

Household Survey Results

March 2001



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

Introduction and Background

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

Each of the monthly surveys contains a set of core questions based on critical information needs within DOT. In addition, supplemental questions are included each month that correspond to one of DOT's five strategic goals: safety, mobility, economic growth, human and natural environment, and security. Finally, specific questions posed by the various DOT modes are included on each survey.

Notes for the User

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

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

The tables of results are presented in two different formats:

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

Survey Methodology

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

The Target Population

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

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

Sample Selection

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

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

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

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

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

Survey Weights

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

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

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

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

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

Calculation of the Sampling Weight

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

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

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

Adjustment for Non-Response

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

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

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

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

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

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

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

Adjustment for Multiple Telephone Lines

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

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

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

Adjustment for Selecting a Random, Adult Household Member

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

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

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

Post-Stratification Adjustment to Target Population

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

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

Trimming Final Analysis Weights

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

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

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

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

Variance Estimation for the Omnibus Household Survey

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

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

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

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

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

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

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

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

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

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

Table 1. State Codes Within Each of the Nine Divisions

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

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

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

WEIGHT FINALWGT ;

A typically used rule-of-thumb for degrees of freedom associated with a standard error is the quantity (number of unweighted records - number of strata) in the dataset. The rule-of-thumb degrees of freedom for the method above would fluctuate from month to month depending on the number of records in each monthly dataset. Most monthly dataset would yield degrees of freedom of around 1000. For practical purposes, any number of degrees of freedom exceeding 120 can be treated as infinite, i.e., one uses a normal Z-statistic instead of a t-statistic for testing.

Note that a one-tailed critical t at 120 degrees of freedom is 1.98 while at infinite degrees of freedom (a 0.025 z-value) is 1.96. If a variable of interest covers most of the sample strata, this limiting value would probably be adequate for analysis. Users should consult mathematical statisticians for discussion of degrees of freedom.

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

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

NEST DIVISION METRO / MISSUNIT ;

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

Response Rates

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

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

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

Treatment of Missing Values

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

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

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

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

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

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

Summary of Survey Procedures

Scheduling Calls and Tracking Cases

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

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

Household Screening

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

Interviewing

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

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

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

Quality Control Procedures and Reporting

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

Summary of Data Cleaning

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

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

Omnibus Survey Household Survey Specific Methodology November 2000

Introduction

Data collection for November 2000 Omnibus Household Survey began on November 8, 2000, and continued until November 14, 2000. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. Approximately 83 interviewers were trained for the study. Data were collected from households in the U.S. using a random-digit-dialed telephone survey method. The final data set includes 1,136 completed cases and a total of 150 variables. Battelle collected the data under contract with the Bureau of Transportation Statistics.

For this survey, 16,998 telephone numbers were purchased from Marketing Systems Group's (Ft. Washington, PA) GENESYS Sampling System. Of these, 10,000 were identified as working, residential telephone numbers and were divided into 20 replicates of approximately 500 households. Eight of the sample replicates were not needed, resulting in 6,011 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame was 246,870,500.

Response Rates

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

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

Distribution of household telephone numbers by disposition categories is presented in Table 1 below. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 26 percent.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
Number of Telephone Numbers Released	6,012
Number of Out of Scope Numbers (ineligible)	1,320
Number of No Contact (Scope Undetermined)	1,015
Number of Households In scope	3,677
Number of Completes	1,136
Number of Partial Completes	41
Number of Language Problem	191

Number of Not Screened	270
Number of Refusal	1,502
Number of Parental Refusal	0
Number of Respondent Identified, Case Not Finalized	387
Number of Unavailable During Study Period	150
Household Response Rate	25.7%

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

The November Survey included refusal conversion interviews during November 13-14, 2000, to increase response rates. Six to twelve highly experienced refusal conversion specialists attempted to complete the interview with 1,093 households that had previously refused to participate. From those attempts, 102 households completed the survey.

Pretest

Prior to the start of actual data collection, a pretest was conducted to test the usability of the survey instrument. Particular focus was placed on testing questions that were new to the November survey. Qualified data collection and data preparation staff performed this pretest by first reviewing the questionnaire and then using it in simulated data collection situations. They looked for vague or confusing instructions, inconsistent questions or answer categories, incomplete or redundant sections, and poor pace, tone, flow, and format of questions. They also tested the interview length and determined that the survey questionnaire could be administered in approximately 15 minutes.

Pre-Contact Letter

No pre-contact letter was mailed for the November survey.

Omnibus Survey Household Survey Results Summary Report November 2000

Introduction

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

BTS is gathering data each month on a random basis from 1,000 households to determine the general public's satisfaction with the nation's transportation system and to prioritize improvements to the transportation system. Each month the survey contains a set of core questions about transportation system use, as well as questions posed by the various operating administrations within the Department. Finally, each month the survey asks questions relating to one of the following DOT strategic goals: safety, mobility, human and natural environment, or national security.

These monthly surveys are designed to measure Americans' satisfaction with the transportation system and the Department of Transportation. They are not intended nor designed to measure characteristics of the transportation system. The data concerning characteristics of transportation are collected to enhance understanding of the customer satisfaction measures and the concerns respondents express regarding the transportation system.

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

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

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

For More Information

Omnibus Survey Program
Office of Statistical Programs
Bureau of Transportation Statistics
US Department of Transportation

Sharon Durant
(202) 366-0649
Sharon.Durant@bts.gov

John Bushery
(202) 493-0360
John.Bushery@bts.gov

Elizabeth Grossman
(202) 366-2087
Elizabeth.Grossman@bts.gov

Major Findings

In November the Omnibus Household Survey focused on national security. This report summarizes the major findings of the survey. More detailed results and the data are available on the BTS Omnibus website at www.bts.gov/omnibus.

Transportation System User Trends

- Approximately 85 million Americans have flown as passengers on a commercial airline since November 1999. More than one-third (39 percent) of these have taken three or more personal or business trips during this period.

National Security

- The transport of illegal drugs across U.S. borders is of concern to 87 percent of Americans. Sixty-two percent are dissatisfied with the Federal government's efforts to address this issue.
- Keeping computerized systems like the air traffic control system secure from terrorism is another national security issue of concern to more than 80 percent of the public. Similarly, the risk of terrorism against Americans traveling by air outside the U.S. is of almost equal concern. Unlike the transport of illegal drugs across U.S. borders, however, Americans are far more satisfied with the Federal government's efforts to address these issues. Only 23 percent of Americans are dissatisfied with the Federal government's efforts to keep computerized systems like the air traffic control system secure from terrorism, while only 30 percent are dissatisfied with the Federal government's efforts to address the risk of terrorism against Americans traveling by air outside the U.S.
- Forty-one percent of Americans are likely to change their regular means of travel in response to acts of terrorism around the country. Approximately the same proportion, 42 percent, are unlikely to do so.
- Among those Americans who have flown as passengers on a commercial airline since November 1999, 43 percent would not change their air travel habits if a terrorist act against an airline were to take place in the U.S. Thirty-nine percent would stop traveling by air for at least some period of time if a terrorist act took place in the U.S. against any airline.
- Just over half of all Americans, 56 percent, are concerned about the risk of terrorism against Americans traveling by highway, train or public transit inside the U.S. Among those who have **not** driven alone in a private vehicle in the past 30 days, 72 percent are concerned about this risk while only 45 percent of those who have ridden a bicycle in the past thirty days are concerned.

