Household Survey Results
February 2003

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

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

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

n is the sample size.

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

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. 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, 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.

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 $w_1, w_2, \ldots w_j$, denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

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

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

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

The entire trimming procedure is repeated on the new set of weights: a new threshold value is recalculated and the new extreme values are re-adjusted. The

process is repeated until no new extreme values are found.

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. 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.

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.

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.

WelcomeMDAC WayOrganizational ChartYour Job Description/ResponsibilitiesPolicies 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 collectionSurvey settings

  Overview of the marketing and opinion research process

  Key Terms

B. The Interviewer's Role   Appropriate Attitude Characteristics of a successful interviewerRecruiting 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 OnH. Maneuvering through CfMC

Keyboard Commands

Introduction to CfMC Phone System

Starting the InterviewingInterviewing with SURVENTResponding 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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"Sampling Techniques," 2nd Ed, 1967, William G. Cochran (Harvard University), Wiley

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Articles:

"1999 Variance Estimation," National Survey of America's Families Methodology Report, 1999 Methodology Series, Report No. 4, prepared by J.M. Brick, P. Broene, D. Ferraro, T. Hankins, C. Rauch and T. Strickler, November 2000

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

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

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Omnibus Survey: February 2003 Month Specific Information

This report presents the results of the February 2003 Omnibus Household Survey. Starting in December 2002, the Omnibus Household Surveys are now fielded on a bi-monthly basis.

Each bi-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 that correspond to one of the U.S. Department of Transportation's (DOT) 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 and will vary from month to month.

The February 2003 survey collected data from February 1, 2003 through February 13, 2003. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,015 cases, and the total number of variables in the public-use dataset is 209. The data were collected by M. Davis and Company (MDAC), under contract with the Bureau of Transportation Statistics (BTS).

Sample Telephone Number Selection

There were 8,200 telephone numbers for the February 2003 survey. A total of 5,113 of these numbers were identified as working residential numbers and were divided into 102 replicates. Each of the 59 fielding replicates released initially contained approximately 50 households. Two additional replicates were released during Fielding. Eight (8) unused replicates from February's sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Thirty-five (35) of the 102 February replicates were not utilized in the actual interviewing, resulting in 2,930 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 270,569,400. The total number of telephone numbers in the sample (numbers dialed) is 2,930.

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	1.188
Standard deviation	0.488
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	4

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	2.001
Standard deviation	0.871
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	9

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)	34	10,167,034
2	Male - Non-Hispanic Black	24	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	19	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	47	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	73	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	86	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	51	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	57	11,755,768
9	Male - Non-Hispanic Other	18	4,146,032
10	Female - Hispanic (Any Race)	51	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	35	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	27	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	24	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	69	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	85	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	92	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	67	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	82	15,762,147
19	Female - Non-Hispanic Other	38	4,762,691
N/A	Missing Demographic Information	36	N/A
	TOTAL	**1,015**	**200,706,700**

Data Collection Schedule

The survey was conducted over 13 days to enable 1,015 interviews to be completed. The survey period was from February 1 through February 13.

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 49 percent.

Table 4: Distribution of Household Cases by Disposition

Disposition Category	Number of Households
Telephone Numbers Available	**4,715**
Telephone Numbers Released	**2,930**
Telephone Numbers Not Dialed	**0**
Telephone Numbers Dialed	**2,930**
Out-of-Scope Numbers (Ineligible)	**782**
BG - Business	158
CF - Computer/Fax	237
DS - Disconnected number	346
NC - Number change	29
NQ - No one 18 years old or older in household	10
UNB - Unavailable before and during study period	2
Scope Undetermined	**336**
NA - No answer	232
BZ - Busy	0
AM - Answering machine	64
LM - Left message	1
CCC - Cannot complete call	4
PM - Privacy manager	5
NQL - Eligibility undetermined because of language problems or deafness	12
RFI - Refused to speak with interviewer (screening incomplete)	0
HRI - Hard refusal *	4
OD - Maximum call attempts reached	0
CBU - Callback undetermined	14
CSU - Callback Spanish undetermined	0
In-Scope Numbers	**1,812**
Complete	1,015
DIP - Reinterview deletion, ineligible person in household interviewed	13
DDA - Reinterview deletion, discrepancy in answers during reinterview	4
CB - Callback	104
CBS - Callback Spanish	0
NAQ - No answer qualified	219
BZQ - Busy qualified	6
AMQ - Answering machine qualified	192
LMQ - Left message qualified	3
CCQ - Cannot complete call qualified	3
PMQ - Privacy manager qualified	1
DL - Deaf/Language	55
RFQ - Respondent refusal	10
UN - Unavailable	16
DR - Respondent deceased prior to completion of interview	0

AC - The area code is changed but not the number	0
HRQ - Hard refusal *	171
CASRO Response Rate	**49.59%**

FEBRUARY 2003 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**
SM	Strategic Goal Questions	Rotate three times per year by goal area. **Bold type** denotes area addressed this month: Month 1 - Safety (SS) Month 2 - **Mobility (SM)** Month 3 - Environment (SE) Month 4 - National Security (SN)
T	USDOT Services Satisfaction Questions	None this month
M	Operating Administration Modal Questions	TSA
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 F0456, 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.**

          THANK RESPONDENT AND TERMINATE. HIT "RETURN" TO CONTINUE.

F0066.   **Your household has been selected for this study, and we are very interested in your transportation use 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.**

           HIT "RETURN" TO CONTINUE

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?**

    HIT "RETURN" TO 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?

    Name _____ TYPE IN PERSON'S FIRST NAME

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

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

F0400A.   INTERVIEWER: IS THE ELIGIBLE RESPONDENT ON THE PHONE, OR IS THE ELIGIBLE RESPONDENT COMING TO THE PHONE?

    1)   Eligible respondent on phone *(Skip to F0420B)*
    2)   Eligible respondent coming to the phone *(Skip to F0420A)*
    3)   Eligible respondent unable/not coming to phone *(Skip to F0500)*

F0420A.   **Hello, my name is _____ and I am calling on behalf of the United States Department of Transportation about a national study on transportation issues. I need to talk with the person living there now, aged 18 or older, who will have a birthday next. I was informed that would be you; is that correct?**

    1)   Yes *(Skip to F0456)*
    2)   No   INTERVIEWER: ASK **"Who then is the person who will have a birthday next?"** HIT "RETURN" TO RE-ENTER NAME OF ELIGIBLE RESPONDENT

F0420B.   **So you are the person who will have a birthday next?**

   1)   Yes *(Skip to F0456)*
   2)   No   INTERVIEWER: ASK **"Who then is the person who will have a birthday next?"**   HIT "RETURN" TO RE-ENTER NAME OF ELIGIBLE RESPONDENT

F0456.   INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICALS ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS. REPEAT F0351 AS NECESSARY. THEN SAY...

          I have some questions about your transportation use, and about your opinions on important transportation issues such as mobility, 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]?**

          HIT "RETURN" TO 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
.

          ARRANGE A CALLBACK. HIT "RETURN" TO CONTINUE.

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 January, 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)

____days

G0150.   **During January, 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)

____days

G0302.   **During January, 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 (*Skip to G0201)*

G0851C.   **How many days did you use it?** (ENTER NUMBER)

____days

G3001.	**As opposed to other means of transportation, 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 _____

G3051.	**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/Work-related
    2)	Shopping
    3)	College/Other school
    4)	Medical services
    5)	Social, religious worship, personal business
    7)	Other - SPECIFY _____

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

    1)	Yes
    2)	No *(Skip to G0210)*

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

    _____ days

G0902B.	**And of these days, how many were for business or work?** (INTERVIEWER: PREVIOUS ANSWER WAS ____)

    _____ days

G0210.	**During January, did you ride on a charter or tour bus line?**

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

G0851O.	**How many days did you ride on it?** (ENTER NUMBER)

    _____ days

G0251. **During January, 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)

_____days

G0902C. **And of these days, how many were for business or work?** (INTERVIEWER: PREVIOUS ANSWER WAS _____)

_____ days

G0880. **In your area, do you have long distance, city-to-city train service such as AMTRAK?** INTERVIEWER NOTE: YOU MAY HAVE TO EXPLAIN THAT SOME RESPONDENTS USE CITY-TO-CITY TRAIN SERVICE SUCH AS AMTRAK WHEN OUT OF TOWN ON BUSINESS OR PLEASURE.

1) Yes
2) No

G0350. **During January, 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)

_____days

G0902D. **And of these days, how many were for business or work?** (INTERVIEWER: PREVIOUS ANSWER WAS _____)

_____ days

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

1) Yes
2) No *(Skip to G0453)*

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

　　　____days

G0902E.   **And of these days, how many were for business or work?** (INTERVIEWER: PREVIOUS ANSWER WAS ____)

　　　_____days

G0453.   **During January, did you drive or ride on a motorcycle, a motorized scooter, motorized bicycle, moped or all terrain vehicle?**

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

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

　　　____days

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

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

G0852I.   **How many days did you ride a bicycle?** (ENTER NUMBER)

　　　____days

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 _____

G1002.   **And on a typical day that you rode a bicycle, about how much time did you spend bicycling?**

　　　_____ hours and _____ minutes

CATI system must ensure an entry for both hours and minutes

G1052. **Did you bicycle mostly on:** (READ LIST)

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

G0551. **During January, 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 G0702)*

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

    ____days

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

G1203. **Did you walk, run, or jog mostly on:** (READ LIST)

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

G0702. **During January, did you operate or ride on a recreational boat such as a motorboat, canoe, rowboat or sailboat?**

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

G0852M. **How many days did you use a recreational boat?** (ENTER NUMBER)

____days

G1259. **On a typical day that you went recreational boating, about how much time did you spend using the recreational boat?**

____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

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

1)   Yes
2)   No *(Skip to G0601)*

G0852L. **How many days did you use a personal watercraft?** (ENTER NUMBER)

____days

G1252. **On a typical day that you went personal watercrafting, about how much time did you spend using the personal watercraft?**

____ hours and ___ minutes

CATI system must ensure entry for both hours and minutes

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

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

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

             ____days

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

   1)   Yes
   2)   No *(Skip to G0752)*

G0851P.   **How many days did you ride as a passenger on a cruise ship?** (ENTER NUMBER)

             ____days

G0752.   **During January, did you use any other means of transportation?   For example a taxi, limousine, hotel or airport shuttle, or any other means of transportation that I may not have mentioned to you.** (BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)

   1)   Yes
   2)   No *(Skip to G2002)*

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

             _____

             _____

G2002.   **Now I would like to ask you your opinions associated with your use of driving or riding in a personal vehicle in January.**

