miss

MNH0540.   **In the last 12 months, while driving at night, has the glare from the headlights of a vehicle behind you been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?**

1)   Not noticeable - none
2)   Barely noticeable
3)   Noticeable but acceptable
4)   Disturbing
5)   Caused crash or near miss

MNH0560.   **In the last 12 months, while driving during the day, has the glare from the daytime running lights on other vehicles been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?**

    1)   Not noticeable - none
    2)   Barely noticeable
    3)   Noticeable but acceptable
    4)   Disturbing
    5)   Caused crash or near miss

MNH0580.   **In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?**

    1)   Yes
    2)   No

MNH0600.   **In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?**

    1)   Yes
    2)   No

Section D - Demographic Questions

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

HIT "RETURN" TO CONTINUE

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

ENTER NUMBER _____
INTERVIEWER: IF RESPONDENT ANSWERS 10 OR MORE, RECORD AS 10.

D0101.   **Do you have any kind of disability or health impairment?**

1)   Yes *(if B2311 <09 2001 then go to D0103 else go to D0102)*
2)   No *(Skip to D0103)*

D0102.   **Based upon your actual experience, how have the passenger screening procedures changed for you since September 11th due to your disability or health impairment?**

_____

D0103.   **Does anyone else currently living there, including children, have any kind of disability or health impairment?**

1)   Yes
2)   No

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

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

_____

D0106.   **Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?**

1)   Yes
2)   No

D0107.   **We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?**

    1)   Yes
    2)   No

D0251.   **How many people aged 18 or older live in your household, including yourself?** (ENTER NUMBER)

    _____ people

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **Including yourself, _____ people aged 18 or older live in your household?**

D0300.   **Please stop me when I reach the category that includes your age:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

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

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

    1)   Male
    2)   Female

D0401.   **Is the racial or ethnic group that best describes you...** (READ ENTIRE LIST. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION.) (RECORD ALL THAT APPLY)

    1)   American Indian (Native American) or Alaska Native,
    2)   Asian (e.g. Chinese, Filipino, Japanese, Korean, Vietnamese),
    3)   Black or African-American,
    4)   Hispanic or Latino,
    5)   Native Hawaiian or other Pacific Islander (e.g. Samoan or Chamorro),
    6)   White (Caucasian, Anglo), or
    7)   Other - SPECIFY _____

D0450. **What is the highest level of education you've completed?** (DO NOT READ LIST) (RECORD ONLY ONE)

1) Less than high school graduate
2) High school graduate (or GED)
3) Some college (or technical vocational school/professional business school)
4) Two-year college degree (AA: Associate in Arts)
5) Four-year college degree (BA or BS: Bachelor of Arts of Science degree)
6) Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)

D0501. **Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY) (RECORD ONLY ONE)

1) Under $15,000
2) From $15,000 to less than $30,000
3) From $30,000 to less than $50,000
4) From $50,000 to less than $75,000
5) From $75,000 to less than $100,000
6) $100,000 or more

D0900. **Last month, did you do any work for pay or profit?**

1) Yes
2) No

D0552. **Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer of fax use.**

0) None *(Skip to D0800)*
1) One
2) Two
3) Three
4) Four or more

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, you have a total of _____ phone numbers that are not used exclusively for fax machine, computer or cellular phone?**

D0751.   **Is the primary use of the additional phone number(s) for household use, business use, or both?**

1)   Household use only
2)   Business use only
3)   Both household and business use

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

ENTER NUMBER ___ ___ ___ ___ ___

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

HIT "RETURN" TO CONTINUE

Section I - Interviewer Close Out Questions

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

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

1) Not at all
2) Not very well
3) Well
4) Very well

I0100.   HOW COOPERATIVE WAS THE RESPONDENT IN ANSWERING THE QUESTIONS?

1) Not at all cooperative
2) Not very cooperative
3) Cooperative
4) Very cooperative

I0150.   IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

1) English
2) Spanish
3) Both English and Spanish
7) Other - SPECIFY _____

I0200.   PLEASE NOTE ANYTHING ELSE YOU FEEL IS HELPFUL OR IMPORTANT ABOUT THIS INTERVIEW.

11) CONTINUE TO ENTER TEXT OF RESPONSE
99) No notes to add

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
	CASEID	Case Identification Number			Char	6	$TEXTVAR
	STATE	State			Char	2	$TEXTVAR
	METRO	MSA Inside Outside	1	Inside an MSA	Num	8	MSAINOUT
			2	Outside an MSA			
	CREGION	Census Division	1	New England	Num	8	CENSDIV
			2	Middle Atlantic			
			3	East North Central			
			4	West North Central			
			5	South Atlantic			
			6	East South Central			
			7	West South Central			
			8	Mountain			
			9	Pacific			
	CENDIV	Census Region	1	Northeast	Num	8	CENSREG
			2	Midwest			
			3	South			
			4	West			
	DVERSION	Database Version		Year - Quarter	Char	6	$TEXTVAR
	STARTIM	Interview Start Time			Char	8	$TEXTVAR
	ENDTIME	Interview End Time			Char	8	$TEXTVAR
	INLNGTH	Interview Length			Num	8	FORNUM
	TIMEZONE	Time Zone	C	Central time	Char	1	$TZONE
			E	Eastern time			
			M	Mountain time			
			P	Pacific time			
			A	Alaska time			
			H	Hawaii time			
G0103	G0103	Use - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851A	G0851A	Personal Vehicle - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0302	G0302	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851C	G0851C	Public Transit - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0819	G0819	Public Trans - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3000	G3000A	Public Transit - Reason for Using	01	Have no vehicle available	Num	8	USEPTWHY
			02	Cheaper/Costs less/Saves money/Parking too expensive			
			03	Faster than other means of transportation			
			04	More convenient than other means of transportation			
			05	Less impact on the environment than other means of transportation			
			06	Parking not available			
			07	Away from home on business or pleasure travel			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3000	G3000B	Public Transit - Other Reason for Using	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G3050	G3050A	Public Transit - Trip Purpose	1	Work	Num	8	PTPURP
			2	School			
			3	Shopping			
			4	Recreation (Movie, dining out, etc.)			
			5	Visit friends/relatives			
			6	Errands (post office, dry cleaning, etc.)			
			7	Other			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Do not know			
			.R	Refused			
			.S	Appropriate skip			
G3050	G3050A	Public Transit - Other Trip Purpose	Text	Verbatim response	Cha	250	$TEXTVAR
			.S	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851D	G0851D	Bus - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902B	G0902B	Bus - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851E	G0851E	Train - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0880	G0880	AMTRAK - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0401	G0401	Use - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851G	G0851G	Other Aircraft - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0452	G0452	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851I	G0851I	Bicycle - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G1001	G1001A	Bicycle - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	01	Paved roads, not on shoulder	Num	8	ROADTYPA
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			04	Sidewalks			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			07	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0551	G0551	Use - Walk	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
G0851J	G0851J	Walk - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, walking the dog, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102B	Walk - Other Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G1151	G1151A	Walk - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151B	Walk - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202A	Walk - Type of Road	01	Paved roads, not on shoulder	Num	8	ROADTYPB
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			04	Sidewalks			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			07	Track			
			08	Grass			
			97	Other			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0652	G0652	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851L	G0851L	Watercraft - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251A	Watercraft - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851M	G0851M	Recreational Boat - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0780	G0780	Use - Other Means of Transportation - Text	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0851N	G0851N	Other Means of Transportation - Days		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2011	G2011	Personal Vehicle - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G2021	G2021	Personal Vehicle - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2041	G2041	Personal Vehicle - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2061	G2061	Personal Vehicle - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2081	G2081	Personal Vehicle - Convenient	1	Less convenient	Num	8	TRANCONV
			2	Same			
			3	More convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2111	G2111	Transit - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2121	G2121	Transit - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2141	G2141	Transit - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G2161	G2161	Transit - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2181	G2181	Transit - Quality of Service	1	Worse	Num	8	TRANQUAL
			2	Same			
			3	Better			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2211	G2211	Com Airlines - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2221	G2221	Com Airlines - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2241	G2241	Com Airlines - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2261	G2261	Com Airlines - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2281	G2281	Com Airlines - Quality of Service	1	Worse	Num	8	TRANQUAL