Seat Belt Use

- Four out of every five Americans have seen or heard messages on TV, radio, billboards, etc. encouraging people to wear their seat belts in the past 30 days.

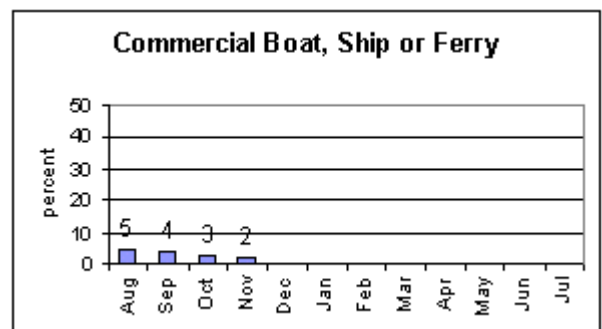
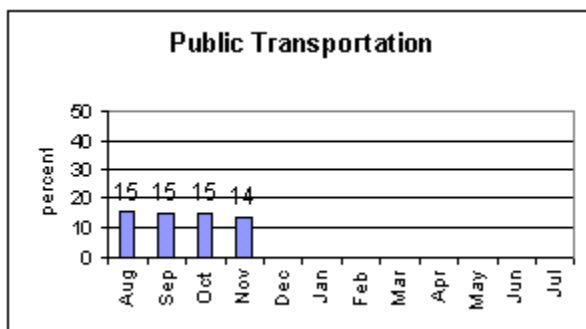
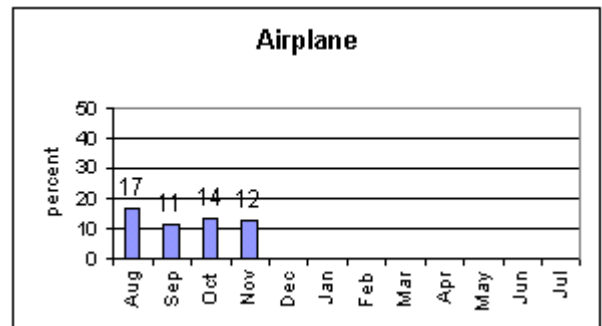
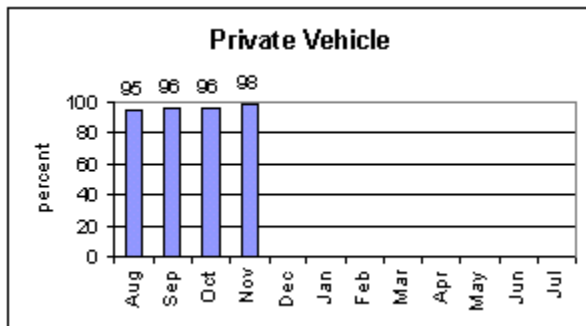
- Approximately 30 percent of Americans have seen or heard of special efforts by police to ticket drivers in their community for seat belt violations in the past 30 days. A similar proportion have seen or heard of special efforts by police to ticket drivers in their community for failing to restrain children in seat belts or car seats in the past 30 days.
- Ninety percent of Americans agree or strongly agree that it is important for police to enforce the seat belt laws. The same proportion agree or strongly agree that police in their community are writing more seat belt tickets now than they were a few months ago.
- Among those who have driven alone in the past 30 days, almost 60 percent think it is somewhat or very likely they would receive a ticket for not wearing a seat belt if they were to drive over the next six months and never use their seat belt.

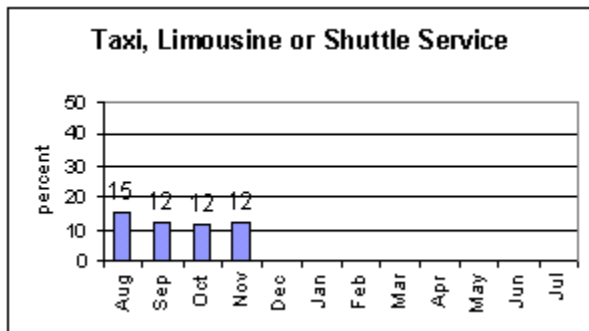
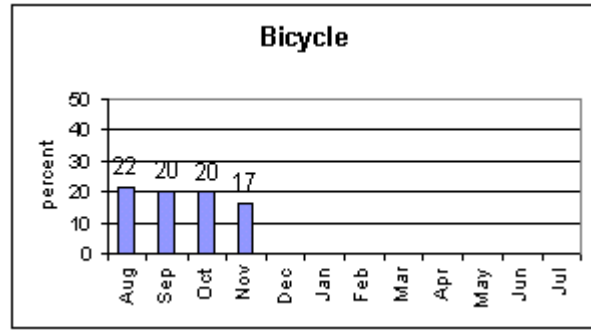
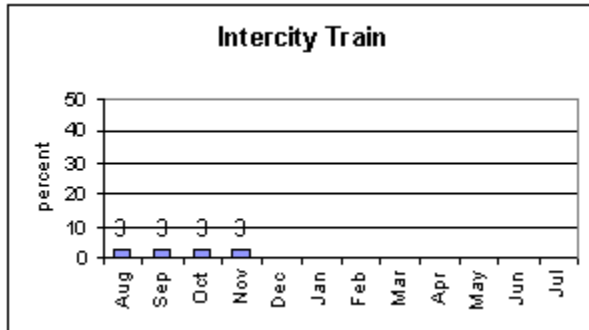
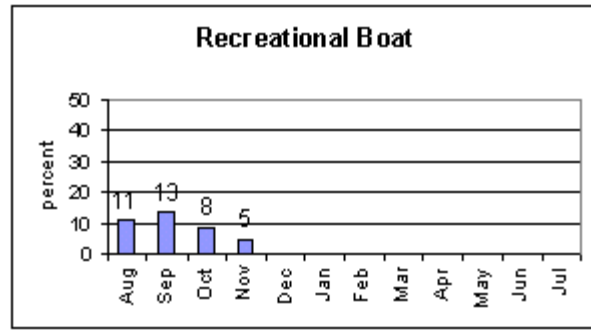
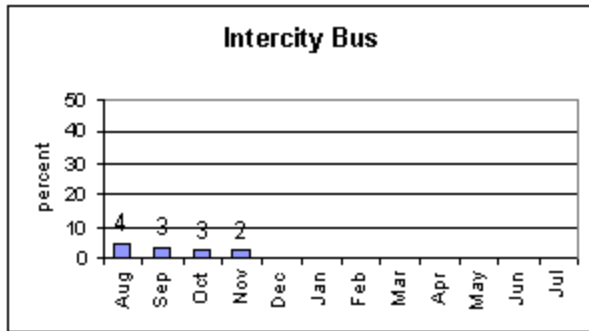
Railroad Crossing Safety

- More than 38 percent of the public received information regarding how to safely cross railroad crossings from public service announcements or safety campaigns in television, radio, or magazine advertisements. Thirty-one percent of the public received such information during driving safety class.