             HIT "RETURN" TO CONTINUE

If G0103 = 2 then skip to instruction before G2102

G2015.   **Considering all the costs associated with driving or riding in a personal vehicle, how satisfied are you with what it cost you to travel by personal vehicle during January?** (READ LIST)

   1)   Very dissatisfied
   2)   Dissatisfied
   3)   Satisfied
   4)   Very satisfied

G2025.   **In terms of security from crime or terrorism, how secure did you feel while driving or riding in a personal vehicle in January?** (READ LIST)

   1)   Very insecure
   2)   Somewhat insecure
   3)   Somewhat secure
   4)   Very secure

G2045.   **In terms of safety from accidents, how safe did you feel while driving or riding in a personal vehicle in January?** (READ LIST)

   1)   Very unsafe
   2)   Somewhat unsafe
   3)   Somewhat safe
   4)   Very safe

G2065.   **In terms of travel time, using your personal vehicle, overall, how satisfied are you with the amount of time it took you to get where you wanted to go in January?** (READ LIST)

   1)   Very dissatisfied
   2)   Dissatisfied
   3)   Satisfied
   4)   Very satisfied

G2085.   **In general, how would you rate the level of convenience of traveling by personal vehicle?** (READ LIST)

   1)   Very inconvenient
   2)   Somewhat inconvenient
   3)   Somewhat convenient
   4)   Very convenient

G2093.　　　**Now please tell me, when you travel by personal vehicle, which one of the following is most important to you?** (READ LIST)

　　1)　　**The cost of the travel**
　　2)　　**Your security from terrorism or crime**
　　3)　　**Your safety from accidents**
　　4)　　**The amount of time it takes to complete the travel**
　　5)　　**The level of convenience of using a personal vehicle**

If G0302 = 2 then skip to instruction before G2202

G2102.　　　**Now I would like to ask you your opinions associated with your use of public transit in January.**

G2115.　　　**Considering all the costs associated with using public transit, how satisfied are you with what it cost you to travel by public transit during January?** (READ LIST)

　　1)　　**Very dissatisfied**
　　2)　　**Dissatisfied**
　　3)　　**Satisfied**
　　4)　　**Very satisfied**

G2125.　　　**In terms of security from crime or terrorism, how secure did you feel using public transit in January?** (READ LIST)

　　1)　　**Very insecure**
　　2)　　**Somewhat insecure**
　　3)　　**Somewhat secure**
　　4)　　**Very secure**

G2145.　　　**In terms of safety from accidents, how safe did you feel while using public transit in January?** (READ LIST)

　　1)　　**Very unsafe**
　　2)　　**Somewhat unsafe**
　　3)　　**Somewhat safe**
　　4)　　**Very safe**

G2165.   **In terms of travel time on public transit, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January?** (READ LIST)

    1)   **Very dissatisfied**
    2)   **Dissatisfied**
    3)   **Satisfied**
    4)   **Very satisfied**

G2185.   **In general how would you rate the level of convenience of traveling by public transit?** (READ LIST)

    1)   **Very inconvenient**
    2)   **Somewhat inconvenient**
    3)   **Somewhat convenient**
    4)   **Very convenient**

G2193.   **Now please tell me, when you use public transit, which one of the following is most important to you?** (READ LIST)

    1)   **The cost of the travel**
    2)   **Your security from terrorism or crime**
    3)   **Your safety from accidents**
    4)   **The amount of time it takes to complete the travel**
    5)   **The level of convenience of using public transit**
    6)   **The level of customer service you receive**

If G0350 = 2 then skip to B0051

G2202.   **Now, I would like your opinions associated with flying on a commercial airline in January.**

G2215.   **Considering all the costs associated with flying on a commercial airline, how satisfied are you with what it cost you to travel by commercial airline during January?** (READ LIST)

    1)   **Very dissatisfied**
    2)   **Dissatisfied**
    3)   **Satisfied**
    4)   **Very satisfied**

G2225.   **In terms of security from crime or terrorism, how secure did you feel while flying on a commercial airline in January?** (READ LIST)

1) **Very insecure**
2) **Somewhat insecure**
3) **Somewhat secure**
4) **Very secure**

G2245.   **In terms of safety from accidents, how safe did you feel while flying on a commercial airline in January?** (READ LIST)

1) **Very unsafe**
2) **Somewhat unsafe**
3) **Somewhat safe**
4) **Very safe**

G2265.   **In terms of travel time using commercial airlines, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January?** (READ LIST)

1) **Very dissatisfied**
2) **Dissatisfied**
3) **Satisfied**
4) **Very satisfied**

G2285.   **In general, how would you rate the level of convenience of traveling by commercial airline?** (READ LIST)

1) **Very inconvenient**
2) **Somewhat inconvenient**
3) **Somewhat convenient**
4) **Very convenient**

G2293.   **Now please tell me, when you travel by commercial airline, which of the following is most important to you?** (READ LIST)

1) **The cost of the travel**
2) **Your security from terrorism or crime**
3) **Your safety from accidents**
4) **The amount of time it takes to complete the travel**
5) **The level of convenience of traveling by air**
6) **The level of customer service you receive**

Section B - BTS Topical Transportation Questions

B0051.   **The next questions are about commuting to work.**

HIT "RETURN" TO CONTINUE

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

    1)   Yes
    2)   No *(Skip to B0371)*

B0153.   **Altogether, about how many days did you commute to work last month?**
(INTERVIEWER: REMIND THE RESPONDENT HOW MANY WEEKDAYS WERE IN LAST MONTH ALONG WITH ANY MAJOR HOLIDAYS)
(ENTER NUMBER)

_____ days

B0154.   **On a typical day last month, to get to work did you...** (READ LIST)

    1)   Walk
    2)   Drive in a personal vehicle
    3)   Use a carpool or vanpool
    4)   Use public transit
    5)   Combination of modes
    6)   Other- SPECIFY _____

If B0154 = 1, 3, 4 skip to B0310. If B0154 = 5 skip to B0158.

B0156.   **Did you drive alone or were there other commuters in your car?**

    1)   Alone
    2)   Other commuters

Skip to B0310

B0158.   **Please list the combination of modes used.**

_____

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 dd you spend traveling from worksite to worksite?**

    _____ hours and_____ minutes *(go to B0371)*

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 ALL MODES OF TRANSPORTATION USED ON A TYPICAL DAY.

    _____ hours and_____ minutes

CATI system must ensure entry for both hours and minutes

B0353.   **On a typical day, how many miles one-way do you travel from home to work?**

    _____ miles

B0371.   **Have you ever telecommuted? That is, have you ever worked at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend or self-employed persons who work at home.)**

    1)   Yes
    2)   No

B0375.   **Does your current job offer the option of telecommuting?**

    1)   Yes *(If B0371 is "No", skip to B0395)*
    2)   No *(Skip to B0395)*

B0376.   **Are you currently participating in a telecommuting program?**

   1)   Yes
   2)   No *(Skip to B0395)*

B0363.   **During the month of January how many days did you telecommute?**

   _____ days

B0377.   **What is your primary reason for telecommuting?** (INTERVIEWER: RECORD VERBATIM. HIT ESCAPE KEY AFTER ENTERING INFORMATION)

   _____

B0395.   **Have you ever worked at a telework center or satellite office?**
[INTERVIEWER: FOCUS IS ON WORKING SOMEWHERE OTHER THAN ONE'S "NORMAL" WORKPLACE FOR THE PURPOSE OF REDUCING COMMUTE TIME.
SATELLITE OFFICE: ALTERNATE WORK SITE THAT IS IN A SEPARATE LOCATION OTHER THAN YOUR PRIMARY WORKSITE.
TELEWORK CENTER: ALTERNATE WORK SITE, COULD POSSIBLY HOUSE WORKERS FROM MANY DIFFERENT BUSINESSES.]

   1)   Yes
   2)   No

B0380.   **Does your current job offer the option of working at a telework center or satellite office?**

   1)   Yes *(If B0395 is "No", skip to B2300)*
   2)   No *(Skip to B2300)*

B0386.   **Do you currently work at a telework center or satellite office?**

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

B0388.   **During the month of January, how many days did you work at a telework center or satellite office?**

   _____ days

B0390.   **What is your primary reason for working at a telework center or satellite office?** (INTERVIEWER: RECORD VERBATIM.)

_____

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

HIT "RETURN" TO CONTINUE

B2311.   **In what month and year was your most recent commercial airline flight?** (INTERVIEWER: PLEASE PROMPT FOR MONTH AND YEAR.)

    1)   Enter month and year
    5)   Have never flown on a commercial airline *(Skip to B3002)*

B2315.   **Please let me verify your last answer as [insert respondent's last answer].**

    1)   Yes, correct (CONTINUE)
    2)   No, incorrect

If 1) is greater than one year ago skip to B3002 (Note: Remember we are collecting data for the month of January, one year ago would include February 2002 through January 2003)

B2321.   **Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or work related?** (IF NECESSARY, GIVE EXAMPLES SUCH AS PROFESSIONAL CONFERENCE, MEETING WITH CLIENTS.)

    1)   Yes, business/job related
    2)   No

B2333.   **Still thinking of your most recent flight in which of the following sections was your seat located:** (READ ENTIRE LIST EXCEPT 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

If B2333=1, 2 or 3 skip to B2341

B2334.   **Was your seat located in any of the following areas:** (READ LIST)

    1)   Business class section
    2)   Flight attendant's
    3)   Flight crew section or "cockpit"
    4)   None of the sections

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

B2601.   **How soon before your most recent flight did you arrive at the airport?**

    _____ hours and_____ minutes

    IF MORE THAN 5 HOURS, CODE AS 5

B2701.   **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. How long did you wait?**

    _____ hours and_____ minutes

    IF MORE THAN 5 HOURS, CODE AS 5

CATI system must ensure entry for both hours and minutes

B2751.   **How did you feel about the amount of time spent waiting in line at the passenger screening checkpoint? Did you feel the amount of time was** (READ LIST)

    1)   Less than you expected
    2)   About what you expected
    3)   More than you expected

B2801.   **How would you rate the thoroughness of the screening process?   Would you rate it** (READ LIST)

  1)   Inadequate
  2)   Adequate
  3)   Excessive

B2853.   **How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?   Would you say you have** (READ LIST)

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

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

B2977.   **How consistent have screening procedures been in airports you have departed from?   Have they been** (READ LIST)

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

If B2311= 1) is less than or equal to one year ago go to B3100 (Note: Remember we are collecting data for the month of January, one year ago would include February 2002 through January 2003).