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Same			
			3	Better			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0103	B0103	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0152	B0152	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311A	Com Airline - Most Recent Flight - When	1	Enter month and year	Num	8	TRIPTIME
			2	Less than three months ago			
			3	More than three months ago but less than one year ago			
			4	More than one year ago			
			5	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311B	Com Airline - Most Recent Flight - Month		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2312A	Com Airline - Most Recent Flight - Year		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2311B	Com Airline - Most Recent Flight - Month2		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312B	Com Airline - Most Recent Flight - Year2		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B2314	B2314	Com Airline - Most Recent Flight - Airport		_____	Char	250	$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2320	B2320	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2332	B2332A	Com Airline - Most Recent Flight - Section	1	Economy or coach section (also sometimes called the main cabin)	Num	8	TRIPSECT
			2	First class section			
			3	There were no sections in the plane; all seats were in the same section			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2332	B2332B	Com Airline - Most Recent Flight - Other Section	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
B2341	B2341	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2401	B2401	Com Airline - Most Recent Flight - Check Baggage	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2421	B2421	Com Airline - Most Recent Flight - Number of Baggage Checked		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2430	B2430	Com Airline - Most Recent Flight - Carry-on Baggage	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2441	B2441	Com Airline - Most Recent Flight - Number of Carry-on Baggage		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2600	B2600	Com Airline - Most Recent Flight - Time Before Flight	1	Less than 30 minutes before your flight	Num	8	TRIPARR
			2	30 minutes to less than 60 minutes			
			3	60 minutes to less than 90 minutes			
			4	90 minutes to less than two hours before your flight			
			5	Two hours to less than three hours			
			6	Three hours or more before your flight			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2650	B2650	Com Airline - Most Recent Flight - Ticket Counter	01	Less than 15 minutes to check in	Num	8	CHECTIME
			02	15 minutes to less than 30 minutes			
			03	30 minutes to less than 60 minutes			
			04	60 minutes to less than 90 minutes to check in			
			05	90 minutes to less than two hours			
			06	Two hours to less than three hours			
			07	Three hours or more to check in			
			08	Did not check in at the ticket counter			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2700	B2700	Com Airline - Most Recent Flight - Screening - Time	1	Less than 15 minutes to go through the checkpoint	Num	8	SCRETIME
			2	15 minutes to less than 30 minutes			
			3	30 minutes to less than 60 minutes			
			4	60 minutes to less than 90 minutes to go through the checkpoint			
			5	90 minutes to less than two hours			
			6	Two hours to less than three hours			
			7	Three hours or more to go through the checkpoint			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2750	B2750	Com Airline - Most Recent Flight - Screening - Time - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2800	B2800	Com Airline - Most Recent Flight - Screening - Intensity	1	Inadequate	Num	8	SCREINTE
			2	Adequate			
			3	Excessive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2851	B2851	Com Airline - Most Recent Flight - Screening - Confidence	1	Not confident	Num	8	SCRECNFB
			2				
			3				
			4				
			5	Very confident			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2900	B2900	Com Airline - Most Recent Flight - Screening - Courtesy - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2950	B2950	Com Airline - Most Recent Flight - Screening - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B2975	B2975	Com Airline - Most Recent Flight - Screening - Consistent	1	Very inconsistent	Num	8	SCRESCONS
			2	Somewhat inconsistent			
			3	Somewhat consistent			
			4	Very consistent			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B3000	B3000	Com Airline - Screening - Confidence	1	Not confident	Num	8	SCRECNFB
			2				
			3				
			4				
			5	Very confident			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B3100	B3100	Com Airline - Screening - Recent Changes	1	Less inclined to travel by commercial airline	Num	8	AIRIMPCT
			2	More inclined to travel by commercial airline			
			3	Have had no effect on your commercial airline travel			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SN1100	SN1100	Concern - Oil	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1110	SN1110	Concern - Terrorism - Air Traffic Control	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1120	SN1120	Concern - Terrorism - Travel by Air Outside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1130	SN1130	Concern - Terrorism - Travel by Air Inside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
SN1140	SN1140	Concern - Terrorism - Travel Inside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1150	SN1150	Concern - Illegal Immigration	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1160	SN1160	Concern - Illegal Drugs	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1200	SN1200	Satisfaction - Oil	1	Very satisfied	Num	8	SATISGOV
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1210	SN1210	Satisfaction - Terrorism - Air Traffic Control	1	Very satisfied	Num	8	SATISGOV
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1220	SN1220	Satisfaction - Terrorism - Travel by Air Outside the US	1	Very satisfied	Num	8	SATISGOV
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1230	SN1230	Satisfaction - Terrorism - Travel by Air Inside the US	1	Very satisfied	Num	8	SATISGOV
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1240	SN1240	Satisfaction - Terrorism - Travel Inside the US	1	Very satisfied	Num	8	SATISGOV

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1250	SN1250	Satisfaction - Illegal Immigration	1	Very satisfied	Num	8	SATISGOV
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1260	SN1260	Satisfaction - Illegal Drugs	1	Very satisfied	Num	8	SATISGOV
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
MNH0510	MNH0510	Driving	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
MNH0515	MNH0515	Driving at Night	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0520	MNH0520	Driving at Night - Glare - Oncoming Vehicle	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0540	MNH0540	Driving at Night - Glare - Vehicle Behind	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
MNH0560	MNH0560	Driving During the Day - Glare - Other Vehicles	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0580	MNH0580	Driving - Crash	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0600	MNH0600	Driving - Near Miss	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0061	D0061	Registered Vehicles		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
D0101	D0101	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0102	D0102	Disability - Passenger Screening Procedures	Text	Verbatim response	Char	250	$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0103	D0103	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of HH Members		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0107	D0107	Disability - Contact Again	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0251	D0251	Nb of People 18+ in HH		_____ people	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			
D0401	D0401A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0401	D0401D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401E	Group - Native Hawaiian or other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401F	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401H	Group - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts of Science degree)			
			6	Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)			
			.D	Don't know			
			.R	Refused			
D0501	D0501	HH Income	1	Under $15,000	Num	8	INCOME
			2	From $15,000 to less than $30,000			
			3	From $30,000 to less than $50,000			
			4	From $50,000 to less than $75,000			
			5	From $75,000 to less than $100,000			
			6	$100,000 or more			
			.D	Don't know			
			.R	Refused			
D0900	D0900	Work	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
D0552	D0552	Additional Phone Lines - Number	0	None	Num	8	ADPHONE
			1	One			
			2	Two			
			3	Three			
			4	Four or more			
			.D	Don't know			
			.R	Refused			
D0751	D0751	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
	BASEWGT	Base Weight			Num	8	FORNUM
	NR_FACT	Nonresponse Adjustment Factor			Num	8	FORNUM
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	FORNUM
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	FORNUM
	CEN_FACT	Census Population Adjustment Factor			Num	8	FORNUM
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	FORNUM
	FNLWGT	Final Weight			Num	8	FORNUM