Transportation User Trends

The following tables show the percent of adult population who used the transportation system in the last 30 days

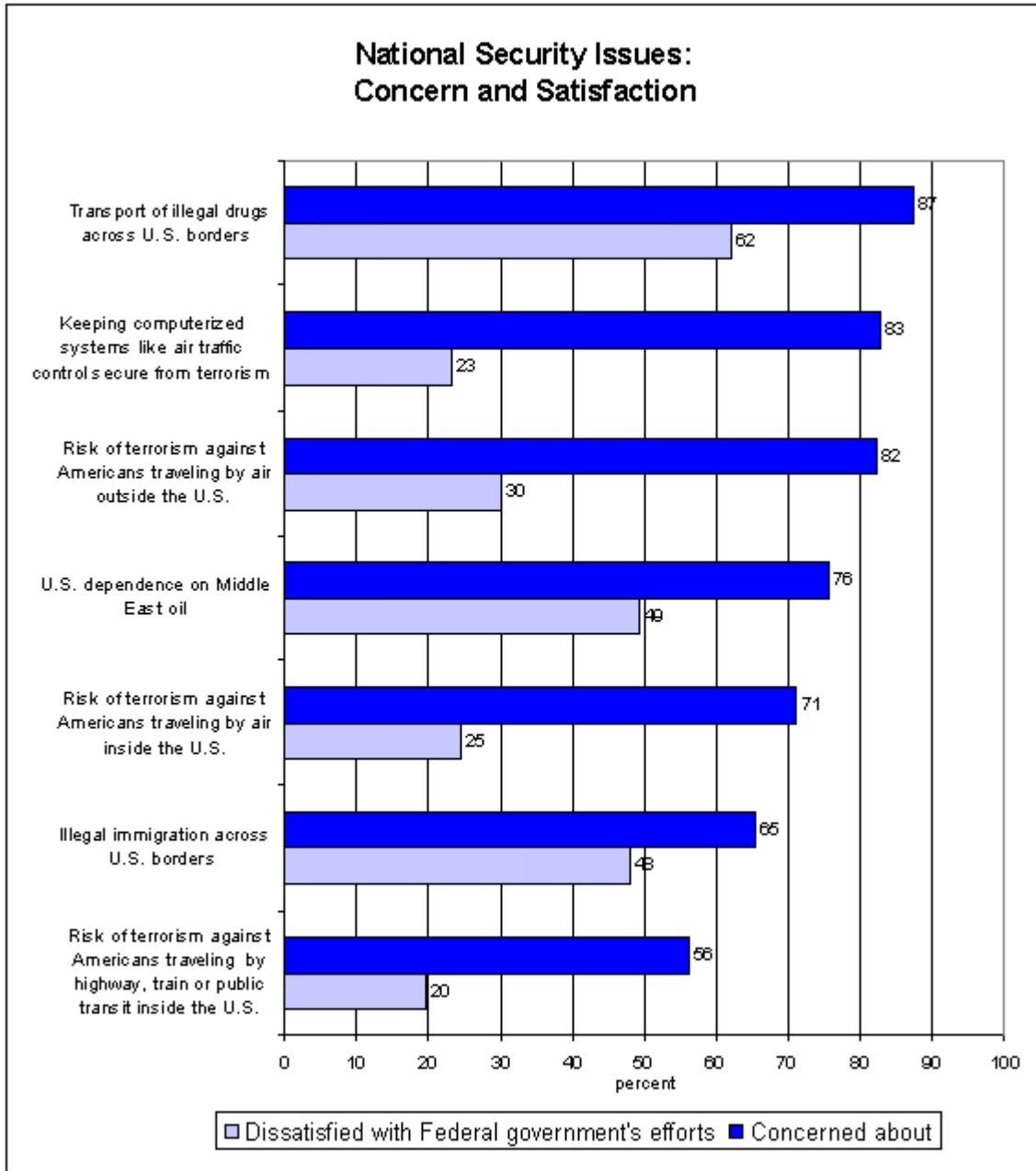




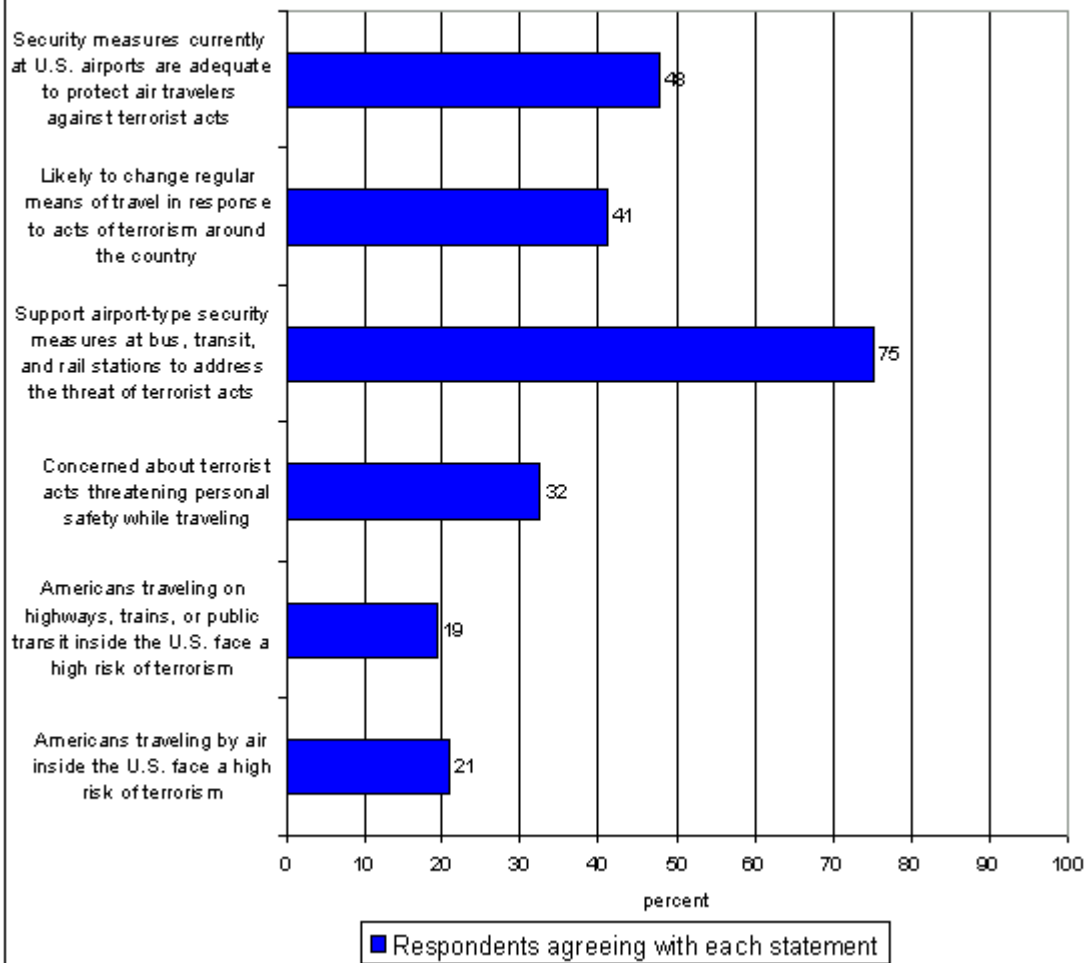
Frequency of Transportation Use in Last 30 Days - November

Mode of transportation	Total number (millions)	Percent who used mode in last 30 days by number of times used			
		1 or 2 times	3 to 5 times	6 to 10 times	More than 10 times
Drive alone in private vehicle	178.6	2.1%	6.1%	6.8%	85.0%
Drive or ride with others	132.8	15.2%	23.9%	18.8%	42.1%
Bicycle	33.5	36.4%	33.2%	10.1%	20.2%
Local bus, subway rail	27.7	33.2%	28.6%	7.9%	30.4%
Taxi, limo or shuttle	24.3	59.5%	24.7%	8.3%	7.5%
Commercial airliner	22.4	72.3%	17.5%	7.4%	2.9%
Car pool or van pool	18.0	19.9%	33.7%	6.0%	40.5%
Recreational boat	10.5	58.9%	23.7%	12.0%	5.4%
Intercity train	6.0	49.0%	38.3%	8.3%	4.4%

Intercity bus	4.8	81.0%	18.0%	-	1.0%
Commercial boat	4.3	68.1%	19.3%	3.5%	9.0%
Private or charter airplane	3.8	66.3%	33.7%	-	-



National Security Issues: Views of Possible Threats to the Transportation System



Omnibus Survey

Household Survey Results

Specific Methodology

March 2001

Data collection for March Omnibus Household (HH) Survey began on March 7, 2001, and continued until March 13, 2001. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. Approximately 64 interviewers were trained for the study. Data was collected from households in the U.S. using a random-digit-dialed telephone survey method. The final data set includes 1,137 completed cases, and a total of 172 variables. Battelle collected the data under contract with BTS.