B3002. **How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have** (READ LIST)

1) **No confidence**
2) **A small amount of confidence**
3) **A moderate amount of confidence**
4) **A great deal of confidence**
5) **Total confidence**

B3100. **Have the changes in passenger screening procedures since September 11, 2001 made you** (READ LIST)

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

Section SM - Strategic Goal Questions

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

HIT "RETURN" TO CONTINUE

If G0103 = 2 skip to instruction before SM1050

SM1000.   **Did you experience any significant delays while traveling in a personal vehicle in January?**

1)   Yes
2)   No *(Skip to instruction before SM1050)*

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

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

If G0150 = 2 skip to instruction before SM1100

SM1050.   **Did you experience any significant delays while traveling in an organized carpool or vanpool in January?**

1)   Yes
2)   No *(Skip to instruction before SM1100)*

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

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

If G0302 = 2 skip to instruction before SM1150

SM1100.   **Did you experience any significant delays while traveling on public transit in January?**

    1)   Yes
    2)   No *(Skip to instruction before SM1150)*

SM1105.   **Please tell me whether those delays caused you to...** (READ LIST)
(Reference to name of specific mode is to be visually listed under each question.)

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

If G0201 = 2 skip to instruction before SM1200

SM1150.   **Did you experience any significant delays while traveling on city-to-city buses in January?**

    1)   Yes
    2)   No *(Skip to instruction before SM1200)*

SM1155.   **Please tell me whether those delays caused you to...** (READ LIST)

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

If G0251 = 2 skip to instruction before SM1250

SM1200. **Did you experience any significant delays while traveling on city-to-city trains in January?**

1) Yes
2) No *(Skip to instruction before SM1250)*

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

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

If G0350 = 2 skip to instruction before MNH0510.

SM1250. **Did you experience any significant delays while traveling on commercial airlines in January?**

1) Yes
2) No *(Skip to instruction before MNH0510)*

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

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

Section M - Operating Administration Modal Questions

These next group of questions are of interest to the National Highway Transportation Safety Administration.

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

    1)   Yes
    2)   No *(Skip to MNH0710)*

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

MNH0710.   **How satisfied are you with how your local community is designed for making bike riding safe? Are you** (READ LIST)

    1)   Very satisfied
    2)   Somewhat satisfied
    3)   Neither satisfied nor dissatisfied
    4)   Somewhat dissatisfied
    5)   Very dissatisfied

MNH0715.   **How satisfied are you with how your local community is designed for making walking safe? Are you** (READ LIST)

    1)   Very satisfied
    2)   Somewhat satisfied
    3)   Neither satisfied nor dissatisfied
    4)   Somewhat dissatisfied
    5)   Very dissatisfied

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 _____

(IF RESPONDENT ANSWERS 10 OR MORE, RECORD AS 10)

D0104. **Do you have any kind of disability or health impairment?**

1) Yes *(If B2311 = 1) is less than 09 2001 or B2311 = 5 or 9 then go to D0110)*
2) No *(Skip to D0110)*

D1103. **Due to your disability have air travel passenger screening procedures changed for you since September 11, 2001?**

1) Yes
2) No *(Skip to D0110)*

D1104. **How have they changed for you?**

_____

D0110. **Does anyone else currently living in your household, including children, have any kind of disability or health impairment?**

1) Yes
2) No

If D0104 = 2 and D0110 = 2 go to D0251.   If D0104 = 1 and D0110 = 2 go to D0106.

D0105. **How many other people (besides 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: 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

D0404.   **Do you consider yourself to be Hispanic or Latino?**

    1)   Yes
    2)   No

D0402.   **Is the racial 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) **Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)**
    5) **White (Caucasian, Anglo), or**
    7) **Other** - SPECIFY _____

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

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

D0501.   **Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2002:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

    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

D0553. **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 D0801)*
    1)   One
    2)   Two
    3)   Three
    4)   Four or more

    READ AFTER RESPONDENT HAS GIVEN ANSWER: **"So, you have _____ additional 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

D0801. **In order to classify your household for statistical purposes, what is your ZIP code?** (ENTER NUMBER)

    ___   ___   ___   ___   ___

D0810. **Did your household receive an advance notice in the mail concerning this study?**

    1)   Yes
    2)   No

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 Region	1	Northeast	Num	8	CENSREG
			2	Midwest			
			3	South			
			4	West			
	CENDIV	Census Division	1	New England	Num	8	CENSDIV
			2	Middle Atlantic			
			3	East North Central			
			4	West North Central			
			5	South Atlantic			
			6	East South Central			
			7	West South Central			
			8	Mountain			
			9	Pacific			
	DVERSION	Database Version		Year - Quarter	Char	6	$TEXTVAR
	STARTIM	Interview Start Time			Char	8	$TEXTVAR
	ENDTIME	Interview End Time			Char	8	$TEXTVAR
	INLNGTH	Interview Length			Num	8	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0851A	G0851A	Personal Vehicle - Days		_____ 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			
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____ 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		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3001	G3001A	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			
G3001	G3001B	Public Transit - Other Reason for Using	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G3051	G3051A	Public Transit - Trip Purpose	1	Work/Work-related	Num	8	PTPURP
			2	Shopping			
			3	College/Other school			
			4	Medical services			
			5	Social, religious worship, personal business			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3051	G3051B	Public Transit - Other Trip Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851D	G0851D	Bus - Days		_____ days	Num	8	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			
G0210	G0210	Use - Charter or Tour Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851O	G0851O	Charter or Tour Bus - Days		_____ 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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
G0851E	G0851E	Train - Days		_____ 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			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____ 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		_____ 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
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0453	G0453	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ 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			
G0852I	G0852I	Bicycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			5	Required for my job			
			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			
G1002	G1002A	Bicycle - Time Spent - Hours		_____ hours	Num	8	FORNUM

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1002	G1002B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1002	G1002C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052A	Bicycle - Type of Road	01	Paved roads (not on shoulders of paved roads)	Num	8	ROADTYPA
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			04	Sidewalks			
			07	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052B	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			
			.D	Don't know			
			.R	Refused			
G0851J	G0851J	Walk - Days		_____ 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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			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			
G1203	G1203A	Walk - Type of Road	01	Paved roads (not on shoulders of paved roads)	Num	8	ROADTYPB
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			04	Sidewalks			
			07	Track			
			08	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1203	G1203B	Walk - Other Type of Road	Text	Verbatim response	Char	250	$TEXTVAR

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0702	G0702	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0852M	G0852M	Recreational Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259C	Recreational Boat - Time Spent - Decimal Hours		Calculated	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			
G0852L	G0852L	Watercraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252A	Watercraft - Time Spent - Hours		_____ hours	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
G1252	G1252B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851P	G0851P	Cruise Ship - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0752	G0752	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
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G2015	G2015	Personal Vehicle - Costs	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2025	G2025	Personal Vehicle - Security	1	Very insecure	Num	8	TRASECA
			2	Somewhat insecure			
			3	Somewhat secure			
			4	Very secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2045	G2045	Personal Vehicle - Safety	1	Very unsafe	Num	8	TRASAFEA
			2	Somewhat unsafe			
			3	Somewhat safe			
			4	Very safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2065	G2065	Personal Vehicle - Travel Time	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2085	G2085	Personal Vehicle - Convenient	1	Very inconvenient	Num	8	TRACONVA
			2	Somewhat inconvenient			
			3	Somewhat convenient			
			4	Very convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2093	G2093	Personal Vehicle - Most Important Thing	1	The cost of the travel	Num	8	VEHIMPOB

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Your security from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of convenience of using a personal vehicle			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2115	G2115	Transit - Costs	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2125	G2125	Transit - Security	1	Very insecure	Num	8	TRASECA
			2	Somewhat insecure			
			3	Somewhat secure			
			4	Very secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2145	G2145	Transit - Safety	1	Very unsafe	Num	8	TRASAFEA
			2	Somewhat unsafe			
			3	Somewhat safe			
			4	Very safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2165	G2165	Transit - Travel Time	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2185	G2185	Transit - Convenient	1	Very inconvenient	Num	8	TRACONVA

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Somewhat inconvenient			
			3	Somewhat convenient			
			4	Very convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2193	G2193	Transit - Most Important Thing	1	The cost of the travel	Num	8	TRAIMPOB
			2	Your security from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of convenience of using public transit			
			6	The level of customer service you receive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2215	G2215	Com Airline - Costs	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2225	G2225	Com Airline - Security	1	Very insecure	Num	8	TRASECA
			2	Somewhat insecure			
			3	Somewhat secure			
			4	Very secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2245	G2245	Com Airline - Safety	1	Very unsafe	Num	8	TRASAFEA
			2	Somewhat unsafe			
			3	Somewhat safe			
			4	Very safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G2265	G2265	Com Airline - Travel Time	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2285	G2285	Com Airline - Convenient	1	Very inconvenient	Num	8	TRACONVA
			2	Somewhat inconvenient			
			3	Somewhat convenient			
			4	Very convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2293	G2293	Com Airline - Most Important Thing	1	The cost of the travel	Num	8	AIRIMPOB
			2	Your security from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of convenience of traveling by air			
			6	The level of customer service you receive			
			.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			
B0153	B0153A	Commute - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0153	B0153B	Commute - Days by Category	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0154	B0154	Commute to Work - Transportation Mode	1	Walk	Num	8	TELEMODE
			2	Drive in a personal vehicle			
			3	Use a carpool or vanpool			
			4	Use public transit			
			5	Combination of modes			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0156	B0156	Commute to Work - Number of Commuters	1	Alone	Num	8	TELENUMB
			2	Other commuters			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0158	B0158	Commute to Work - Combination of Modes	Text	Verbatim response	Char	250	$TEXTVAR
			.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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
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			
			.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			
B0353	B0353	Commute to Work - Distance		_____ miles	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0371	B0371	Telecommute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0375	B0375	Telecommute - Option	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
B0376	B0376	Telecommute - Participation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0363	B0363	Telecommute - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0377	B0377	Telecommute - Primary Reason	Text	Verbatim response	Char	250	$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0395	B0395	Telework	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0380	B0380	Telework - Option	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0386	B0386	Telework - Currently	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0388	B0388	Telework - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
B0390	B0390	Telework - Primary Reason	Text	Verbatim response	Char	250	$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
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			
			6	One year ago			
			4	More than one year ago			
			5	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			
B2311	B2311B	Com Airline - Most Recent Flight - Month		Month _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311C	Com Airline - Most Recent Flight - Year		Year _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2321	B2321	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			
B2333	B2333	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			
B2334	B2334	Com Airline - Most Recent Flight - Section - Area	1	Business class section	Num	8	TRIPAREA
			2	Flight attendant's			
			3	Flight crew section or "cockpit"			
			4	None of the sections			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.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			
B2601	B2601A	Com Airline - Most Recent Flight - Time Before Flight - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2601	B2601B	Com Airline - Most Recent Flight - Time Before Flight - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2601	B2601C	Com Airline - Most Recent Flight - Time Before Flight - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701A	Com Airline - Most Recent Flight - Screening - Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701B	Com Airline - Most Recent Flight - Screening - Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701C	Com Airline - Most Recent Flight - Screening - Time - Decimal Hours		Calculated	Num	8	FORNUM