Omnibus Survey: June 2002 Marginal Frequency Distributions

Survey Period: June 1, 2002 - June 10, 2002

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section G - General Transportation Core Questions				
G0103 During May, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)				
Yes	1,041	191,297,974	95.31	0.812
No	48	9,408,726	4.69	0.812
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851A How many days did you drive or ride?				
Count	1,031	189,905,812		
Mean	26.439	26.636		
Standard deviation	7.819	0.257		
Minimum	1	1		
25th percentile	25	25		
Median	31	31		
75th percentile	31	31		
Maximum	31	31		
G0150 During May, did you drive or ride in an organized carpool or vanpool?				
Yes	56	12,390,515	6.17	0.896
No	1,033	188,316,185	93.83	0.896
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851B How many days did you drive or ride?				
Count	56	12,390,515		
Mean	11.643	11.090		
Standard deviation	8.607	1.174		
Minimum	1	1		
25th percentile	4	4		
Median	10	10		
75th percentile	20	20		
Maximum	31	31		
G0302 During May, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.				
Yes	130	24,691,531	12.30	1.179
No	959	176,015,169	87.70	1.179
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851C How many days did you use it?				
Count	125	23,570,413		
Mean	9.312	10.020		
Standard deviation	9.727	1.136		
Minimum	1	1		
25th percentile	2	2		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Median	5	5		
75th percentile	16	20		
Maximum	31	31		
G0819 Is public transportation available in your area?				
Yes	736	138,410,189	70.28	1.483
No	329	58,538,596	29.72	1.483
Subtotal valid responses	1,065	196,948,785	100	
Don't know	24	3,757,915		
Refused	0	0		
Appropriate skip	0	0		
Total	1,089	200,706,700		
G3000A Please tell me the main reason you used public transit last month.				
Have no vehicle available	38	7,735,132	32.55	4.908
Cheaper/Costs less/Saves money/Parking too expensive	17	2,692,984	11.33	3.522
Faster than other means of transportation	6	817,007	3.44	1.591
More convenient than other means of transportation	40	7,958,023	33.49	5.107
Less impact on the environment than other means of transportation	0	0	0.00	0.000
Parking not available	10	1,803,995	7.59	2.550
Away from home on business or pleasure travel	9	1,649,753	6.94	2.484
Other	8	1,107,445	4.66	1.763
Subtotal valid responses	128	23,764,339	100	
Don't know	2	927,193		
Refused	0	0		
Appropriate skip	959	176,015,168		
Total	1,089	200,706,700		
G3050A Consider your most recent trip using public transit. What was the primary purpose of the trip?				
Work	49	9,839,571	39.85	5.155
School	6	1,709,764	6.92	3.244
Shopping	14	3,705,646	15.01	4.375
Recreation (movie, dining out, etc.)	35	5,381,504	21.79	3.912
Visit friends/relatives	10	1,157,199	4.69	1.625
Errands (post office, dry cleaning, etc.)	13	2,460,105	9.96	2.999
Other	3	437,743	1.77	1.058
Subtotal valid responses	130	24,691,532	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	959	176,015,168		
Total	1,089	200,706,700		
G0201 During May, did you ride on a city-to-city bus, such as Greyhound?				
Yes	6	1,587,378	0.79	0.396
No	1,083	199,119,322	99.21	0.396
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851D How many days did you ride on it?				
Count	6	1,587,378		
Mean	3.333	2.926		
Standard deviation	3.615	1.474		
Minimum	1	1		
25th percentile	1	1		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Median	1.5	1		
75th percentile	5	5		
Maximum	10	10		
G0902B And of these days, how many were for business or work?				
Count	6	1,587,378		
Mean	0.333	0.515		
Standard deviation	0.516	0.248		
Minimum	0	0		
25th percentile	0	0		
Median	0	1		
75th percentile	1	1		
Maximum	1	1		
G0251 During May, did you ride on a city-to-city train, such as AMTRAK?				
Yes	21	2,636,377	1.31	0.319
No	1,068	198,070,323	98.69	0.319
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851E How many days did you ride on it?				
Count	21	2,636,377		
Mean	2.714	2.610		
Standard deviation	2.327	0.458		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	2	2		
Maximum	10	10		
G0902C And of these days, how many were for business or work?				
Count	21	2,636,377		
Mean	1.238	1.038		
Standard deviation	2.322	0.395		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	10	10		
G0880 In your area, do you have long distance, city-to-city train service such as AMTRAK?				
Yes	523	96,360,971	51.14	1.725
No	490	92,082,831	48.86	1.725
Subtotal valid responses	1,013	188,443,802	100	
Don't know	55	9,626,521		
Refused	0	0		
Appropriate skip	21	2,636,377		
Total	1,089	200,706,700		
G0350 During May, did you fly on a commercial airline?				
Yes	123	21,660,852	10.79	1.059
No	966	179,045,848	89.21	1.059
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,089	200,706,700		
G0851F How many days did you fly on a commercial airline?				
Count	123	21,660,852		
Mean	2.463	2.409		
Standard deviation	1.661	0.126		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	2	2		
Maximum	15	15		
G0902D And of these days, how many were for business or work?				
Count	122	21,460,604		
Mean	1.082	0.977		
Standard deviation	2.055	0.159		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	15	15		
G0401 During May, did you fly on a charter, private, or corporate airplane or helicopter?				
Yes	15	2,575,313	1.28	0.358
No	1,073	198,024,407	98.72	0.358
Subtotal valid responses	1,088	200,599,720	100	
Don't know	1	106,980		
Refused	0	0		
Total	1,089	200,706,700		
G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?				
Count	15	2,575,313		
Mean	2.067	1.883		
Standard deviation	1.100	0.249		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	2		
Maximum	4	4		
G0902E And of these days, how many were for business or work?				
Count	15	2,575,313		
Mean	0.867	0.973		
Standard deviation	0.990	0.238		
Minimum	0	0		
25th percentile	0	0		
Median	1	1		
75th percentile	2	2		
Maximum	3	3		
G0452 During May, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle (such as a moped) or an ATV?				
Yes	73	13,372,592	6.66	0.839
No	1,016	187,334,108	93.34	0.839
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,089	200,706,700		
G0851H How many days did you drive or ride one of these vehicles?				
Count	73	13,372,592		
Mean	6.000	6.098		
Standard deviation	6.169	0.829		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	10	8		
Maximum	31	31		
G0501 During May, did you ride a bicycle? Please do not include stationary bicycles.				
Yes	178	33,694,493	16.79	1.290
No	911	167,012,207	83.21	1.290
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851I How many days did you ride your bicycle?				
Count	177	33,286,318		
Mean	6.842	6.401		
Standard deviation	7.134	0.574		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	10	8		
Maximum	31	31		
G0952A Primarily for what purpose did you use it?				
Commuting to work or school	8	1,486,547	4.41	1.582
Recreation	110	20,477,273	60.77	4.106
Exercise/for my health	50	8,976,656	26.64	3.589
Personal errands (to the store, post office, and so on)	7	1,539,339	4.57	1.920
Required for my job	3	1,214,678	3.60	2.230
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	178	33,694,493	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	911	167,012,207		
Total	1,089	200,706,700		
G1001C And on a typical day that you rode your bicycle, about how much time did you spend bicycling?				
Count	178	33,694,493		
Mean	1.008	1.012		
Standard deviation	0.766	0.068		
Minimum	0.05	0.05		
25th percentile	0.5	0.5		
Median	1	1		
75th percentile	1	1		
Maximum	5	5		
G1051A Did you bicycle mostly on:				
Paved roads, not on shoulder	72	13,541,110	40.19	4.075
Shoulders of paved roads	23	3,897,016	11.57	2.555