For this survey, 11,721 telephone numbers were purchased from Marketing Systems Group's GENESYS Sampling System. Of these, 7,000 were identified as working, residential telephone numbers and were divided into 28 replicates of approximately 250 households. Nine of the sample replicates were not needed, resulting in 4,750 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame was 246,870,500.

Response Rates

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

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

Table 1. Distribution of Household Cases by Disposition

Household Level	Results
Number of Telephone Numbers Released	4,750
Number of Out of Scope Numbers (ineligible)	1,156
Number of No Contacts (Scope Undetermined)	807
Number of Households In scope	2,787
Number of Completes	1,137
Number of Partial Completes	39
Number of Language Problems	148
Number Not Screened	136
Number of Refusals	1,056
Number of Parental Refusals	0
Number of Respondents Identified, Cases not Finalized	181
Number Unavailable During Study Period	90
Household Response Rate	33.9%

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

The March survey included refusal conversion interviews during March 11-13, 2001, to increase response rates. Fourteen highly experienced refusal conversion specialists attempted to complete the interview with 938 households that had previously refused to participate. From those attempts, 115 households completed the survey.

Pretest

Prior to the start of actual data collection, a pretest was conducted to test the usability of the survey instrument. Particular focus was placed on testing questions that were new to the March survey. Qualified data collection and data preparation staff performed this pretest by first reviewing the questionnaire and then using it in simulated data collection situations. They looked for vague or confusing instructions; inconsistent questions or answer categories; incomplete or redundant sections; and poor pace, tone, flow, and format of questions. They also tested the interview length and determined that the survey questionnaire could be administered in approximately 12 minutes.

Pre-Contact Letter

For the March Household Survey a pre-contact letter was included in the study protocol. Address information matching the sampled telephone numbers was purchased from Marketing Systems Group's GENESYS Sampling System for approximately 46% of the sample. A letter introducing the survey was then mailed to each of these addresses about five days before telephone interviews were conducted. The letter explained the procedures of the survey, encouraged participation, and was endorsed by Dr. Ashish Sen, Director of the Bureau of Transportation Statistics.

Omnibus Survey

Household Survey Results

Final Annotated Survey Questionnaire

March 2001

We would like to begin by asking you a few questions about the transportation systems you use and how frequently you travel.

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

A1a. Public Transportation, for example local public bus, subway or commuter rail (GTA1A)

- 1) Yes
- 2) No

If 'yes', ask A1xa. If 'no', ask A1ya.

A1xa. On how many days did you use this type of transportation?(GTA1AT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1ya. In your own words, please tell me the main reason you did not use public transportation in the past 30 days. (Code the first reason given by the respondent. If the response is, "I don't know", "I don't like it", "inconvenient", or "I don't need it" probe for a specific reason.) (GTA1YA)

- 1) Have my own vehicle/more convenient to drive
 - 2) Public transportation not available in my area
 - 3) Doesn't go where I need to travel
 - 4) Location/too far to a bus stop or subway station
 - 5) Unreliable
 - 6) Too complicated/requires too many transfers
 - 7) Public transportation takes too long/schedules not convenient
 - 8) Health condition or disability
 - 9) Hard to get information on schedules or stops
 - 10) Costs too much
 - 11) Don't like riding with strangers
 - 12) Dirty/not clean
 - 13) Unsafe
 - 14) Other/Specify _____
- (GTA1YAOT)

A1b. (Did you use a) Private vehicle in which you drive alone, such as a car, SUV, pickup truck, van or motorcycle (GTA1B)

- 1) Yes
- 2) No

If 'yes', ask A1xb. Otherwise skip to A1c

A1xb. On how many days did you use this type of transportation? (GTA1BT)

- 1) 1-2

- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1c. (Did you use an) Organized carpool or vanpool in which you travel with others (GTA1C)

- 1) Yes
- 2) No

If 'yes', ask A1xc. Otherwise skip to A1yc.

A1xc. On how many days did you use this type of transportation? (GTA1CT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1yc. In your own words, please tell me the main reason you did not use an organized carpool or vanpool in the past 30 days. (Code the first reason given by the respondent. If the response is, "I don't know", "I don't like it", "inconvenient", or "I don't need it" probe for a specific reason.) (GTA1YC)

- 1) Have own vehicle/more convenient to drive self
- 2) Not applicable to respondent's situation/does not commute
- 3) Organized car/vanpools not available in my area/don't know where to find one
- 4) Hard to find car or vanpools that fit my schedule
- 5) Need flexibility to come and go
- 6) Need the flexibility to make stops
- 7) Use public transportation
- 8) Commute is short
- 9) Unreliable
- 10) Health condition/disability
- 11) Prefer riding alone
- 12) Takes too long
- 13) Don't like riding with strangers
- 14) Costs too much
- 15) Other/Specify _____(GTA1YCOT)

A1d. (Did you use a) Private vehicle in which you travel with others (GTA1D)

- 1) Yes
- 2) No

If 'yes', ask A1xd. Otherwise skip to A1e

A1xd. On how many days did you use this type of transportation? (GTA1DT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1e. (Did you use a) City to city bus, such as Greyhound or Charter. (GTA1E)

- 1) Yes
- 2) No

If 'yes', ask A1xe. Otherwise skip to A1f.

A1xe. On how many days did you use this type of transportation? (GTA1ET)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1f. (Did you use a) City to City train, such as AMTRAK (GTA1F)

- 1) Yes
- 2) No

If 'yes', ask A1xf. Otherwise skip to A1g.

A1xf. On how many days did you use this type of transportation? (GTA1FT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1g. (Did you use a) Taxi, Limousine or shuttle service (GTA1G)

- 1) Yes
- 2) No

If 'yes', ask A1xg. Otherwise skip to A1h.

A1xg. On how many days did you use this type of transportation? (GTA1GT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1h. (Did you use a) Commercial airplane (GTA1H)

- 1) Yes
- 2) No

If 'yes', ask A1xh. Otherwise skip to A1i.

A1xh. On how many days did you use this type of transportation? (GTA1HT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1i. (Did you use a) Private or charter airplane (GTA1I)

- 1) Yes
- 2) No

If 'yes', ask A1xi. Otherwise skip to A1j.

A1xi. On how many days did you use this type of transportation? (GTA1IT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1j. (Did you use a) Commercial boat, ship, or ferry (GTA1J)

- 1) Yes
- 2) No

If 'yes', ask A1xj. Otherwise skip to A1k.