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2751	B2751	Com Airline - Most Recent Flight - Screening - Time - Satisfaction	1	Less than you expected	Num	8	SCRETIME
			2	About what you expected			
			3	More than you expected			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2801	B2801	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			
B2853	B2853	Com Airline - Most Recent Flight - Screening - Confidence	1	No confidence	Num	8	SCRECONF
			2	A small amount of confidence			
			3	A moderate amount of confidence			
			4	A great deal of confidence			
			5	Total confidence			
			.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

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			
B2977	B2977	Com Airline - Screening - Consistent	1	Very inconsistent	Num	8	SCRECONS
			2	Somewhat inconsistent			
			3	Somewhat consistent			
			4	Very consistent			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B3002	B3002	Com Airline - Screening - Confidence	1	No confidence	Num	8	SCRECONF
			2	A small amount of confidence			
			3	A moderate amount of confidence			
			4	A great deal of confidence			
			5	Total confidence			
			.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
			3	Have had no effect on your commercial airline travel			
			2	More inclined to travel by commercial airline			
			.D	Don't know			
			.R	Refused			
SM1000	SM1000	Delays - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1010	SM1010	Delays - Personal Vehicle - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
SM1015	SM1015	Delays - Personal Vehicle - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1020	SM1020	Delays - Personal Vehicle - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1025	SM1025	Delays - Personal Vehicle - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1030	SM1030	Delays - Personal Vehicle - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1050	SM1050	Delays - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1060	SM1060	Delays - Carpool/Vanpool - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1065	SM1065	Delays - Carpool/Vanpool - Change Type of Transportation	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1070	SM1070	Delays - Carpool/Vanpool - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1075	SM1075	Delays - Carpool/Vanpool - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1080	SM1080	Delays - Carpool/Vanpool - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1100	SM1100	Delays - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1110	SM1110	Delays - Public Transit - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1115	SM1115	Delays - Public Transit - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SM1120	SM1120	Delays - Public Transit - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1125	SM1125	Delays - Public Transit - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1130	SM1130	Delays - Public Transit - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1150	SM1150	Delays - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1160	SM1160	Delays - Bus - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1165	SM1165	Delays - Bus - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1170	SM1170	Delays - Bus - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
SM1175	SM1175	Delays - Bus - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1180	SM1180	Delays - Bus - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1200	SM1200	Delays - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1210	SM1210	Delays - Train - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1215	SM1215	Delays - Train - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1220	SM1220	Delays - Train - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1225	SM1225	Delays - Train - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
SM1230	SM1230	Delays - Train - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1250	SM1250	Delays - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1260	SM1260	Delays - Commercial Airline - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1265	SM1265	Delays - Commercial Airline - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1270	SM1270	Delays - Commercial Airline - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1275	SM1275	Delays - Commercial Airline - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1280	SM1280	Delays - Commercial Airline - Cancel Trip	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0510	MNH0510	Driving	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
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			
MNH0710	MNH0710	Community Design - Riding Safe - Satisfaction	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Neither satisfied nor dissatisfied			
			4	Somewhat dissatisfied			
			5	Very dissatisfied			
			.D	Don't know			
			.R	Refused			
MNH0715	MNH0715	Community Design - Walking Safe - Satisfaction	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Neither satisfied nor dissatisfied			
			4	Somewhat dissatisfied			
			5	Very dissatisfied			
			.D	Don't know			
			.R	Refused			
D0061	D0061	Registered Vehicles	_____		Num	8	FORNUM
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0104	D0104	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D1103	D1103	Disability - Screening - Change	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D1104	D1104	Disability - Screening - Change - Text	Text	Verbatim response	Char	250	$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0110	D0110	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of Other HH Members		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0107	D0107	Disability - Contact Again	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0251	D0251	Nb of People 18+ in HH		_____ people	Num	8	FORNUM
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
D0404	D0404	Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402D	Group - Native Hawaiian or Other Pacific Islander	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
D0402	D0402E	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402F	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402G	Group - Other - Text	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/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			
			.D	Don't know			
			.R	Refused			
D0553	D0553	Additional Phone Lines - Number	0	None	Num	8	ADPHONE

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			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			
D0810	D0810	Advance Notice	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
	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
	BTRIWGT	Weight Before Trimming			Num	8	FORNUM
	ISTRIM	Weight was Trimmed			Num	8	FORNUM

OMNIBUS HOUSEHOLD SURVEY RESULTS

Marginal Frequency Distributions with Percentages and Standard Errors

Survey period: February 01, 2003 – February 13, 2003

Section G - General Transportation Core Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0103 During January, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)				
Yes	956	189,189,899	94.26	0.824
No	59	11,516,801	5.74	0.824
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851A How many days did you drive or ride?				
Count	946	186,906,615		
Mean	26.111	26.159		
Standard deviation	8.021	0.293		
Minimum	1	1		
25th percentile	25	25		
Median	31	31		
75th percentile	31	31		
Maximum	31	31		
G0150 During January, did you drive or ride in an organized carpool or vanpool?				
Yes	61	15,223,024	7.59	1.110
No	953	185,304,870	92.41	1.110
Subtotal valid responses	1,014	200,527,894	100	
Don't know	1	178,806		
Refused	0	0		
Total	1,015	200,706,700		
G0851B How many days did you drive or ride?				
Count	60	15,129,874		
Mean	10.650	10.900		
Standard deviation	8.743	1.373		
Minimum	1	1		
25th percentile	4	4		
Median	9	10		
75th percentile	15	20		
Maximum	31	31		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0302 During January, 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	114	26,502,895	13.23	1.339
No	899	173,804,571	86.77	1.339
Subtotal valid responses	1,013	200,307,466	100	
Don't know	2	399,234		
Refused	0	0		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0851C How many days did you use it?				
Count	113	26,263,498		
Mean	9.434	9.293		
Standard deviation	8.962	0.977		
Minimum	1	1		
25th percentile	2	2		
Median	5	5		
75th percentile	16	16		
Maximum	31	31		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G3001A As opposed to other means of transportation, please tell me the main reason you used public transit last month.				
Have no vehicle available	33	7,965,328	30.33	5.229
Cheaper/Costs less/Saves money/Parking too expensive	13	4,029,934	15.34	4.535
Faster than other means of transportation	6	1,125,013	4.28	1.788
More convenient than other means of transportation	51	11,485,341	43.73	5.665
Less impact on the environment than other means of transportation	2	336,676	1.28	0.962
Parking not available	2	478,486	1.82	1.289
Away from home on business or pleasure travel	5	668,326	2.54	1.189
Other	1	174,395	0.66	0.664
Subtotal valid responses	113	26,263,499	100	
Don't know	1	239,396		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G3051A Consider your most recent trip using public transit. What was the primary purpose of the trip?				
Work/Work-related	48	10,961,730	41.53	5.520
Shopping	14	3,246,380	12.30	3.845
College/Other school	6	1,799,174	6.82	3.090
Medical services	10	2,001,107	7.58	2.590
Social, religious worship, personal business	34	8,200,227	31.07	5.389
Other	1	183,829	0.70	0.696
Subtotal valid responses	113	26,392,447	100	
Don't know	0	0		
Refused	1	110,448		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0201 During January, did you ride on a city-to-city bus, such as Greyhound?				
Yes	9	1,800,452	0.90	0.339
No	1,006	198,906,248	99.10	0.339
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value
G0851D How many days did you ride on it?		
Count	9	1,800,452
Mean	3.667	3.052
Standard deviation	6.185	1.425
Minimum	1	1
25th percentile	1	1
Median	1	1
75th percentile	3	3
Maximum	20	20

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value
G0902B And of these days, how many were for business or work?		
Count	9	1,800,452
Mean	0.556	0.688
Standard deviation	1.130	0.481
Minimum	0	0
25th percentile	0	0
Median	0	0
75th percentile	0	2
Maximum	3	3

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0210 During January, did you ride on a charter or tour bus line?				
Yes	11	2,458,198	1.22	0.427
No	1,004	198,248,502	98.78	0.427
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851O How many days did you ride on it?				
Count	11	2,458,198		
Mean	1.818	1.983		
Standard deviation	1.779	0.518		
Minimum	1	1		
25th percentile	1	1		
Median	1	2		
75th percentile	2	2		
Maximum	7	7		
G0251 During January, did you ride on a city-to-city train, such as AMTRAK?				
Yes	17	4,743,123	2.36	0.722
No	998	195,963,577	97.64	0.722
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851E How many days did you ride on it?				
Count	17	4,743,123		
Mean	4.235	4.449		
Standard deviation	5.333	1.802		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	3		
Maximum	20	20		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0902C And of these days, how many were for business or work?				
Count	17	4,743,123		
Mean	1.176	0.555		
Standard deviation	2.325	0.312		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	1	0		
Maximum	8	8		
G0880 In your area, do you have long distance, city-to-city train service such as AMTRAK?				
Yes	492	98,042,335	51.73	1.790
No	465	91,479,719	48.27	1.790
Subtotal valid responses	957	189,522,054	100	
Don't know	56	11,001,698		
Refused	2	182,948		
Total	1,015	200,706,700		
G0350 During January, did you fly on a commercial airline?				
Yes	86	15,853,239	7.90	0.928
No	929	184,853,461	92.10	0.928
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851F How many days did you fly on a commercial airline?				
Count	86	15,853,239		
Mean	2.953	2.898		
Standard deviation	3.243	0.310		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	3		
Maximum	23	23		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0902D And of these days, how many were for business or work?				
Count	86	15,853,239		
Mean	1.349	1.415		
Standard deviation	2.589	0.279		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	16	16		
G0401 During January, did you fly on a charter, private, or corporate airplane or helicopter?				
Yes	3	446,762	0.22	0.129
No	1,012	200,259,938	99.78	0.129
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?				
Count	3	446,762		
Mean	1.333	1.315		
Standard deviation	0.577	0.265		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	2	2		
G0902E And of these days, how many were for business or work?				
Count	3	446,762		
Mean	1.333	1.315		
Standard deviation	0.577	0.265		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	2	2		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0453 During January, did you drive or ride on a motorcycle, a motorized scooter, motorized bicycle, moped or all terrain vehicle?				
Yes	58	13,921,543	6.95	1.076
No	956	186,521,543	93.05	1.076
Subtotal valid responses	1,014	200,443,086	100	
Don't know	1	263,614		
Refused	0	0		
Total	1,015	200,706,700		

G0851H How many days did you drive or ride one of these vehicles?				
Count	58	13,921,543		
Mean	6.431	7.062		
Standard deviation	8.035	1.553		
Minimum	1	1		
25th percentile	1	1		
Median	3	4		
75th percentile	7	8		
Maximum	31	31		