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Bike lanes on roads	10	2,450,100	7.27	2.585
Sidewalks	23	5,208,201	15.46	3.303
Bike paths, walking paths or trails	43	7,540,676	22.38	3.419
Unpaved roads (for example dirt, gravel, sand)	7	1,057,390	3.14	1.276
Grass	0	0	0.00	0.000
Other	0	0	0.00	0.000
Subtotal valid responses	178	33,694,493	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	911	167,012,207		
Total	1,089	200,706,700		
G0551 During May, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)				
Yes	789	146,969,346	73.23	1.534
No	300	53,737,354	26.77	1.534
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851J How many days did you walk, run or jog?				
Count	778	144,980,314		
Mean	13.505	13.484		
Standard deviation	9.631	0.402		
Minimum	1	1		
25th percentile	5	5		
Median	10	11		
75th percentile	20	20		
Maximum	31	31		
G1102A Primarily for what purpose did you walk, run, or jog?				
Commuting to work or school	18	3,774,534	2.57	0.733
Recreation	158	28,941,706	19.73	1.589
Exercise/for my health	468	87,678,750	59.78	2.007
Personal errands (to the store, post office, walking the dog, and so on)	122	21,791,991	14.86	1.474
Required for my job	20	4,224,392	2.88	0.759
Some other purpose	1	260,027	0.18	0.177
Subtotal valid responses	787	146,671,400	100	
Don't know	2	297,946		
Refused	0	0		
Appropriate skip	300	53,737,354		
Total	1,089	200,706,700		
G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?				
Count	781	146,033,476		
Mean	0.814	0.826		
Standard deviation	1.311	0.050		
Minimum	0.167	0.167		
25th percentile	0.333	0.333		
Median	0.5	0.5		
75th percentile	1	1		
Maximum	24	24		
G1202A Did you walk, run, or jog mostly on:				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Paved roads, not on shoulder	208	38,286,325	26.07	1.719
Shoulders of paved roads	56	10,491,720	7.14	1.079
Bike lanes on roads	8	1,571,987	1.07	0.381
Sidewalks	333	63,630,634	43.32	1.992
Bike paths, walking paths or trails	78	13,824,182	9.41	1.191
Unpaved roads (for example dirt, gravel, sand)	47	7,808,796	5.32	0.891
Track	30	5,584,253	3.80	0.760
Grass	26	5,273,285	3.59	0.753
Other	2	407,210	0.28	0.198
Subtotal valid responses	788	146,878,392	100	
Don't know	1	90,954		
Refused	0	0		
Appropriate skip	300	53,737,354		
Total	1,089	200,706,700		
G0555 During May, did you ride as a passenger on a cruise ship?				
Yes	7	1,021,237	0.51	0.216
No	1,082	199,685,463	99.49	0.216
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0601 During May, did you ride on a commercial boat, ship or ferry?				
Yes	21	3,461,093	1.72	0.419
No	1,068	197,245,607	98.28	0.419
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851K How many days did you ride on a commercial boat, ship, or ferry?				
Count	21	3,461,093		
Mean	1.952	1.585		
Standard deviation	2.312	0.366		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	10	10		
G0652 During May, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?				
Yes	21	5,410,923	2.70	0.637
No	1,068	195,295,777	97.30	0.637
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851L How many days did you operate or ride on a personal watercraft?				
Count	21	5,410,923		
Mean	3.571	4.260		
Standard deviation	3.515	1.410		
Minimum	1	1		
25th percentile	2	2		
Median	2	3		
75th percentile	3	4		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Maximum	15	15		
G1251C In total, about how much time did you spend using personal watercraft last month?				
Count	20	5,156,735		
Mean	7.421	7.450		
Standard deviation	6.621	1.570		
Minimum	0.417	0.170		
25th percentile	4	4		
Median	5	5		
75th percentile	9	10		
Maximum	24	24		
G0701 During May, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?				
Yes	85	16,540,228	8.24	0.962
No	1,004	184,166,472	91.76	0.962
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851M How many days did you operate or ride on a recreational boat?				
Count	85	16,540,228		
Mean	3.482	3.833		
Standard deviation	3.853	0.624		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		
Maximum	20	20		
G1258C In total, about how much time did you spend using a recreational boat last month?				
Count	85	16,540,228		
Mean	12.056	12.579		
Standard deviation	21.195	3.291		
Minimum	0.75	0.75		
25th percentile	4	4		
Median	6	6		
75th percentile	15	12		
Maximum	180	180		
G0750 During May, did you use any other means of transportation? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.				
Yes	162	28,231,344	14.07	1.191
No	927	172,475,356	85.93	1.191
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
G0851N How many days did you use other means of transportation?				
Count	161	28,049,569		
Mean	3.783	3.702		
Standard deviation	5.219	0.510		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Maximum	31	31		
G2011 You said you drove or rode in a personal vehicle last month. Considering all the costs associated with driving or riding in a personal vehicle, would you say it cost more or less in May than it did a year ago?				
Cost less	142	24,367,607	13.49	1.180
Cost the same	204	38,719,527	21.44	1.521
Cost more	628	117,498,827	65.07	1.728
Subtotal valid responses	974	180,585,961	100	
Don't know	67	10,712,013		
Refused	0	0		
Appropriate skip	48	9,408,726		
Total	1,089	200,706,700		
G2021 In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a personal vehicle in May than a year ago?				
Less secure	221	40,703,615	21.74	1.463
Same	614	110,654,802	59.10	1.762
More secure	185	35,890,177	19.17	1.449
Subtotal valid responses	1,020	187,248,594	100	
Don't know	20	3,857,942		
Refused	1	191,438		
Appropriate skip	48	9,408,726		
Total	1,089	200,706,700		
G2041 In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle in May than you did a year ago?				
Less safe	261	48,163,982	25.55	1.566
Same	556	100,498,922	53.31	1.775
More safe	207	39,843,082	21.14	1.473
Subtotal valid responses	1,024	188,505,986	100	
Don't know	17	2,791,988		
Refused	0	0		
Appropriate skip	48	9,408,726		
Total	1,089	200,706,700		
G2061 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in May than a year ago?				
Less likely	298	53,664,653	28.70	1.596
Same	475	87,860,523	46.99	1.773
More likely	246	45,467,352	24.32	1.523
Subtotal valid responses	1,019	186,992,528	100	
Don't know	22	4,305,446		
Refused	0	0		
Appropriate skip	48	9,408,726		
Total	1,089	200,706,700		
G2081 In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a personal vehicle in May than it was a year ago?				
Less convenient	225	42,678,364	22.64	1.507
Same	487	88,139,296	46.76	1.771
More convenient	313	57,657,627	30.59	1.645
Subtotal valid responses	1,025	188,475,287	100	
Don't know	16	2,822,687		
Refused	0	0		
Appropriate skip	48	9,408,726		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2111 Considering the cost of using public transit, would you say it cost more or less in May than it did a year ago?				
Cost less	14	2,836,966	12.27	3.454
Cost the same	59	11,026,203	47.69	5.455
Cost more	49	9,255,150	40.03	5.353
Subtotal valid responses	122	23,118,319	100	
Don't know	8	1,573,212		
Refused	0	0		
Appropriate skip	959	176,015,169		
Total	1,089	200,706,700		
G2121 In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in May than a year ago?				
Less secure	45	8,988,887	36.78	5.200
Same	48	8,903,978	36.43	5.168
More secure	35	6,546,014	26.79	4.479
Subtotal valid responses	128	24,438,879	100	
Don't know	2	252,652		
Refused	0	0		
Appropriate skip	959	176,015,169		
Total	1,089	200,706,700		
G2141 In terms of safety from accidents, did you feel more safe or less safe using public transit in May than you did a year ago?				
Less safe	27	4,971,266	20.49	4.414
Same	63	11,628,525	47.92	5.329
More safe	36	7,665,898	31.59	5.067
Subtotal valid responses	126	24,265,689	100	
Don't know	4	425,842		
Refused	0	0		
Appropriate skip	959	176,015,169		
Total	1,089	200,706,700		
G2161 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in May than a year ago?				
Less likely	40	7,093,695	29.03	4.768
Same	52	9,698,679	39.69	5.149
More likely	36	7,646,505	31.29	5.088
Subtotal valid responses	128	24,438,879	100	
Don't know	2	252,652		
Refused	0	0		
Appropriate skip	959	176,015,169		
Total	1,089	200,706,700		
G2181 In terms of quality of service, would you say the quality of service you received using public transit in May was better or worse than a year ago?				
Worse	20	3,445,746	14.27	3.865
Same	59	10,422,630	43.16	5.254
Better	47	10,278,828	42.57	5.363
Subtotal valid responses	126	24,147,204	100	
Don't know	4	544,327		
Refused	0	0		
Appropriate skip	959	176,015,169		
Total	1,089	200,706,700		
G2211 Considering the cost of flying on a commercial airline, would you say it cost more or less in May than it did a year ago?				
Cost less	33	5,201,820	25.84	4.671