A1xj. On how many days did you use this type of transportation? (GTA1JT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1k. (Did you use a) Recreational boat (GTA1K)

- 1) Yes
- 2) No

If 'yes', ask A1xk and A1ka. Otherwise skip to A1L.

A1xk. On how many days did you use this type of transportation? (GTA1KT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1ka. Altogether, how many hours did you spend on a recreational boat? (GTA1KA)

- 1) 1-6
- 2) 7-12
- 3) 13-20
- 4) more than 20 hours

A1L. (Did you use a) Bicycle (GTA1L)

- 1) Yes
- 2) No

If 'yes', ask A1xL and, A1La.. Otherwise skip to T1.

A1xL. On how many days did you use this type of transportation? (GTA1LT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

A1La. Did you use your bicycle primarily for... (GTA1LA)

- 1) commuting to work
- 2) recreation
- 3) exercise
- 4) running errands (going to the store, post office, etc.)
- 5) some other purpose - SPECIFY _____(GTA1LAO)

Now I have a few questions about travel times and traffic congestion.

T1. Do you commute to work or school on a regular basis? ("regular" meaning 3 or more times a week) (BTST1J)

- 1) Yes
- 2) No -skip to C15

T2a. On average, about how many minutes does your commute take from home? (BTST2AJ)
_____ minutes

T2b. And about how many minutes would it take if there were no traffic congestion? (BTST2BJ)
_____ minutes

T3a. On average, about how many minutes does your commute take to home? (BTST3AJ)
_____ minutes

T3b. And about how many minutes would it take if there were no traffic congestion? (BTST3BJ)
_____ minutes

T4. In your own words, what would you say is the main cause of delays or congestion you experience in your commute? (Code the first reason given by the respondent. If the response is "I don't know," probe for a specific reason.) (BTST4J)

- 1) High volume of vehicles on the road
- 2) My schedule requires that I commute during "rush hours"
- 3) Not enough highways/road lanes to accommodate the number of vehicles
- 4) Poorly maintained highways, roads, bridges
- 5) Construction zones
- 6) Scheduling delays or cancellation of public transportation (bus, subway, commuter rail)
- 7) Accidents
- 8) Traffic lights or signs
- 9) Toll booths
- 10) Mechanical malfunction with public transportation
- 11) Other drivers slow me down
- 12) Inadequate parking at destination
- 13) I do not experience traffic congestion in my commute
- 14) Other - Specify _____ (BTST4JOT)

NOW WE WOULD LIKE TO ASK YOUR VIEWS ON A VARIETY OF DIFFERENT TRANSPORTATION ISSUES.C15. PLEASE RATE YOUR LEVEL OF CONCERN ABOUT THE FOLLOWING ISSUES ON A SCALE OF 1 TO 5, WHERE 1 MEANS YOU ARE VERY CONCERNED AND 5 MEANS YOU ARE NOT AT ALL CONCERNED. OVERALL, HOW CONCERNED ARE YOU ABOUT...(RMC15A-RMC15G)

- a. US dependence on oil from the Middle East
- b. Keeping computerized systems like air traffic control secure from terrorism
- c. The risk of terrorism against American citizens traveling by air
- d. The risk of terrorism against American citizens traveling on cruise ships
- e. The risk of terrorism against American citizens traveling by highway, train, or public transit
- f. Illegal immigration across US borders
- g. The transport of illegal drugs across US borders

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in... (RMC16A-RMC16G)

- a. Reducing US dependence on oil from the Middle East
- b. Keeping computerized systems like air traffic control secure from terrorism
- c. Reducing the risk of terrorism against American citizens traveling by air
- d. REDUCING THE RISK OF TERRORISM AGAINST AMERICAN CITIZENS TRAVELING ON CRUISE SHIPS
- e. Reducing the risk of terrorism against American citizens traveling by highway, train, or public transit

- f. Controlling illegal immigration across US borders
- g. Controlling the transport of illegal drugs across US borders

C17. We would now like to know what you think about possible threats to our transportation system. Please rate your level of agreement with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement. (RMC17A-RMC17F)

- a. Americans traveling by air face a high risk of terrorism
- b. Americans traveling on cruise ships face a high risk of terrorism
- c. Americans traveling on highways, trains, or public transit face a high risk of terrorism
- d. I am concerned about terrorist acts threatening my own personal safety while traveling.
- e. I would support airport-type security measures at bus, transit, and rail stations to address the threat of terrorist acts
- f. The security measures currently at U.S. airports are adequate to protect air travelers against terrorist acts

C18. How many one-way trips have you taken as a passenger on commercial airlines, either for personal or business reasons, since March 2000? For this question, a one-way trip means from the initial departure airport to the final destination airport, regardless of the number of plane changes required. (RMC18)

Enter a number_____

C18c. If a terrorist act took place in the U.S. against any airline, would you: (RMC18C)

- 1) Not change your air travel habits
- 2) Travel less frequently by air
- 3) Stop traveling by air for at least some period of time
- 4) Stop traveling by air permanently

This next question asks about railroad crossings.

M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources? [CODE ALL THAT APPLY] (OMM13I1-OMM13I4)

During driver safety class

- 1) Yes
- 2) No

In written materials

- 1) Yes
- 2) No

Informally from family and friends

- 1) Yes
- 2) No

From public service announcements or safety campaigns in television, radio, or magazine ads

- 1) Yes
- 2) No

M29. Were you aware that the National Highway Traffic Safety Administration has:

A toll-free Auto Safety Hotline (1-888-327-4236)? (OMM29I1)

- 1) Yes
- 2) No

A website (www.nhtsa.dot.gov) for receiving reports from consumers of vehicle safety problems and safety defects (OMM29I2)

- 1) Yes
- 2) No

B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home? (CSB3)

- 1) Yes
- 2) No - Skip to B4a

M2. Which of the following means of transportation cause you difficulty? (OMM2I1-OMM2I7) (MARK ALL THAT APPLY)

- 1) By car as a driver
- 2) By car as a passenger
- 3) By public transportation, such as bus or rail
- 4) By bicycle
- 5) By walking
- 6) By airplane
- 7) By other means - Specify _____(OMM2IO)

NOW I'M GOING TO ASK YOU ABOUT EXPERIENCES YOU MAY HAVE HAD CONTACTING THE U.S. DEPARTMENT OF TRANSPORTATION.

B4A. SINCE MARCH 2000, HAVE YOU REQUESTED A PRODUCT OR SERVICE FROM AN AGENCY OF THE U.S. DEPARTMENT OF TRANSPORTATION? (CSB4A)

- 1) YES
- 2) NO - SKIP TO D1

B4B2. WHICH OF THE FOLLOWING AGENCIES DID YOU CONTACT? (CSB4B201-CSB4B213) READ ALL CHOICES AND CODE ALL THAT APPLY

- 1) The National Highway Traffic Safety Administration,
- 2) U.S. Coast Guard,
- 3) Federal Aviation Administration,
- 4) Maritime Administration,
- 5) Federal Highway Administration,
- 6) Federal Railroad Administration,
- 7) Federal Transit Administration,
- 8) Federal Motor Carrier Safety Administration,
- 9) Research and Special Programs Administration,
- 10) Bureau of Transportation Statistics,
- 11) St. Lawrence Seaway Development Corporation,
- 12) Office of the Secretary of Transportation, or
- 13) Some other agency - Specify _____(CSB4B2O)

Ask B4b3 if more than one selected above. List names of those selected for interviewer to read.
If respondent contacted only one agency (1-12), skip to B4b1.
If the respondent chooses only 13 for B4b2, skip to D1.