G0501 During January, did you ride a bicycle? Please do not include stationary bicycles.				
Yes	83	20,879,238	10.40	1.229
No	932	179,827,462	89.60	1.229
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		

G0852I How many days did you ride a bicycle?				
Count	83	20,879,238		
Mean	5.663	5.728		
Standard deviation	6.333	0.663		
Minimum	1	1		
25th percentile	1	2		
Median	3	4		
75th percentile	7	8		
Maximum	31	31		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0952A Primarily for what purpose did you use it?				
Commuting to work or school	4	963,921	4.62	2.435
Recreation	35	7,745,508	37.10	5.951
Exercise/for my health	33	8,613,837	41.26	6.356
Personal errands (to the store, post office, and so on)	10	2,872,815	13.76	4.675
Required for my job	1	683,157	3.27	3.192
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	83	20,879,238	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	932	179,827,462		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1002C And on a typical day that you rode a bicycle, about how much time did you spend bicycling?				
Count	82	20,545,824		
Mean	1.203	1.286		
Standard deviation	1.296	0.205		
Minimum	0.033	0.033		
25th percentile	0.5	0.5		
Median	1	1		
75th percentile	1.5	1.5		
Maximum	10.167	10.167		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1052A Did you bicycle mostly on:				
Paved roads (not on shoulders of paved roads)	41	9,527,876	45.94	6.343
Shoulders of paved roads	7	1,792,797	8.64	3.299
Bike lanes on roads	2	266,815	1.29	0.942
Bike paths, walking paths or trails	19	4,600,912	22.19	4.982
Unpaved roads (for example dirt, gravel, sand)	1	140,487	0.68	0.678
Sidewalks	10	3,647,250	17.59	5.638
Grass	1	162,035	0.78	0.782
Other	1	600,579	2.90	2.839
Subtotal valid responses	82	20,738,751	100	
Don't know	0	0		
Refused	1	140,487		
Appropriate skip	932	179,827,462		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0551 During January, 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	625	122,756,331	61.16	1.738
No	390	77,950,369	38.84	1.738
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851J How many days did you walk, run or jog?				
Count	623	122,329,693		
Mean	12.690	12.887		
Standard deviation	9.367	0.441		
Minimum	1	1		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	31	31		
G1102A Primarily for what purpose did you walk, run, or jog?				
Commuting to work or school	34	7,574,548	6.18	1.236
Recreation	64	12,612,304	10.30	1.373
Exercise/for my health	390	73,936,078	60.35	2.276
Personal errands (to the store, post office, walking the dog, and so on)	116	23,792,033	19.42	1.891
Required for my job	20	4,591,467	3.75	0.904
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	624	122,506,430	100	
Don't know	1	249,901		
Refused	0	0		
Appropriate skip	390	77,950,369		
Total	1,015	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	618	121,292,557		
Mean	0.759	0.773		
Standard deviation	0.884	0.048		
Minimum	0.167	0.167		
25th percentile	0.333	0.333		
Median	0.5	0.5		
75th percentile	1	1		
Maximum	8	8		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1203A Did you walk, run, or jog mostly on:				
Paved roads (not on shoulders of paved roads)	208	40,935,838	33.51	2.146
Shoulders of paved roads	36	6,010,171	4.92	0.901
Bike lanes on roads	2	694,437	0.57	0.517
Bike paths, walking paths or trails	62	12,215,190	10.00	1.333
Unpaved roads (for example dirt, gravel, sand)	29	6,245,384	5.11	1.041
Sidewalks	247	48,908,161	40.04	2.257
Track	14	2,817,304	2.31	0.758
Grass	21	3,880,224	3.18	0.761
Other	2	450,465	0.37	0.264
Subtotal valid responses	621	122,157,174	100	
Don't know	2	299,652		
Refused	2	299,505		
Appropriate skip	390	77,950,369		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0702 During January, did you operate or ride on a recreational boat such as a motorboat, canoe, rowboat or sailboat?				
Yes	18	3,760,952	1.88	0.501
No	996	196,495,025	98.12	0.501
Subtotal valid responses	1,014	200,255,977	100	
Don't know	0	0		
Refused	1	450,723		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0852M How many days did you use a recreational boat?				
Count	18	3,760,952		
Mean	2.000	2.055		
Standard deviation	1.680	0.354		
Minimum	1	1		
25th percentile	1	1		
Median	1	2		
75th percentile	2	2		
Maximum	7	7		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1259C On a typical day that you went recreational boating, about how much time did you spend using the recreational boat?				
Count	18	3,760,952		
Mean	4.644	5.125		
Standard deviation	5.556	1.038		
Minimum	0.5	0.5		
25th percentile	1	2		
Median	3	4		
75th percentile	6	6		
Maximum	24	24		

G0652 During January, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?				
Yes	3	790,229	0.39	0.286
No	1,012	199,916,471	99.61	0.286
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		

G0852L How many days did you use a personal watercraft?				
Count	3	790,229		
Mean	3.000	1.946		
Standard deviation	2.646	0.343		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	6	2		
Maximum	6	6		

G1252C On a typical day that you went personal watercrafting, about how much time did you spend using the personal watercraft?				
Count	3	790,229		
Mean	3.333	3.094		
Standard deviation	2.309	1.084		
Minimum	2	2		
25th percentile	2	2		
Median	2	2		
75th percentile	6	6		
Maximum	6	6		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0601 During January, did you ride on a commercial boat, ship or ferry?				
Yes	8	1,761,895	0.88	0.371
No	1,007	198,944,805	99.12	0.371
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851K How many days did you ride on a commercial boat, ship, or ferry?				
Count	8	1,761,895		
Mean	2.375	2.421		
Standard deviation	3.503	1.272		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1.5	1		
Maximum	11	11		
G0555 During January, did you ride as a passenger on a cruise ship?				
Yes	5	1,057,053	0.53	0.263
No	1,010	199,649,647	99.47	0.263
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
G0851P How many days did you ride as a passenger on a cruise ship?				
Count	5	1,057,053		
Mean	7.000	5.736		
Standard deviation	4.062	2.204		
Minimum	1	1		
25th percentile	5	1		
Median	8	5		
75th percentile	10	10		
Maximum	11	11		
G0752 During January, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle, or any other means of transportation that I may not have mentioned to you.				
Yes	120	23,212,700	11.57	1.144
No	895	177,494,000	88.43	1.144
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2015 Considering all the costs associated with driving or riding in a personal vehicle, how satisfied are you with what it cost you to travel by personal vehicle during January?				
Very dissatisfied	43	8,522,930	4.53	0.768
Dissatisfied	162	31,496,427	16.76	1.390
Satisfied	567	111,329,134	59.24	1.848
Very satisfied	176	36,592,141	19.47	1.526
Subtotal valid responses	948	187,940,632	100	
Don't know	8	1,249,267		
Refused	0	0		
Appropriate skip	59	11,516,801		
Total	1,015	200,706,700		
G2025 In terms of security from crime or terrorism, how secure did you feel while driving or riding in a personal vehicle in January?				
Very insecure	12	2,255,683	1.20	0.362
Somewhat insecure	55	11,035,173	5.89	0.858
Somewhat secure	272	54,541,945	29.10	1.704
Very secure	609	119,590,597	63.81	1.792
Subtotal valid responses	948	187,423,398	100	
Don't know	5	1,172,992		
Refused	3	593,509		
Appropriate skip	59	11,516,801		
Total	1,015	200,706,700		
G2045 In terms of safety from accidents, how safe did you feel while driving or riding in a personal vehicle in January?				
Very unsafe	16	3,845,803	2.05	0.578
Somewhat unsafe	139	26,421,963	14.06	1.254
Somewhat safe	443	87,325,855	46.46	1.866
Very safe	351	70,354,929	37.43	1.818
Subtotal valid responses	949	187,948,550	100	
Don't know	7	1,241,349		
Refused	0	0		
Appropriate skip	59	11,516,801		
Total	1,015	200,706,700		
G2065 In terms of travel time, using your personal vehicle, overall, how satisfied are you with the amount of time it took you to get where you wanted to go in January?				
Very dissatisfied	28	6,372,775	3.39	0.737
Dissatisfied	98	18,948,068	10.07	1.099
Satisfied	570	112,636,587	59.89	1.835
Very satisfied	255	50,124,533	26.65	1.662
Subtotal valid responses	951	188,081,963	100	
Don't know	5	1,107,936		
Refused	0	0		
Appropriate skip	59	11,516,801		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2085 In general, how would you rate the level of convenience of traveling by personal vehicle?				
Very inconvenient	9	1,337,165	0.71	0.249
Somewhat inconvenient	46	9,214,631	4.89	0.776
Somewhat convenient	239	49,616,151	26.32	1.683
Very convenient	660	128,327,266	68.08	1.757
Subtotal valid responses	954	188,495,213	100	
Don't know	2	694,686		
Refused	0	0		
Appropriate skip	59	11,516,801		
Total	1,015	200,706,700		
G2093 Now please tell me, when you travel by personal vehicle, which one of the following is most important to you?				
The cost of the travel	62	12,892,083	6.90	0.963
Your security from terrorism or crime	31	7,750,236	4.15	0.874
Your safety from accidents	294	56,945,684	30.47	1.695
The amount of time it takes to complete the travel	119	27,541,622	14.74	1.479
The level of convenience of using a personal vehicle	438	81,749,653	43.74	1.844
Subtotal valid responses	944	186,879,278	100	
Don't know	11	2,168,091		
Refused	1	142,530		
Appropriate skip	59	11,516,801		
Total	1,015	200,706,700		
G2115 Considering all the costs associated with using public transit, how satisfied are you with what it cost you to travel by public transit during January?				
Very dissatisfied	6	1,492,966	5.68	2.493
Dissatisfied	10	2,362,580	9.00	3.248
Satisfied	58	13,568,327	51.66	5.695
Very satisfied	39	8,839,626	33.66	5.357
Subtotal valid responses	113	26,263,499	100	
Don't know	1	239,396		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		
G2125 In terms of security from crime or terrorism, how secure did you feel using public transit in January?				
Very insecure	2	501,536	1.90	1.463
Somewhat insecure	23	5,452,694	20.70	4.489
Somewhat secure	44	9,562,897	36.29	5.287
Very secure	43	10,830,660	41.11	5.723
Subtotal valid responses	112	26,347,787	100	
Don't know	2	155,108		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2145 In terms of safety from accidents, how safe did you feel while using public transit in January?				
Very unsafe	2	501,536	1.89	1.455
Somewhat unsafe	13	2,200,214	8.30	2.648
Somewhat safe	45	9,966,613	37.61	5.418
Very safe	54	13,834,532	52.20	5.596
Subtotal valid responses	114	26,502,895	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		
G2165 In terms of travel time on public transit, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January?				
Very dissatisfied	8	1,784,378	6.73	2.590
Dissatisfied	14	4,164,753	15.71	4.422
Satisfied	67	15,395,508	58.09	5.587
Very satisfied	25	5,158,256	19.46	4.306
Subtotal valid responses	114	26,502,895	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		
G2185 In general how would you rate the level of convenience of traveling by public transit?				
Very inconvenient	9	2,113,346	7.97	2.995
Somewhat inconvenient	24	5,557,813	20.97	4.405
Somewhat convenient	47	10,854,095	40.95	5.535
Very convenient	34	7,977,641	30.10	5.226
Subtotal valid responses	114	26,502,895	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		
G2193 Now please tell me, when you use public transit, which one of the following is most important to you?				
The cost of the travel	13	3,854,742	14.68	4.234
Your security from terrorism or crime	12	2,333,516	8.89	2.689
Your safety from accidents	16	4,688,689	17.86	4.741
The amount of time it takes to complete the travel	24	5,723,956	21.80	4.596
The level of convenience of using public transit	39	8,393,593	31.97	5.348
The level of customer service you receive	8	1,260,264	4.80	1.797
Subtotal valid responses	112	26,254,760	100	
Don't know	2	248,135		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2215 Considering all the costs associated with flying on a commercial airline, how satisfied are you with what it cost you to travel by commercial airline during January?				
Very dissatisfied	5	787,129	5.03	2.281
Dissatisfied	11	2,048,458	13.10	3.927
Satisfied	50	9,485,030	60.64	5.812
Very satisfied	19	3,321,790	21.24	4.676
Subtotal valid responses	85	15,642,407	100	
Don't know	1	210,832		
Refused	0	0		
Appropriate skip	929	184,853,461		
Total	1,015	200,706,700		
G2225 In terms of security from crime or terrorism, how secure did you feel while flying on a commercial airline in January?				
Very insecure	0	0	0.00	0.000
Somewhat insecure	18	3,899,736	24.60	5.572
Somewhat secure	33	5,453,509	34.40	5.825
Very secure	35	6,499,994	41.00	5.879
Subtotal valid responses	86	15,853,239	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	929	184,853,461		
Total	1,015	200,706,700		
G2245 In terms of safety from accidents, how safe did you feel while flying on a commercial airline in January?				
Very unsafe	0	0	0.00	0.000
Somewhat unsafe	7	1,253,873	7.91	3.094
Somewhat safe	40	7,479,019	47.18	6.074
Very safe	39	7,120,347	44.91	6.000
Subtotal valid responses	86	15,853,239	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	929	184,853,461		
Total	1,015	200,706,700		
G2265 In terms of travel time using commercial airlines, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January?				
Very dissatisfied	3	427,968	2.70	1.698
Dissatisfied	10	2,256,840	14.24	4.735
Satisfied	38	6,391,882	40.32	5.857
Very satisfied	35	6,776,549	42.75	6.113
Subtotal valid responses	86	15,853,239	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	929	184,853,461		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2285 In general, how would you rate the level of convenience of traveling by commercial airline?				
Very inconvenient	4	710,014	4.48	2.326
Somewhat inconvenient	15	3,236,600	20.42	5.268
Somewhat convenient	38	6,812,452	42.97	6.087
Very convenient	29	5,094,173	32.13	5.463
Subtotal valid responses	86	15,853,239	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	929	184,853,461		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2293 Now please tell me, when you travel by commercial airline, which of the following is most important to you?				
The cost of the travel	18	3,518,268	22.19	5.511
Your security from terrorism or crime	12	2,372,650	14.97	4.263
Your safety from accidents	23	3,790,142	23.91	4.829
The amount of time it takes to complete the travel	14	2,462,712	15.53	4.172
The level of convenience of traveling by air	16	3,108,066	19.61	5.096
The level of customer service you receive	3	601,401	3.79	2.206
Subtotal valid responses	86	15,853,239	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	929	184,853,461		
Total	1,015	200,706,700		