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Cost the same	26	4,766,424	23.68	4.467
Cost more	56	10,161,146	50.48	5.271
Subtotal valid responses	115	20,129,390	100	
Don't know	8	1,531,462		
Refused	0	0		
Appropriate skip	966	179,045,848		
Total	1,089	200,706,700		
G2221 In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial airline in May than a year ago?				
Less secure	43	7,063,527	32.61	4.772
Same	22	4,180,602	19.30	4.360
More secure	58	10,416,723	48.09	5.208
Subtotal valid responses	123	21,660,852	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	966	179,045,848		
Total	1,089	200,706,700		
G2241 In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in May than a year ago?				
Less safe	29	4,326,765	19.98	3.872
Same	63	11,430,082	52.77	5.194
More safe	31	5,904,005	27.26	4.752
Subtotal valid responses	123	21,660,852	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	966	179,045,848		
Total	1,089	200,706,700		
G2261 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in May than a year ago?				
Less likely	84	14,376,183	66.37	5.076
Same	23	4,247,490	19.61	4.347
More likely	16	3,037,179	14.02	3.780
Subtotal valid responses	123	21,660,852	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	966	179,045,848		
Total	1,089	200,706,700		
G2281 In terms of quality of service, would you say the quality of service you received flying on a commercial airline in May was better or worse than a year ago?				
Worse	37	5,722,624	27.61	4.445
Same	39	6,908,265	33.33	4.819
Better	43	8,098,473	39.07	5.191
Subtotal valid responses	119	20,729,362	100	
Don't know	4	931,490		
Refused	0	0		
Appropriate skip	966	179,045,848		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section B - BTS Topical Transportation Questions				
B0103 Last month did you commute, that is, travel routinely from home to work?				
Yes	670	128,869,012	64.22	1.636
No	418	71,789,545	35.78	1.636
Subtotal valid responses	1,088	200,658,557	100	
Don't know	0	0		
Refused	1	48,143		
Total	1,089	200,706,700		
B0152 Altogether, about how many days did you commute last month?				
29-31 days/month	73	14,360,457	11.21	1.398
22-28 days/month	214	41,865,963	32.68	2.083
15-21 days/month	319	60,796,953	47.46	2.208
8-14 days/month	44	7,696,225	6.01	1.048
1-7 days/month	16	3,370,780	2.63	0.805
Subtotal valid responses	666	128,090,378	100	
Don't know	2	506,212		
Refused	2	272,422		
Appropriate skip	419	71,837,688		
Total	1,089	200,706,700		
B0310 Did you work at the same location on most days?				
Yes	607	117,378,735	91.08	1.296
No	63	11,490,277	8.92	1.296
Subtotal valid responses	670	128,869,012	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	419	71,837,688		
Total	1,089	200,706,700		
B0315 Did you work at more than one location on a typical day?				
Yes	38	6,684,829	58.18	7.502
No	25	4,805,449	41.82	7.502
Subtotal valid responses	63	11,490,278	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,026	189,216,422		
Total	1,089	200,706,700		
B0320C On a typical day, how much time did you spend traveling from worksite to worksite?				
Count	34	6,017,907		
Mean	1.782	1.660		
Standard deviation	1.486	0.227		
Minimum	0.083	0.083		
25th percentile	0.5	0.5		
Median	1.5	1.5		
75th percentile	2.5	2		
Maximum	6	6		
B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?				
Count	631	122,093,160		
Mean	0.419	0.436		
Standard deviation	0.343	0.021		
Minimum	0.017	0.017		
25th percentile	0.167	0.25		
Median	0.333	0.333		
75th percentile	0.5	0.5		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Maximum	3.5	4		
B2311A What month and year was your most recent commercial airline flight?				
Less than three months ago	211	36,991,391	20.69	1.463
More than three months ago but less than one year ago	204	37,184,165	20.80	1.495
More than one year ago	389	72,793,003	40.71	1.808
Have never flown on a commercial airline	159	31,828,118	17.80	1.461
Subtotal valid responses	963	178,796,677	100	
Don't know	125	21,674,194		
Refused	1	235,829		
Appropriate skip	0	0		
Total	1,089	200,706,700		
B2320 Was the primary purpose of your trip business or job related?				
Yes, business/job related	86	14,710,106	19.83	2.176
No	329	59,465,450	80.17	2.176
Subtotal valid responses	415	74,175,556	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2332A Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in which of the following sections was your seat located:				
Economy or coach section (also sometimes called the main cabin)	321	57,051,542	77.58	2.386
First class section	27	3,913,617	5.32	1.124
There were no sections in the plane; all seats were in the same section	61	12,356,725	16.80	2.212
Other	1	220,966	0.30	0.300
Subtotal valid responses	410	73,542,850	100	
Don't know	5	632,706		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2341 Did the price paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?				
Yes	231	39,315,374	62.50	3.075
No	118	23,585,038	37.50	3.075
Subtotal valid responses	349	62,900,412	100	
Don't know	66	11,275,144		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2401 Did you check any baggage on this flight? Baggage may include suitcases, laptop computers, bicycles, golf clubs, or any package too large to carry on to the plane.				
Yes	344	61,123,166	82.40	2.180
No	71	13,052,390	17.60	2.180
Subtotal valid responses	415	74,175,556	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2421 How many items did you yourself check on this flight?				
Count	343	60,830,211		
Mean	1.644	1.627		
Standard deviation	2.691	0.138		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	50	50		
B2430 Did you carry any baggage on to this flight? Carry-on baggage may include purses, briefcases, laptop computers, overnight bags, or anything else that you did not check.				
Yes	375	66,487,257	89.63	1.853
No	40	7,688,299	10.37	1.853
Subtotal valid responses	415	74,175,556	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2441 How many items did you yourself carry on to the plane on your most recent flight?				
Count	375	66,487,257		
Mean	1.389	1.351		
Standard deviation	0.525	0.028		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	4	4		
B2600 How soon before your most recent flight did you arrive at the airport? Did you arrive at the airport…				
Less than 30 minutes before your flight	8	2,127,553	2.87	1.181
30 minutes to less than 60 minutes	37	6,374,552	8.61	1.571
60 minutes to less than 90 minutes	112	20,563,493	27.79	2.561
90 minutes to less than two hours before your flight	106	18,924,527	25.57	2.435