B4b3. Which of those agencies did you most recently contact? (CSB4B3)
List of agencies selected in B4b2. If the respondent chooses 13 for B4b2, skip to D1.

B4B1. HOW LONG AGO WAS YOUR MOST RECENT REQUEST? (CSB4B1)

- 1) SINCE THE BEGINNING OF FEBRUARY OF 2001
- 2) DURING DECEMBER 2000 AND JANUARY 2001
- 3) BETWEEN SEPTEMBER AND NOVEMBER OF 2000
- 4) BETWEEN MARCH AND AUGUST OF 2000

B4B4. AND WHAT KIND OF PRODUCT OR SERVICE DID YOU REQUEST FROM [FILL IN AGENCY NAME FROM B4B2 OR B4B3 AS APPROPRIATE]? (MARK ALL THAT APPLY) (CSB4B41-CSB4B48)

- 1) DATA (TABLES, CHARTS, GRAPHS, FILES, CD-ROM)
- 2) PUBLICATIONS, BROCHURES, PAMPHLETS, FACT SHEETS, REPORTS
- 3) MAPS
- 4) PRESS RELEASES
- 5) VIDEOS
- 6) EMPLOYMENT INFORMATION
- 7) GRANT OR SCHOLARSHIP INFORMATION
- 8) OTHER - SPECIFY _____ (CSB4B40)

B5. HOW DID YOU CONTACT [FILL IN AGENCY NAME FROM B4B2 OR B4B3 AS APPROPRIATE]? (CSB5)

- 1) Telephone
- 2) Internet/world wide web/e-mail
- 3) (Regular) mail
- 4) In person
- 5) Other - specify _____ (CSB5OTH)

B6. Please rate your overall satisfaction with the level of service you received from [fill in agency name from B42 or B4b3 as appropriate]. Would you say you were... (CSB6)

- 1) Very dissatisfied,
- 2) Somewhat dissatisfied,
- 3) Neither dissatisfied nor satisfied
- 4) Somewhat satisfied, or
- 5) Very satisfied?

This final set of questions will be used only for general analysis. No personal identifying information about you or your household will ever be reported.

D1. How many licensed vehicles are available for regular use by members of your household? (DCD1)

ENTER NUMBER OF LICENSED VEHICLES _____

D2. Are you a licensed commercial transportation operator (such as a bus driver or truck driver)? (DCD2)

- 1) Yes
- 2) No

D3. Do you own or operate a business from your home? (DCD3)

- 1) Yes
- 2) No

D4. Please stop me when I reach the category that best describes your age. (DCD4)

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

D5. RECORD GENDER. ASK IF NECESSARY: Are you male or female? (DCD5)

- 1) Male
- 2) Female

D6. What is the highest level of education you completed? CODE ONLY ONE (DCD6)

- 1) Less than high school
- 2) High school graduate/GED
- 3) Technical school/professional business school
- 4) Some college
- 5) Community college graduate (AA: Associate of Arts Degree)
- 6) College graduate (BA or BS: Bachelor of Arts or Sciences Degree)
- 7) Post-graduate degree (Masters, Ph.D., Lawyer, Medical Doctor)

D7. Are you of Hispanic, Spanish or Latino origin? (DCD7)

- 1) Yes
- 2) No, not Hispanic/Spanish/Latino

D8. What is your race? CODE ALL THAT APPLY (DCD81-DCD86)

- 1) White (Caucasian, Anglo)
- 2) Black or African-American
- 3) American Indian (Native American) or Alaska native
- 4) Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)
- 5) Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)
- 6) Other/specify _____ (DCD8OTH)

D9. Do you have any other telephone lines in your house that someone would answer? This does not include dedicated computer, fax lines, or cellular phones. (DCD9)

- 1) Yes
- 2) No skip to D12

D9a. How many other telephone lines are there? (DCD9A)

Other phone lines _____

D9b. What is the primary use of this (these) phone line(s)? (DCD9B)

- 1) Household use only
- 2) Business and home use
- 3) Business use only

D12. How many people aged 18 years or older live in your household? (DCD12)

Number of people _____

D10. Finally, in order to classify your household for statistical purposes, what is your zip code? (DCD10)

Zip code _____

Thank you for taking the time to complete this survey.

Contents of the Interview Data Set

Data Set Name: HI0301PU

Member Type: DATA

Created: 9:28 Monday, March 19, 2001

Last Modified: 9:28 Monday, March 19, 2001

Observations: 1137

Variables: 172

Observation Length: 1690

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
139	AGE00_17	Num	5	1476	Percent Age 0 - 17
140	AGE18_24	Num	5	1481	Percent Age 18 - 24
141	AGE25_34	Num	5	1486	Percent Age 25 - 34
142	AGE35_44	Num	5	1491	Percent Age 35 - 44
143	AGE45_54	Num	5	1496	Percent Age 45 - 54
144	AGE55_64	Num	5	1501	Percent Age 55 - 64
145	AGEOVR65	Num	5	1506	Percent Age Over 65
165	BASEWGT	Num	8	1626	Base Weight
32	BTST1J	Num	8	374	Respondent Commutes to Work or School
34	BTST2ACT	Num	8	390	Commute from Home (Categ)
33	BTST2AJ	Num	8	382	Commute from Home (Minutes)
36	BTST2BCT	Num	8	406	Commute from Home w/o Congestion (Categ)
35	BTST2BJ	Num	8	398	Commute from Home w/o Congestion (Min)
38	BTST3ACT	Num	8	422	Commute to Home (Categ)
37	BTST3AJ	Num	8	414	Commute to Home (Minutes)
40	BTST3BCT	Num	8	438	Commute to Home w/o Congestion (Categ)
39	BTST3BJ	Num	8	430	Commute to Home w/o Congestion (Min)
41	BTST4J	Num	8	446	Main Cause of Delays/Congest in Commute
42	BTST4JOT	Char	50	454	Main Cause Delays/Cong in Comm(Specify)
131	CASEID	Char	9	1418	CaseID
132	CASESTAT	Num	8	1427	Final Interview Disposition Codes
166	CEN_FACT	Num	8	1634	Census Population Adjustment Factor
146	CITY	Char	20	1511	City
147	CREGION	Num	8	1531	Census Region
72	CSB3	Num	8	736	Travel Diff Due to Disability or Health