Section B - BTS Topical Transportation Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0103 Last month did you commute, that is, travel routinely from home to work?				
Yes	636	127,480,171	63.52	1.717
No	379	73,226,529	36.48	1.717
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		

B0153A Altogether, about how many days did you commute to work last month?				
Count	636	127,480,171		
Mean	20.343	20.326		
Standard deviation	5.090	0.246		
Minimum	1	1		
25th percentile	20	20		
Median	20	20		
75th percentile	23	23		
Maximum	31	31		

B0153B Altogether, about how many days did you commute to work last month?				
29-31 days/month	31	6,339,163	5	1.062
22-28 days/month	178	36,702,482	29	2.090
15-21 days/month	375	73,270,020	57	2.293
8-14 days/month	33	7,110,987	6	1.050
1-7 days/month	19	4,057,519	3	0.859
Subtotal valid responses	636	127480171	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	379	73,226,529		
Total	1015	200,706,700		

B0154A On a typical day last month, to get to work did you				
Walk	7	1,377,729	1.08	0.479
Drive in a personal vehicle	556	109,969,384	86.31	1.651
Use a carpool or vanpool	8	1,544,464	1.21	0.599
Use public transit	16	4,706,244	3.69	1.020
Combination of modes	44	9,080,121	7.13	1.171
Other	4	738,187	0.58	0.317
Subtotal valid responses	635	127,416,129	100	
Don't know	1	64,042		
Refused	0	0		
Appropriate skip	379	73,226,529		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0156 Did you drive alone or were there other commuters in your car?				
Alone	503	96,961,086	88.17	1.784
Other commuters	53	13,008,297	11.83	1.784
Subtotal valid responses	556	109,969,383	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	459	90,737,317		
Total	1,015	200,706,700		
B0310 Did you work at the same location on most days?				
Yes	583	115,556,754	90.65	1.450
No	53	11,923,417	9.35	1.450
Subtotal valid responses	636	127,480,171	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	379	73,226,529		
Total	1,015	200,706,700		
B0315 Did you work at more than one location on a typical day?				
Yes	32	7,282,700	61.08	7.864
No	21	4,640,717	38.92	7.864
Subtotal valid responses	53	11,923,417	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	962	188,783,283		
Total	1,015	200,706,700		
B0320C On a typical day, how much time did you spend traveling from worksite to worksite?				
Count	32	7,282,700		
Mean	1.354	1.333		
Standard deviation	1.276	0.236		
Minimum	0.167	0.167		
25th percentile	0.5	0.5		
Median	1	1		
75th percentile	2	2		
Maximum	6	6		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?				
Count	603	120,057,494		
Mean	0.447	0.456		
Standard deviation	0.534	0.030		
Minimum	0.017	0.017		
25th percentile	0.2	0.167		
Median	0.333	0.333		
75th percentile	0.5	0.5		
Maximum	7	7		
B0353 On a typical day, how many miles one-way do you travel from home to work?				
Count	572	113,225,922		
Mean	15.441	15.245		
Standard deviation	17.793	0.816		
Minimum	1	1		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	225	225		
B0371 Have you ever telecommuted? That is, have you ever worked at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend or self-employed persons who work at home.)				
Yes	137	24,733,681	12.32	1.156
No	878	175,973,019	87.68	1.156
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
B0375 Does your current job offer the option of telecommuting?				
Yes	99	19,906,466	10.38	1.183
No	867	171,939,519	89.62	1.183
Subtotal valid responses	966	191,845,985	100	
Don't know	48	8,520,142		
Refused	1	340,573		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0376 Are you currently participating in a telecommuting program?				
Yes	24	4,335,176	42.14	8.086
No	30	5,951,358	57.86	8.086
Subtotal valid responses	54	10,286,534	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	961	190,420,166		
Total	1,015	200,706,700		
B0363 During the month of January how many days did you telecommute?				
Count	23	4,173,078		
Mean	11.391	9.594		
Standard deviation	8.409	1.675		
Minimum	1	1		
25th percentile	4	4		
Median	10	7		
75th percentile	19	15		
Maximum	31	31		
B0395 Have you ever worked at a telework center or satellite office?				
Yes	52	11,362,695	5.70	0.921
No	959	188,046,817	94.30	0.921
Subtotal valid responses	1,011	199,409,512	100	
Don't know	3	1,213,563		
Refused	1	83,625		
Total	1,015	200,706,700		
B0380 Does your current job offer the option of working at a telework center or satellite office?				
Yes	37	7,354,435	3.79	0.743
No	945	186,605,958	96.21	0.743
Subtotal valid responses	982	193,960,393	100	
Don't know	31	6,136,694		
Refused	2	609,613		
Total	1,015	200,706,700		
B0386 Do you currently work at a telework center or satellite office?				
Yes	8	1,359,158	35.37	12.346
No	11	2,483,452	64.63	12.346
Subtotal valid responses	19	3,842,610	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	996	196,864,090		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0388 During the month of January, how many days did you work at a telework center or satellite office?				
Count	7	1,223,584		
Mean	16.143	15.577		
Standard deviation	9.406	3.527		
Minimum	4	4		
25th percentile	5	5		
Median	19	19		
75th percentile	25	25		
Maximum	28	28		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2311A In what month and year was your most recent commercial airline flight?				
Less than three months ago	166	30,844,274	17.33	1.381
More than three months ago but less than one year ago	184	35,800,566	20.12	1.525
One year ago	12	1,756,275	0.99	0.308
More than one year ago	404	80,073,244	45.00	1.906
Have never flown on a commercial airline	134	29,485,950	16.57	1.491
Subtotal valid responses	900	177,960,309	100	
Don't know	114	22,509,799		
Refused	1	236,592		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2321 Was the primary purpose of your trip business or work related?				
Yes, business/job related	86	15,841,474	23.16	2.475
No	276	52,559,641	76.84	2.475
Subtotal valid responses	362	68,401,115	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2333 Still thinking of your most recent flight in which of the following sections was your seat located:				
Economy or coach section (also sometimes called the main cabin)	301	55,716,604	81.60	2.472
First class section	18	2,629,237	3.85	0.979
There were no sections in the plane; all seats were in the same section	36	8,927,242	13.07	2.294
Other	6	1,007,333	1.48	0.676
Subtotal valid responses	361	68,280,416	100	
Don't know	1	120,699		
Refused	0	0		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2334 Was your seat located in any of the following areas:				
Business class section	4	672,839	66.79	20.730
Flight attendant's	1	202,000	20.05	18.108
Flight crew section or "cockpit"	1	132,494	13.15	12.810
None of the sections	0	0	0.00	0.000
Subtotal valid responses	6	1,007,333	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,009	199,699,367		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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	201	38,386,819	62.16	3.062
No	123	23,365,663	37.84	3.062
Subtotal valid responses	324	61,752,482	100	
Don't know	38	6,648,633		
Refused	0	0		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2601C How soon before your most recent flight did you arrive at the airport?				
Count	361	68,168,869		
Mean	1.748	1.743		
Standard deviation	0.639	0.039		
Minimum	0.017	0.017		
25th percentile	1.5	1.5		
Median	2.0	1.75		
75th percentile	2.0	2		
Maximum	5	5		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2701C 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. How long did you wait?				
Count	354	67,271,388		
Mean	0.321	0.309		
Standard deviation	0.427	0.021		
Minimum	0.017	0.017		
25th percentile	0.083	0.083		
Median	0.25	0.25		
75th percentile	0.333	0.333		
Maximum	5	5		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2751 How did you feel about the amount of time spent waiting in line at the passenger screening checkpoint? Did you feel the amount of time was				
Less than you expected	151	28,845,447	42.34	2.979
About what you expected	185	35,169,441	51.62	2.984
More than you expected	23	4,117,305	6.04	1.337
Subtotal valid responses	359	68,132,193	100	
Don't know	2	93,775		
Refused	1	175,147		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2801 How would you rate the thoroughness of the screening process? Would you rate it				
Inadequate	38	8,081,767	11.86	2.179
Adequate	303	56,584,167	83.05	2.384
Excessive	20	3,469,450	5.09	1.223
Subtotal valid responses	361	68,135,384	100	
Don't know	1	265,731		
Refused	0	0		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2853 How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have				
No confidence	14	2,432,452	3.58	1.049
A small amount of confidence	62	12,298,202	18.12	2.469
A moderate amount of confidence	187	34,206,415	50.40	3.007
A great deal of confidence	78	15,665,982	23.08	2.513
Total confidence	18	3,272,551	4.82	1.277
Subtotal valid responses	359	67,875,602	100	
Don't know	1	156,968		
Refused	2	368,545		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you				
Very unsatisfied	7	1,086,032	1.59	0.653
Somewhat unsatisfied	24	4,886,972	7.14	1.498
Neither unsatisfied nor satisfied	54	10,196,831	14.91	2.180
Somewhat satisfied	130	23,578,755	34.47	2.849
Very satisfied	147	28,652,525	41.89	2.961
Subtotal valid responses	362	68,401,115	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		
B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you				
Very unsatisfied	8	1,062,699	1.55	0.587
Somewhat unsatisfied	19	4,041,769	5.91	1.421
Neither unsatisfied nor satisfied	59	10,609,493	15.51	2.165
Somewhat satisfied	150	27,973,449	40.90	2.943
Very satisfied	126	24,713,705	36.13	2.878
Subtotal valid responses	362	68,401,115	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		
B2977 How consistent have screening procedures been in airports you have departed from? Have they been				
Very inconsistent	22	4,068,590	6.16	1.404
Somewhat inconsistent	75	13,641,762	20.65	2.524
Somewhat consistent	156	29,112,355	44.06	2.991
Very consistent	98	19,251,412	29.14	2.731
Subtotal valid responses	351	66,074,119	100	
Don't know	11	2,326,996		
Refused	0	0		
Appropriate skip	653	132,305,585		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B3002 How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have				
No confidence	62	12,727,732	10.23	1.420
A small amount of confidence	113	23,313,299	18.73	1.813
A moderate amount of confidence	251	49,491,703	39.77	2.257
A great deal of confidence	127	25,208,211	20.26	1.842
Total confidence	65	13,697,895	11.01	1.557
Subtotal valid responses	618	124,438,840	100	
Don't know	31	7,299,234		
Refused	4	567,511		
Appropriate skip	362	68,401,115		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B3100 Have the changes in passenger screening procedures since September 11, 2001 made you				
Less inclined to travel by commercial airline	255	50,044,801	25.64	1.585
Have had no effect on your commercial airline travel	663	130,944,417	67.09	1.716
More inclined to travel by commercial airline	69	14,188,647	7.27	0.972
Subtotal valid responses	987	195,177,865	100	
Don't know	21	4,390,755		
Refused	7	1,138,080		
Total	1,015	200,706,700		