Two hours to less than three hours	126	22,124,508	29.89	2.604
Three hours or more before your flight	25	3,894,471	5.26	1.145
Subtotal valid responses	414	74,009,104	100	
Don't know	1	166,452		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2650 How long did you wait in line to check in at the ticket counter for your most recent flight? Did you wait…				
Less than 15 minutes to check in	171	30,894,679	41.74	2.824
15 minutes to less than 30 minutes	100	16,196,905	21.88	2.222
30 minutes to less than 60 minutes	84	16,086,791	21.73	2.385
60 minutes to less than 90 minutes to check in	16	2,820,974	3.81	0.996
90 minutes to less than two hours	8	1,247,459	1.69	0.656
Two hours to less than three hours	4	478,459	0.65	0.325
Three hours or more to check in	2	420,998	0.57	0.403
Did not check in at the ticket counter	29	5,870,294	7.93	1.633
Subtotal valid responses	414	74,016,559	100	
Don't know	1	158,997		
Refused	0	0		
Appropriate skip	674	126,531,144		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,089	200,706,700		
B2700 How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. Did you wait...				
Less than 15 minutes to go through the checkpoint	237	41,608,454	56.72	2.802
15 minutes to less than 30 minutes	104	18,529,506	25.26	2.492
30 minutes to less than 60 minutes	59	10,590,526	14.44	1.919
60 minutes to less than 90 minutes to go through the checkpoint	10	2,182,296	2.98	0.985
90 minutes to less than two hours	3	440,459	0.60	0.379
Two hours to less than three hours	0	0	0.00	0.000
Three hours or more to go through the checkpoint	0	0	0.00	0.000
Subtotal valid responses	413	73,351,241	100	
Don't know	2	824,315		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2750 How satisfied were you with the time that you waited in line at the passenger screening checkpoint? Were you…				
Very unsatisfied	25	4,824,230	6.56	1.351
Somewhat unsatisfied	35	5,966,818	8.12	1.625
Neither unsatisfied nor satisfied	49	7,608,608	10.35	1.592
Somewhat satisfied	117	22,012,571	29.95	2.612
Very satisfied	188	33,095,455	45.02	2.818
Subtotal valid responses	414	73,507,682	100	
Don't know	1	667,874		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2800 How would you rate the intensity of screening that you received? Would you rate it…				
Inadequate	68	12,089,020	16.56	2.049
Adequate	308	54,832,521	75.12	2.432
Excessive	34	6,069,183	8.32	1.610
Subtotal valid responses	410	72,990,724	100	
Don't know	5	1,184,832		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2851 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident were you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?				
1 Not confident	49	9,120,952	12.50	1.790
2	65	12,008,974	16.46	2.177
3	131	22,855,776	31.32	2.642
4	100	18,397,306	25.21	2.486
5 Very confident	61	10,589,353	14.51	2.091
Subtotal valid responses	406	72,972,361	100	
Don't know	8	918,352		
Refused	1	284,843		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you…				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Very unsatisfied	16	3,277,589	4.42	1.170
Somewhat unsatisfied	36	7,016,845	9.46	1.843
Neither unsatisfied nor satisfied	55	8,888,991	11.98	1.737
Somewhat satisfied	147	25,805,611	34.79	2.669
Very satisfied	161	29,186,520	39.35	2.779
Subtotal valid responses	415	74,175,556	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you…				
Very unsatisfied	18	4,023,988	5.47	1.340
Somewhat unsatisfied	30	6,182,562	8.41	1.804
Neither unsatisfied nor satisfied	62	10,515,431	14.31	1.916
Somewhat satisfied	181	31,536,318	42.90	2.774
Very satisfied	123	21,249,383	28.91	2.528
Subtotal valid responses	414	73,507,682	100	
Don't know	1	667,874		
Refused	0	0		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B2975 How consistent have check-in and screening procedures been in U.S. airports you have departed from? Have they been…				
Very inconsistent	50	7,336,114	10.57	1.578
Somewhat inconsistent	112	19,908,302	28.68	2.607
Somewhat consistent	137	24,647,147	35.50	2.807
Very consistent	90	17,531,476	25.25	2.608
Subtotal valid responses	389	69,423,039	100	
Don't know	25	4,467,674		
Refused	1	284,843		
Appropriate skip	674	126,531,144		
Total	1,089	200,706,700		
B3000 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident are you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?				
1 Not confident	135	24,618,326	21.04	1.850
2	107	20,412,302	17.45	1.713
3	188	35,790,639	30.59	2.127
4	105	19,307,488	16.50	1.683
5 Very confident	87	16,855,125	14.41	1.654
Subtotal valid responses	622	116,983,880	100	
Don't know	52	9,547,264		
Refused	0	0		
Appropriate skip	415	74,175,556		
Total	1,089	200,706,700		
B3100 Have the changes in passenger screening procedures since September 11th made you…				
Less inclined to travel by commercial airline	264	48,384,824	24.77	1.523
More inclined to travel by commercial airline	58	10,822,457	5.54	0.803
Have had no effect on your commercial airline travel	737	136,131,531	69.69	1.617
Subtotal valid responses	1,059	195,338,812	100	
Don't know	27	4,916,273		
Refused	3	451,615		
Appropriate skip	0	0		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section SN - Strategic Goal Questions				
SN1100 Are you very concerned, somewhat concerned, or not at all concerned U.S. dependence on oil from the Middle East?				
Very concerned	484	89,084,740	46.04	1.7683
Somewhat concerned	418	75,292,106	38.91	1.7192
Not at all concerned	141	29,120,113	15.05	1.3375
Subtotal valid responses	1,043	193,496,959	100	
Don't know	46	7,209,741		
Refused	0	0		
Total	1,089	200,706,700		
SN1110 Are you very concerned, somewhat concerned, or not at all concerned about keeping computerized systems like air traffic control secure from terrorism?				
Very concerned	685	124,340,738	62.98	1.7104
Somewhat concerned	305	57,273,639	29.01	1.5968
Not at all concerned	78	15,823,150	8.01	1.0174
Subtotal valid responses	1,068	197,437,527	100	
Don't know	21	3,269,173		
Refused	0	0		
Total	1,089	200,706,700		
SN1120 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air outside the U.S.?				
Very concerned	690	125,481,496	63.64	1.6908
Somewhat concerned	318	59,824,381	30.34	1.6341
Not at all concerned	67	11,872,491	6.02	0.7964
Subtotal valid responses	1,075	197,178,368	100	
Don't know	14	3,528,332		
Refused	0	0		
Total	1,089	200,706,700		
SN1130 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air inside the U.S.?				
Very concerned	601	110,694,424	55.50	1.7216
Somewhat concerned	392	70,980,655	35.59	1.6446