107	CSB5	Num	8	1142	How Did R Contact the Agency
109	CSB6	Num	8	1200	Rate Level of Service Received
81	CSB4A	Num	8	850	Req Product/Service fm USDOT since 03/00
97	CSB4B1	Num	8	1020	Amount of Time since Most Recent Request
96	CSB4B3	Num	8	1012	Agency Contacted Most Recently
98	CSB4B41	Num	8	1028	Prod Req: Data
99	CSB4B42	Num	8	1036	Prod Req: Publications/Brochures/Reports
100	CSB4B43	Num	8	1044	Prod Req: Maps
101	CSB4B44	Num	8	1052	Prod Req: Press Releases
102	CSB4B45	Num	8	1060	Prod Req: Videos
103	CSB4B46	Num	8	1068	Prod Req: Employment Information
104	CSB4B47	Num	8	1076	Prod Req: Grant/Scholarship Information
105	CSB4B48	Num	8	1084	Prod Req: Other
82	CSB4B201	Num	8	858	Past Year Request Information from NHTSA
83	CSB4B202	Num	8	866	Past Year Request Information from USCG
84	CSB4B203	Num	8	874	Past Year Request Information from FAA
85	CSB4B204	Num	8	882	Past Year Request Information from MARAD
86	CSB4B205	Num	8	890	Past Year Request Information from FHWA
87	CSB4B206	Num	8	898	Past Year Request Information from FRA
88	CSB4B207	Num	8	906	Past Year Request Information from FTA
89	CSB4B208	Num	8	914	Past Year Request Information from FMCSA
90	CSB4B209	Num	8	922	Past Year Request Information from RSPA
91	CSB4B210	Num	8	930	Past Year Request Information from BTS
92	CSB4B211	Num	8	938	Past Year Request Information from SLSDC
93	CSB4B212	Num	8	946	Past Year Request Information from OST
94	CSB4B213	Num	8	954	Past Year Request Information from OTHER
95	CSB4B2O	Char	50	962	Past Year Request Info OTHER (Specify)
106	CSB4B4O	Char	50	1092	Prod Req: Other (Specify)
108	CSB5O	Char	50	1150	Other Contact (Specify)
110	DCD1	Num	8	1208	Number of Licensed Vehicles in Household
112	DCD2	Num	8	1224	R is Licensed Commercial Trans Op
113	DCD3	Num	8	1232	R Owns or Operates Business from Home
114	DCD4	Num	8	1240	R Age
115	DCD5	Num	8	1248	R Gender
116	DCD6	Num	8	1256	R Education
117	DCD7	Num	8	1264	R is of Hispanic Origin
125	DCD9	Num	8	1370	Multiple Phone Lines in Household

129	DCD12	Num	8	1402	Number of People 18 and Older in HH
118	DCD81	Num	8	1272	R is White
119	DCD82	Num	8	1280	R is Black or African American
120	DCD83	Num	8	1288	R is American Indian or Alaska Native
121	DCD84	Num	8	1296	R is Asian
122	DCD85	Num	8	1304	R is Pacific Islander
123	DCD86	Num	8	1312	R is Other Race
130	DCD12CAT	Num	8	1410	Num of People 18 and Older in HH (Categ)
111	DCD1CAT	Num	8	1216	Number of Lic Veh in Household (Categ)
124	DCD8OTH	Char	50	1320	Other Race Specification
126	DCD9A	Num	8	1378	Number of Other Phone Lines
127	DCD9ACAT	Num	8	1386	Number Of Other Phone Lines (Categ)
128	DCD9B	Num	8	1394	Primary Use of Multiple Phone Lines
148	DIVISION	Num	8	1539	Census Division
133	ETIME	Char	8	1435	Interview End Time
167	FINALWGT	Num	8	1642	Final Weight - Sums to Population Total
149	FIPSCODE	Char	5	1547	FIPS Code
1	GTA1A	Num	8	0	Used Local Bus, Subway, or Commuter Rail
13	GTA1AT	Num	8	96	Days Used Bus, Subway, or Commuter Rail
2	GTA1B	Num	8	8	Drive Alone in Private Vehicle
14	GTA1BT	Num	8	104	Days Used Private Vehicle
3	GTA1C	Num	8	16	Travel in Organized Carpool or Vanpool
15	GTA1CT	Num	8	112	Days Travel in Carpool or Vanpool
4	GTA1D	Num	8	24	Travel with Others in Private Vehicle
16	GTA1DT	Num	8	120	Days Travel with Others in Private Veh
5	GTA1E	Num	8	32	Used City to City Bus
17	GTA1ET	Num	8	128	Days Used City to City Bus
6	GTA1F	Num	8	40	Used City to City Train
18	GTA1FT	Num	8	136	Days Used City to City Train
7	GTA1G	Num	8	48	Used Taxi, Limo, or Shuttle Service
19	GTA1GT	Num	8	144	Days Used Taxi, Limo, or Shuttle Service
8	GTA1H	Num	8	56	Used Commercial Airplane
20	GTA1HT	Num	8	152	Days Used Commercial Airplane
9	GTA1I	Num	8	64	Used Private or Charter Airplane
21	GTA1IT	Num	8	160	Days Used Private or Charter Airplane
10	GTA1J	Num	8	72	Used Comm Boat, Ship, or Ferry
22	GTA1JT	Num	8	168	Days Used Comm Boat, Ship, or Ferry

11	GTA1K	Num	8	80	Used Recreational Boat
24	GTA1KA	Num	8	184	Hours Spent on Recreational Boat
23	GTA1KT	Num	8	176	Days Used Recreational Boat
12	GTA1L	Num	8	88	Used Bicycle
26	GTA1LA	Num	8	200	Primary Use of Bicycle
27	GTA1LAO	Char	50	208	Primary Use of Bicycle (Specify)
25	GTA1LT	Num	8	192	Days Used Bicycle
28	GTA1YA	Num	8	258	Reason Not Use Pub Trans Past 30
29	GTA1YAOT	Char	50	266	Reason Not Use Pub Trans (Specify)
30	GTA1YC	Num	8	316	Reason Not Use Carpool Past 30
31	GTA1YCOT	Char	50	324	Reason Not Use Carpool (Specify)
134	HHSCREEN	Num	8	1443	Telephone Disposition Codes
156	IN75_100	Num	5	1582	Percent Household Income 75 < 100K
150	INC00_09	Num	5	1552	Percent Household Income 0 < 10K
151	INC10_14	Num	5	1557	Percent Household Income 10 < 15K
152	INC15_24	Num	5	1562	Percent Household Income 15 < 25K
153	INC25_34	Num	5	1567	Percent Household Income 25 < 35K
154	INC35_49	Num	5	1572	Percent Household Income 35 < 50K
155	INC50_74	Num	5	1577	Percent Household Income 50 < 75K
157	INOV100	Num	5	1587	Percent Household Income Over 100K
135	INTLNTH	Num	8	1451	Length of Interview (Minutes)
158	METRO	Num	8	1592	Inside/Outside Metropolitan Area
159	MSA	Char	4	1600	MSA
168	NR_FACT	Num	8	1650	Nonresponse Adjustment Factor
66	OMM1311	Num	8	688	Info on RR Cross fm Driver Safty Class
67	OMM1312	Num	8	696	Info on RR Cross fm Written Materials
68	OMM1313	Num	8	704	Info on RR Cross fm Family/Friends
69	OMM1314	Num	8	712	Info on RR Cross fm Pub Serv Announcements
70	OMM2911	Num	8	720	R Aware of NHTSA Hotline
71	OMM2912	Num	8	728	R Aware of NHTSA Website
73	OMM211	Num	8	744	Difficulties - Car as Driver
74	OMM212	Num	8	752	Difficulties - Car as Passenger
75	OMM213	Num	8	760	Difficulties - Public Trans
76	OMM214	Num	8	768	Difficulties - Bicycle
77	OMM215	Num	8	776	Difficulties - Walking
78	OMM216	Num	8	784	Difficulties - Airplane
79	OMM217	Num	8	792	Difficulties - Other