Section SM - Strategic Goal Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1000 Did you experience any significant delays while traveling in a personal vehicle in January?				
Yes	171	34,499,673	18.24	1.450
No	785	154,690,226	81.76	1.450
Subtotal valid responses	956	189,189,899	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	59	11,516,801		
Total	1,015	200,706,700		
SM1005 Please tell me whether those delays caused you to…				
SM1010 Change the time of day you traveled				
Yes	76	15,942,907	46.33	4.430
No	94	18,470,757	53.67	4.430
Subtotal valid responses	170	34,413,664	100	
Don't know	1	86,009		
Refused	0	0		
Appropriate skip	844	166,207,027		
Total	1,015	200,706,700		
SM1015 Change the type of transportation you used				
Yes	12	2,927,135	8.48	2.727
No	159	31,572,538	91.52	2.727
Subtotal valid responses	171	34,499,673	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	844	166,207,027		
Total	1,015	200,706,700		
SM1020 Change the route you took to reach your destination				
Yes	108	21,812,899	63.67	4.341
No	62	12,447,378	36.33	4.341
Subtotal valid responses	170	34,260,277	100	
Don't know	1	239,396		
Refused	0	0		
Appropriate skip	844	166,207,027		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1025 Postpone your travel to another day				
Yes	23	4,041,614	11.71	2.794
No	148	30,458,059	88.29	2.794
Subtotal valid responses	171	34,499,673	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	844	166,207,027		
Total	1,015	200,706,700		
SM1030 Cancel your trip entirely				
Yes	9	1,719,265	4.98	2.189
No	162	32,780,408	95.02	2.189
Subtotal valid responses	171	34,499,673	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	844	166,207,027		
Total	1,015	200,706,700		
SM1050 Did you experience any significant delays while traveling in an organized carpool or vanpool in January?				
Yes	8	2,533,528	16.64	6.189
No	53	12,689,496	83.36	6.189
Subtotal valid responses	61	15,223,024	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	954	185,483,676		
Total	1,015	200,706,700		
SM1055 Please tell me whether those delays caused you to…				
SM1060 Change the time of day you traveled				
Yes	2	582,050	22.97	15.318
No	6	1,951,478	77.03	15.318
Subtotal valid responses	8	2,533,528	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,007	198,173,172		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1065 Change the type of transportation you used				
Yes	1	315,284	12.44	11.951
No	7	2,218,244	87.56	11.951
Subtotal valid responses	8	2,533,528	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,007	198,173,172		
Total	1,015	200,706,700		
SM1070 Change the route you took to reach your destination				
Yes	3	1,057,595	41.74	20.147
No	5	1,475,933	58.26	20.147
Subtotal valid responses	8	2,533,528	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,007	198,173,172		
Total	1,015	200,706,700		
SM1075 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	8	2,533,528	100.00	0.000
Subtotal valid responses	8	2,533,528	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,007	198,173,172		
Total	1,015	200,706,700		
SM1080 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	8	2,533,528	100.00	0.000
Subtotal valid responses	8	2,533,528	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,007	198,173,172		
Total	1,015	200,706,700		
SM1100 Did you experience any significant delays while traveling on public transit in January?				
Yes	26	6,015,676	22.70	4.627
No	88	20,487,219	77.30	4.627
Subtotal valid responses	114	26,502,895	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	901	174,203,805		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1105 Please tell me whether those delays caused you to…				
SM1110 Change the time of day you traveled				
Yes	7	1,479,724	24.60	9.475
No	19	4,535,952	75.40	9.475
Subtotal valid responses	26	6,015,676	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	989	194,691,024		
Total	1,015	200,706,700		
SM1115 Change the type of transportation you used				
Yes	7	1,281,531	21.30	8.422
No	19	4,734,145	78.70	8.422
Subtotal valid responses	26	6,015,676	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	989	194,691,024		
Total	1,015	200,706,700		
SM1120 Change the route you took to reach your destination				
Yes	7	2,542,412	42.88	12.100
No	18	3,386,520	57.12	12.100
Subtotal valid responses	25	5,928,932	100	
Don't know	1	86,744		
Refused	0	0		
Appropriate skip	989	194,691,024		
Total	1,015	200,706,700		
SM1125 Postpone your travel to another day				
Yes	5	1,320,649	21.95	10.549
No	21	4,695,027	78.05	10.549
Subtotal valid responses	26	6,015,676	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	989	194,691,024		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1130 Cancel your trip entirely				
Yes	2	223,686	3.77	2.713
No	23	5,705,246	96.23	2.713
Subtotal valid responses	25	5,928,932	100	
Don't know	1	86,744		
Refused	0	0		
Appropriate skip	989	194,691,024		
Total	1,015	200,706,700		
SM1150 Did you experience any significant delays while traveling on city-to-city buses in January?				
Yes	1	135,811	7.54	7.518
No	8	1,664,641	92.46	7.518
Subtotal valid responses	9	1,800,452	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,006	198,906,248		
Total	1,015	200,706,700		
SM1155 Please tell me whether those delays caused you to…				
SM1160 Change the time of day you traveled				
Yes	1	135,811	100.00	0.000
No	0	0	0.00	0.000
Subtotal valid responses	1	135,811	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,014	200,570,889		
Total	1,015	200,706,700		
SM1165 Change the type of transportation you used				
Yes	0	0	0.00	0.000
No	1	135,811	100.00	0.000
Subtotal valid responses	1	135,811	100	
Don't know	0	0	0	
Refused	0	0	0	
Appropriate skip	1,014	200,570,889		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1170 Change the route you took to reach your destination				
Yes	0	0	0.00	0.000
No	1	135,811	100.00	0.000
Subtotal valid responses	1	135,811	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,014	200,570,889		
Total	1,015	200,706,700		
SM1175 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	1	135,811	100.00	0.000
Subtotal valid responses	1	135,811	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,014	200,570,889		
Total	1,015	200,706,700		
SM1180 Cancel your trip entirely				
Yes	1	135,811	100.00	0.000
No	0	0	0.00	0.000
Subtotal valid responses	1	135,811	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,014	200,570,889		
Total	1,015	200,706,700		
SM1200 Did you experience any significant delays while traveling on city-to-city trains in January?				
Yes	2	317,512	6.69	5.497
No	15	4,425,611	93.31	5.497
Subtotal valid responses	17	4,743,123	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	998	195,963,577		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1205 Please tell me whether those delays caused you to…				
SM1210 Change the time of day you traveled				
Yes	0	0	0.00	0.000
No	2	317,512	100.00	0.000
Subtotal valid responses	2	317,512	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,389,188		
Total	1,015	200,706,700		
SM1215 Change the type of transportation you used				
Yes	0	0	0.00	0.000
No	2	317,512	100.00	0.000
Subtotal valid responses	2	317,512	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,389,188		
Total	1,015	200,706,700		
SM1220 Change the route you took to reach your destination				
Yes	0	0	0.00	0.000
No	2	317,512	100.00	0.000
Subtotal valid responses	2	317,512	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,389,188		
Total	1,015	200,706,700		
SM1225 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	2	317,512	100.00	0.000
Subtotal valid responses	2	317,512	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,389,188		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1230 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	2	317,512	100.00	0.000
Subtotal valid responses	2	317,512	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,389,188		
Total	1,015	200,706,700		
SM1250 Did you experience any significant delays while traveling on commercial airlines in January?				
Yes	20	3,797,507	23.95	5.439
No	66	12,055,732	76.05	5.439
Subtotal valid responses	86	15,853,239	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	929	184,853,461		
Total	1,015	200,706,700		
SM1255 Please tell me whether those delays caused you to…				
SM1260 Change the time of day you traveled				
Yes	7	1,519,990	41.10	13.775
No	12	2,178,507	58.90	13.775
Subtotal valid responses	19	3,698,497	100	
Don't know	0	0		
Refused	1	99,010		
Appropriate skip	995	196,909,193		
Total	1,015	200,706,700		
SM1265 Change the type of transportation you used				
Yes	1	95,486	2.51	2.545
No	19	3,702,021	97.49	2.545
Subtotal valid responses	20	3,797,507	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,909,193		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1270 Change the route you took to reach your destination				
Yes	2	239,119	6.30	4.571
No	18	3,558,388	93.70	4.571
Subtotal valid responses	20	3,797,507	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,909,193		
Total	1,015	200,706,700		
SM1275 Postpone your travel to another day				
Yes	4	856,848	22.56	11.068
No	16	2,940,659	77.44	11.068
Subtotal valid responses	20	3,797,507	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,909,193		
Total	1,015	200,706,700		
SM1280 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	20	3,797,507	100.00	0.000
Subtotal valid responses	20	3,797,507	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,909,193		
Total	1,015	200,706,700		