Not at all concerned	87	17,788,789	8.92	1.0627
Subtotal valid responses	1,080	199,463,868	100	
Don't know	9	1,242,832		
Refused	0	0		
Total	1,089	200,706,700		
SN1140 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?				
Very concerned	423	77,965,574	39.19	1.6995
Somewhat concerned	453	82,789,919	41.61	1.7251
Not at all concerned	203	38,209,009	19.20	1.3710
Subtotal valid responses	1,079	198,964,502	100	
Don't know	9	1,383,583		
Refused	1	358,615		
Total	1,089	200,706,700		
SN1150 Are you very concerned, somewhat concerned, or not at all concerned about illegal immigration across U.S. borders?				
Very concerned	645	118,712,284	59.77	1.7143
Somewhat concerned	332	60,446,801	30.44	1.5858
Not at all concerned	98	19,440,290	9.79	1.0956
Subtotal valid responses	1,075	198,599,375	100	
Don't know	14	2,107,325		
Refused	0	0		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SN1160 Are you very concerned, somewhat concerned, or not at all concerned about the transport of illegal drugs across U.S. borders?				
Very concerned	807	147,012,634	73.77	1.5440
Somewhat concerned	200	38,045,138	19.09	1.3638
Not at all concerned	71	14,218,332	7.13	0.9491
Subtotal valid responses	1,078	199,276,104	100	
Don't know	11	1,430,596		
Refused	0	0		
Total	1,089	200,706,700		
SN1200 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address U.S. dependence on oil from the Middle East?				
Very satisfied	102	20,564,003	11.10	1.1657
Somewhat satisfied	534	97,540,392	52.67	1.7986
Not at all satisfied	366	67,076,234	36.22	1.7202
Subtotal valid responses	1,002	185,180,629	100	
Don't know	83	14,953,506		
Refused	4	572,565		
Total	1,089	200,706,700		
SN1210 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address keeping computerized systems like air traffic control secure from terrorism?				
Very satisfied	158	33,544,726	18.87	1.5508
Somewhat satisfied	608	112,659,822	63.39	1.8144
Not at all satisfied	182	31,526,334	17.74	1.3827
Subtotal valid responses	948	177,730,882	100	
Don't know	139	22,834,805		
Refused	2	141,013		
Total	1,089	200,706,700		
SN1220 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air outside the U.S.?				
Very satisfied	191	39,118,887	21.59	1.5920
Somewhat satisfied	591	109,719,033	60.55	1.8166
Not at all satisfied	184	32,357,632	17.86	1.3716
Subtotal valid responses	966	181,195,552	100	
Don't know	120	18,934,739		
Refused	3	576,409		
Total	1,089	200,706,700		
SN1230 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air inside the U.S.?				
Very satisfied	275	54,296,060	28.17	1.6394
Somewhat satisfied	598	107,941,677	56.00	1.7699
Not at all satisfied	170	30,522,574	15.83	1.2767
Subtotal valid responses	1,043	192,760,311	100	
Don't know	45	7,898,246		
Refused	1	48,143		
Total	1,089	200,706,700		
SN1240 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?				
Very satisfied	215	42,405,267	23.34	1.5939
Somewhat satisfied	564	104,147,259	57.32	1.8115
Not at all satisfied	202	35,127,277	19.33	1.4067
Subtotal valid responses	981	181,679,803	100	
Don't know	106	18,775,604		
Refused	2	251,293		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SN1250 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address Illegal immigration across U.S. borders?				
Very satisfied	101	19,435,586	10.27	1.0983
Somewhat satisfied	440	80,180,140	42.38	1.7709
Not at all satisfied	481	89,582,404	47.35	1.7932
Subtotal valid responses	1,022	189,198,130	100	
Don't know	65	11,257,277		
Refused	2	251,293		
Total	1,089	200,706,700		
SN1260 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the transport of illegal drugs across U.S. borders?				
Very satisfied	117	24,147,124	12.52	1.2548
Somewhat satisfied	450	81,231,400	42.12	1.7438
Not at all satisfied	473	87,467,947	45.36	1.7704
Subtotal valid responses	1,040	192,846,471	100	
Don't know	47	7,453,471		
Refused	2	406,758		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section M - Operating Administration Modal Questions				
MNH0510 Have you driven a vehicle in the last twelve months?				
Yes	1,001	182,582,641	90.97	1.073
No	88	18,124,059	9.03	1.073
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
MNH0515 Do you drive at night?				
Yes	876	161,505,083	88.53	1.139
No	124	20,934,744	11.47	1.139
Subtotal valid responses	1,000	182,439,827	100	
Don't know	0	0		
Refused	1	142,814		
Appropriate skip	88	18,124,059		
Total	1,089	200,706,700		
MNH0520 In the last 12 months, while driving at night, has the glare from the headlights of an oncoming vehicle been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?				
Not noticeable - none	69	14,070,023	8.74	1.133
Barely noticeable	44	8,572,902	5.32	0.900
Noticeable but acceptable	505	92,911,390	57.69	1.900
Disturbing	250	44,829,472	27.83	1.691
Caused crash or near miss	4	679,027	0.42	0.222
Subtotal valid responses	872	161,062,814	100	
Don't know	4	442,269		
Refused	0	0		
Appropriate skip	213	39,201,617		
Total	1,089	200,706,700		
MNH0540 In the last 12 months, while driving at night, has the glare from the headlights of a vehicle behind you been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?				
Not noticeable - none	80	14,955,486	9.28	1.099
Barely noticeable	70	13,633,879	8.46	1.102
Noticeable but acceptable	481	88,883,622	55.17	1.915
Disturbing	239	43,094,696	26.75	1.688
Caused crash or near miss	3	548,477	0.34	0.205
Subtotal valid responses	873	161,116,160	100	
Don't know	3	388,923		
Refused	0	0		
Appropriate skip	213	39,201,617		
Total	1,089	200,706,700		
MNH0560 In the last 12 months, while driving during the day, has the glare from the daytime running lights on other vehicles been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?				
Not noticeable - none	356	65,427,455	36.18	1.751
Barely noticeable	210	39,667,301	21.94	1.511
Noticeable but acceptable	396	70,733,386	39.11	1.764
Disturbing	27	4,560,118	2.52	0.532
Caused crash or near miss	2	446,168	0.25	0.175
Subtotal valid responses	991	180,834,428	100	
Don't know	7	1,169,597		
Refused	3	578,616		
Appropriate skip	88	18,124,059		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0580 In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?				
Yes	71	14,824,684	8.15	1.074
No	928	167,101,399	91.85	1.074
Subtotal valid responses	999	181,926,083	100	
Don't know	0	0		
Refused	2	656,558		
Appropriate skip	88	18,124,059		
Total	1,089	200,706,700		
MNH0600 In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?				
Yes	229	42,104,967	23.17	1.540
No	768	139,624,088	76.83	1.540