Section M - Operating Administration Modal Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0510 Have you driven a vehicle in the last twelve months?				
Yes	923	182,598,556	90.98	1.060
No	92	18,108,144	9.02	1.060
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
MNH0580 In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?				
Yes	64	12,493,717	6.84	0.959
No	859	170,104,839	93.16	0.959
Subtotal valid responses	923	182,598,556	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	92	18,108,144		
Total	1,015	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	209	41,595,025	22.78	1.631
No	714	141,003,531	77.22	1.631
Subtotal valid responses	923	182,598,556	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	92	18,108,144		
Total	1,015	200,706,700		
MNH0710 How satisfied are you with how your local community is designed for making bike riding safe? Are you				
Very satisfied	208	43,444,186	22.57	1.588
Somewhat satisfied	300	60,292,136	31.32	1.726
Neither satisfied nor dissatisfied	170	33,786,193	17.55	1.423
Somewhat dissatisfied	162	32,413,939	16.84	1.387
Very dissatisfied	126	22,575,189	11.73	1.119
Subtotal valid responses	966	192,511,643	100	
Don't know	42	6,873,605		
Refused	7	1,321,452		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0715 How satisfied are you with how your local community is designed for making walking safe? Are you				
Very satisfied	263	52,995,377	26.91	1.649
Somewhat satisfied	367	72,058,668	36.58	1.753
Neither satisfied nor dissatisfied	110	22,253,571	11.30	1.184
Somewhat dissatisfied	157	31,198,713	15.84	1.326
Very dissatisfied	97	18,459,064	9.37	1.011
Subtotal valid responses	994	196,965,393	100	
Don't know	17	3,028,060		
Refused	4	713,247		
Total	1,015	200,706,700		

Section D - Demographic Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0061 How many registered road vehicles are available for regular use by members of your household?				
Count	1,009	198,692,492		
Mean	2.006	2.211		
Standard deviation	1.187	0.057		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	2	3		
Maximum	10	10		
D0104 Do you have any kind of disability or health impairment?				
Yes	103	18,249,903	9.15	1.007
No	908	181,141,936	90.85	1.007
Subtotal valid responses	1,011	199,391,839	100	
Don't know	3	1,077,548		
Refused	1	237,313		
Total	1,015	200,706,700		
D1103 Due to your disability have air travel passenger screening procedures changed for you since September 11, 2001?				
Yes	6	1,144,459	22.52	9.247
No	21	3,938,016	77.48	9.247
Subtotal valid responses	27	5,082,475	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	988	195,624,225		
Total	1,015	200,706,700		
D0110 Does anyone else currently living in your household, including children, have any kind of disability or health impairment?				
Yes	71	16,081,716	8.08	1.047
No	939	182,933,202	91.92	1.047
Subtotal valid responses	1,010	199,014,918	100	
Don't know	3	1,099,399		
Refused	2	592,383		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0105 How many other people (besides yourself)?				
Count	71	16,081,716		
Mean	1.310	1.554		
Standard deviation	1.178	0.386		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	10	10		
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	9	2,781,703	9.31	3.633
No	148	27,099,331	90.69	3.633
Subtotal valid responses	157	29,881,034	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	858	170,825,666		
Total	1,015	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	116	21,388,511	73.82	4.356
No	37	7,586,327	26.18	4.356
Subtotal valid responses	153	28,974,838	100	
Don't know	3	528,451		
Refused	1	377,745		
Appropriate skip	858	170,825,666		
Total	1,015	200,706,700		
D0251 How many people aged 18 or older live in your household, including yourself?				
Count	1,008	198,738,846		
Mean	2.002	2.344		
Standard deviation	0.873	0.049		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	9	9		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0300 Please stop me when I reach the category that includes your age:				
18 to 24 years	78	26,729,606	13.57	1.536
25 to 34	173	35,483,392	18.01	1.396
35 to 44	222	43,519,339	22.09	1.478
45 to 54	214	36,790,252	18.67	1.374
55 to 64	160	25,362,669	12.87	1.076
65 to 74	91	17,674,768	8.97	0.968
75 or older	65	11,470,678	5.82	0.767
Subtotal valid responses	1,003	197,030,704	100	
Don't know	1	719,679		
Refused	11	2,956,317		
Total	1,015	200,706,700		
D0350 Are you male or female?				
Male	420	93,454,449	46.56	1.814
Female	595	107,252,251	53.44	1.814
Subtotal valid responses	1,015	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,015	200,706,700		
D0404 Do you consider yourself to be Hispanic or Latino?				
Yes	85	19,570,331	9.96	1.142
No	915	176,883,134	90.04	1.142
Subtotal valid responses	1,000	196,453,465	100	
Don't know	5	1,278,055		
Refused	10	2,975,180		
Total	1,015	200,706,700		
D0402 Is the racial group that best describes you...				
D0402A American Indian (Native American) or Alaska Native				
Yes	33	4,869,428	2.77	0.605
No	889	171,058,225	97.23	0.605
Subtotal valid responses	922	175,927,653	100	
Don't know	2	971,379		
Refused	91	23,807,668		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0402B Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	22	3,788,872	2.15	0.513
No	900	172,138,781	97.85	0.513
Subtotal valid responses	922	175,927,653	100	
Don't know	2	971,379		
Refused	91	23,807,668		
Total	1,015	200,706,700		
D0402C Black or African-American				
Yes	94	22,630,459	12.86	1.445
No	828	153,297,194	87.14	1.445
Subtotal valid responses	922	175,927,653	100	
Don't know	2	971,379		
Refused	91	23,807,668		
Total	1,015	200,706,700		
D0402D Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)				
Yes	3	563,523	0.32	0.202
No	919	175,364,130	99.68	0.202
Subtotal valid responses	922	175,927,653	100	
Don't know	2	971,379		
Refused	91	23,807,668		
Total	1,015	200,706,700		
D0402E White (Caucasian, Anglo)				
Yes	782	145,570,756	82.74	1.569
No	140	30,356,897	17.26	1.569
Subtotal valid responses	922	175,927,653	100	
Don't know	2	971,379		
Refused	91	23,807,668		
Total	1,015	200,706,700		
D0402F Other				
Yes	0	0	0.00	0.000
No	922	175,927,653	100.00	0.000
Subtotal valid responses	922	175,927,653	100	
Don't know	2	971,379		
Refused	91	23,807,668		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0450 What is the highest level of education you have completed?				
Less than high school graduate	81	18,498,990	9.40	1.156
High school graduate (or GED)	292	61,392,976	31.20	1.718
Some college (or technical vocational school/professional business school)	187	35,756,119	18.17	1.365
Two-year college degree (AA: Associate in Arts)	94	17,806,347	9.05	1.078
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	218	38,800,464	19.72	1.367
Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)	130	24,494,821	12.45	1.148
Subtotal valid responses	1,002	196,749,717	100	
Don't know	2	847,681		
Refused	11	3,109,302		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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	90	18,690,234	10.77	1.301
From $15,000 to less than $30,000	152	27,900,447	16.08	1.387
From $30,000 to less than $50,000	231	44,633,846	25.72	1.651
From $50,000 to less than $75,000	178	35,243,423	20.31	1.545
From $75,000 to less than $100,000	102	20,523,647	11.83	1.203
$100,000 or more	131	26,548,520	15.30	1.444
Subtotal valid responses	884	173,540,117	100	
Don't know	40	11,011,572		
Refused	91	16,155,011		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0900 Last month, did you do any work for pay or profit?				
Yes	627	125,388,281	63.79	1.719
No	374	71,185,946	36.21	1.719
Subtotal valid responses	1,001	196,574,227	100	
Don't know	2	938,234		
Refused	12	3,194,239		
Total	1,015	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0553 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	847	177,053,715	90.18	0.879
One	126	16,430,247	8.37	0.819
Two	22	2,270,532	1.16	0.314
Three	7	586,566	0.30	0.117
Four or more	0	0	0.00	0.000
Subtotal valid responses	1,002	196,341,060	100	
Don't know	3	1,400,422		
Refused	10	2,965,218		
Total	1,015	200,706,700		

D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?				
Household use only	83	10,478,323	54.71	4.585
Business use only	27	3,404,889	17.78	3.644
Both household and business use	44	5,268,559	27.51	4.065
Subtotal valid responses	154	19,151,771	100	
Don't know	0	0		
Refused	1	135,574		
Appropriate skip	860	181,419,355		
Total	1,015	200,706,700		

D0810 Did your household receive an advance notice in the mail concerning this study?				
Yes	318	56,647,335	32.81	1.725
No	587	115,984,178	67.19	1.725
Subtotal valid responses	905	172,631,513	100	
Don't know	99	25,264,546		
Refused	11	2,810,641		
Total	1,015	200,706,700		