Subtotal valid responses	997	181,729,055	100	
Don't know	2	197,028		
Refused	2	656,558		
Appropriate skip	88	18,124,059		
Total	1,089	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section D - Demographic Questions				
D0061 How many registered road vehicles are available for regular use by members of your household?				
Count	1,081	198,198,880		
Mean	2.029	2.194		
Standard deviation	1.188	0.044		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	10	10		
D0101 Do you have any kind of disability or health impairment?				
Yes	111	19,626,335	9.87	1.061
No	972	179,163,215	90.13	1.061
Subtotal valid responses	1,083	198,789,550	100	
Don't know	0	0		
Refused	6	1,917,150		
Total	1,089	200,706,700		
D0103 Does anyone else currently living there, including children, have any kind of disability or health impairment?				
Yes	71	14,960,374	7.52	0.947
No	1,012	183,941,569	92.48	0.947
Subtotal valid responses	1,083	198,901,943	100	
Don't know	1	262,660		
Refused	5	1,542,097		
Total	1,089	200,706,700		
D0105 How many other people (beside yourself)?				
Count	71	14,960,374		
Mean	1.225	1.172		
Standard deviation	0.566	0.053		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	4	4		
D0106 Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?				
Yes	10	2,200,668	6.77	2.272
No	160	30,323,908	93.23	2.272
Subtotal valid responses	170	32,524,576	100	
Don't know	1	101,948		
Refused	0	0		
Appropriate skip	918	168,080,176		
Total	1,089	200,706,700		
D0107 We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?				
Yes	130	24,967,628	77.27	3.650
No	39	7,346,606	22.73	3.650
Subtotal valid responses	169	32,314,234	100	
Don't know	2	312,290		
Refused	0	0		
Appropriate skip	918	168,080,176		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,089	200,706,700		
D0251 How many people aged 18 or older live in your household, including yourself?				
Count	1,076	197,213,314		
Mean	1.954	2.284		
Standard deviation	0.872	0.045		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	7	7		
D0300 Please stop me when I reach the category that includes your age:				
18 to 24 years	82	23,283,411	11.85	1.355
25 to 34	187	35,744,002	18.20	1.364
35 to 44	228	42,601,588	21.69	1.452
45 to 54	219	39,089,880	19.90	1.378
55 to 64	148	24,224,528	12.33	1.082
65 to 74	130	20,400,784	10.39	0.962
75 or older	81	11,094,115	5.65	0.672
Subtotal valid responses	1,075	196,438,308	100	
Don't know	0	0		
Refused	14	4,268,392		
Total	1,089	200,706,700		
D0350 Are you male or female?				
Male	461	95,762,535	47.71	1.752
Female	628	104,944,165	52.29	1.752
Subtotal valid responses	1,089	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,089	200,706,700		
D0401 Is the racial or ethnic group that best describes you...				
D0401A American Indian (Native American) or Alaska Native				
Yes	34	3,446,673	1.77	0.372
No	1,034	190,867,787	98.23	0.372
Subtotal valid responses	1,068	194,314,460	100	
Don't know	0	0		
Refused	21	6,392,240		
Total	1,089	200,706,700		
D0401B Asian (e.g. Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	26	3,267,966	1.68	0.387
No	1,042	191,046,494	98.32	0.387
Subtotal valid responses	1,068	194,314,460	100	
Don't know	0	0		
Refused	21	6,392,240		
Total	1,089	200,706,700		
D0401C Black or African-American				
Yes	107	23,082,747	11.88	1.252
No	961	171,231,713	88.12	1.252
Subtotal valid responses	1,068	194,314,460	100	
Don't know	0	0		
Refused	21	6,392,240		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,089	200,706,700		
D0401D Hispanic or Latino				
Yes	67	19,946,052	10.26	1.281
No	1,001	174,368,408	89.74	1.281
Subtotal valid responses	1,068	194,314,460	100	
Don't know	0	0		
Refused	21	6,392,240		
Total	1,089	200,706,700		
D0401E Native Hawaiian or other Pacific Islander (e.g. Samoan or Chamorro)				
Yes	5	824,899	0.42	0.250
No	1,063	193,489,561	99.58	0.250
Subtotal valid responses	1,068	194,314,460	100	
Don't know	0	0		
Refused	21	6,392,240		
Total	1,089	200,706,700		
D0401F White (Caucasian, Anglo)				
Yes	835	146,722,354	75.51	1.622
No	233	47,592,106	24.49	1.622
Subtotal valid responses	1,068	194,314,460	100	
Don't know	0	0		
Refused	21	6,392,240		
Total	1,089	200,706,700		
D0401G Other				
Yes	25	2,529,026	1.30	0.299
No	1,043	191,785,434	98.70	0.299
Subtotal valid responses	1,068	194,314,460	100	
Don't know	0	0		
Refused	21	6,392,240		
Total	1,089	200,706,700		
D0450 What is the highest level of education you have completed?				
Less than high school graduate	72	14,215,457	7.26	1.008
High school graduate (or GED)	351	66,654,131	34.06	1.687
Some college (or technical vocational school/professional business school)	190	32,810,481	16.77	1.286
Two-year college degree (AA: Associate in Arts)	114	21,857,176	11.17	1.087
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	211	37,315,373	19.07	1.330
Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)	132	22,841,685	11.67	1.084
Subtotal valid responses	1,070	195,694,303	100	
Don't know	0	0		
Refused	19	5,012,397		
Total	1,089	200,706,700		
D0501 Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:				
Under $15,000	86	16,229,423	9.54	1.188
From $15,000 to less than $30,000	174	30,515,879	17.94	1.448
From $30,000 to less than $50,000	221	37,365,043	21.96	1.499
From $50,000 to less than $75,000	216	42,639,603	25.06	1.633
From $75,000 to less than $100,000	122	23,024,843	13.53	1.253

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
$100,000 or more	110	20,367,313	11.97	1.206
Subtotal valid responses	929	170,142,104	100	
Don't know	26	6,395,214		
Refused	134	24,169,382		
Total	1,089	200,706,700		
D0900 Last month, did you do any work for pay or profit?				
Yes	664	124,018,472	63.43	1.686
No	403	71,516,492	36.57	1.686
Subtotal valid responses	1,067	195,534,964	100	
Don't know	2	277,048		
Refused	20	4,894,688		
Total	1,089	200,706,700		
D0552 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.				
None	928	178,867,585	85.79	2.846
One	119	15,458,499	12.26	2.697
Two	24	2,209,938	1.30	0.759
Three	3	234,110	0.64	0.642
Four or more	1	115,955	0.00	0.000
Subtotal valid responses	1,075	196,886,087	100	
Don't know	0	0		
Refused	14	3,820,613		
Total	1,089	200,706,700		
D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?				
Household use only	88	11,141,998	61.84	4.505
Business use only	25	2,460,868	13.66	2.870
Both household and business use	34	4,415,636	24.51	4.104
Subtotal valid responses	147	18,018,502	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	942	182,688,198		
Total	1,089	200,706,700		