80	OMM2IO	Char	50	800	Difficulties - Other (Specify)
160	PASIAN	Num	5	1604	Percent Asian/Pacific Islander
161	PBLACK	Num	5	1609	Percent Black
169	PER_FACT	Num	8	1658	Adjust. for No. of Eligible HH Members
162	PHISPA	Num	5	1614	Percent Hispanic
170	PHN_FACT	Num	8	1666	Multiple Phone Lines Adjustment Factor
163	PWHITE	Num	5	1619	Percent White
63	RMC18	Num	8	664	Number of One-Way Trips on Comm Airlines
43	RMC15A	Num	8	504	Concern Lev-US Dep on Oil from Mid East
44	RMC15B	Num	8	512	Concern Lev-Computer Systems Secure
45	RMC15C	Num	8	520	Concern Lev-Air Travel Terrorist Free
46	RMC15D	Num	8	528	Concern Lev-Cruise Ships Terrorist Free
47	RMC15E	Num	8	536	Concern Lev-Hwy/Trains/Pub Tran Terr Fre
48	RMC15F	Num	8	544	Concern Lev-III Immigration/US Borders
49	RMC15G	Num	8	552	Concern Lev-Illegal Drugs/US Borders
50	RMC16A	Num	8	560	Satisf Lev-US Dep on Oil from Mid East
51	RMC16B	Num	8	568	Satisf Lev-Computer Systems Secure
52	RMC16C	Num	8	576	Satisf Lev-Air Travel Terrorist Free
53	RMC16D	Num	8	584	Satisf Lev-Cruise Ships Terrorist Free
54	RMC16E	Num	8	592	Satisf Lev-Hwy/Trains/Pub Tran Terr Free
55	RMC16F	Num	8	600	Satisf Lev-III Immigration/US Borders
56	RMC16G	Num	8	608	Satisf Lev-Illegal Drugs/US Borders
57	RMC17A	Num	8	616	Agree Lev-Risk of Terr dur Air Travel
58	RMC17B	Num	8	624	Agree Lev-Risk of Terr on Cruise Ships
59	RMC17C	Num	8	632	Agree Lev-Risk of Terr on Hwy Etc.
60	RMC17D	Num	8	640	Agree Lev-Personal Trav Terrorist Concrn
61	RMC17E	Num	8	648	Agree Lev-Supprt Arpt Secur Meas at Othr
62	RMC17F	Num	8	656	Agree Lev-Airport Security is Adequate
65	RMC18C	Num	8	680	Terrorist Act Took Place Agnst US Airln
64	RMC18CAT	Num	8	672	Num of One-Way Tps on Comm Airln (Categ)
171	SCALEWGT	Num	8	1674	Final Weight - Sums to Sample Total
136	SCREENER	Num	8	1459	Screener Disposition Codes
164	STATE	Char	2	1624	State
137	STIME	Char	8	1467	Interview Start Time
138	TIMEZONE	Char	1	1475	Time Zone
172	WD_FACT	Num	8	1682	Weighted Deflation Adjustment Factor

Omnibus Survey

Household Survey Results

Data Dictionary for Interview Dataset

March 2001

.S, .R and .D are SAS values and are replaced with -7, -8, and -9, respectively, in other data file formats.

Question Number	Variable Name	Variable Label	Response Category	Response Category Description
A1a	GTA1A	Used Local Bus, Subway, or Commuter Rail	1	Yes
			2	No
			.R, -8	Refused
			.D, -9	Don't Know
A1b	GTA1B	Drive Alone in Private Vehicle	1	Yes
			2	No
			.R, -8	Refused
			.D, -9	Don't Know
A1c	GTA1C	Travel in Organized Carpool or Vanpool	1	Yes
			2	No
			.R, -8	Refused
			.D, -9	Don't Know
A1d	GTA1D	Travel with Others in Private Vehicle	1	Yes
			2	No
			.R, -8	Refused
			.D, -9	Don't Know
A1e	GTA1E	Used City to City Bus	1	Yes
			2	No
			.R, -8	Refused
			.D, -9	Don't Know
A1f	GTA1F	Used City to City Train	1	Yes
			2	No
			.R, -8	Refused
			.D, -9	Don't Know
A1g	GTA1G	Used Taxi, Limo, or Shuttle Service	1	Yes
			2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes

			2	No
A1h	GTA1H	Used Commercial Airplane	.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
A1i	GTA1I	Used Private or Charter Airplane	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
A1j	GTA1J	Used Comm Boat, Ship, or Ferry	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
A1k	GTA1K	Used Recreational Boat	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
A1l	GTA1L	Used Bicycle	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xa	GTA1AT	Days Used Bus, Subway, or Commuter Rail	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xb	GTA1BT	Days Used Private Vehicle	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
A1xc	GTA1CT	Days Travel in Carpool or Vanpool	3	6-10 Days
			4	More than 10 Days

			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xd	GTA1DT	Days Travel with Others in Private Veh	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xe	GTA1ET	Days Used City to City Bus	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xf	GTA1FT	Days Used City to City Train	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xg	GTA1GT	Days Used Taxi, Limo, or Shuttle Service	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xh	GTA1HT	Days Used Commercial Airplane	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused

			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xi	GTA1IT	Days Used Private or Charter Airplane	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xj	GTA1JT	Days Used Comm Boat, Ship, or Ferry	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xk	GTA1KT	Days Used Recreational Boat	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-6 Hours
			2	7-12 Hours
			3	13-20 Hours
A1ka	GTA1KA	Hours Spent on Recreational Boat	4	More than 20 Hours
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	1-2 Days
			2	3-5 Days
			3	6-10 Days
A1xl	GTA1LT	Days Used Bicycle	4	More than 10 Days
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Commuting to Work

			2	Recreation
			3	Exercise
			4	Running Errands (Going to the Store, Post Office, etc.)
A11a	GTA1LA	Primary Use of Bicycle	5	Some Other Purpose
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
A11a	GTA1LAO	Primary Use of Bicycle (Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Have My Own Vehicle/More Convenient to Drive
			2	Public Transportation Not Available in My Area
			3	Doesn't Go Where I Need to Travel
			4	Location/Too Far to a Bus Stop or Subway Station
			5	Unreliable
			6	Too Complicated/Requires Too Many Transfers
			7	Public Transportation Takes Too Long/Schedules Not Convenient
A11a	GTA1YA	Reason Not Use Pub Trans Past 30	8	Health Condition or Disability
			9	Hard to Get Information on Schedules or Stops
			10	Costs Too Much
			11	Don't Like Riding with Strangers
			12	Dirty/Not Clean
			13	Unsafe
			14	Other
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
A11a	GTA1YAOT	Reason Not Use Pub Trans (Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Have Own Vehicle/More Convenient to

				Drive Self
			2	Not Applicable to Respondent's Situation/Does Not Commute
			3	Organized Car/Vanpools Not Available in My Area/Don't Know Where to Find One
			4	Hard to Find Car or Vanpools that Fit My Schedule
			5	Need Flexibility to Come and Go
			6	Need the Flexibility to Make Stops
			7	Use Public Transportation
A1yc	GTA1YC	Reason Not Use Carpool Past 30	8	Commute Is Short
			9	Unreliable
			10	Health Condition/Disability
			11	Prefer Riding Alone
			12	Takes Too Long
			13	Don't Like Riding with Strangers
			14	Costs Too Much
			15	Other
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
A1yc	GTA1YCOT	Reason Not Use Carpool (Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
T1	BTST1J	Respondent Commutes to Work or School	2	No
			.R, -8	Refused
			.D, -9	Don't Know
				Numeric Values
T2a	BTST2AJ	Commute from Home (Minutes)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Less than Five Minutes
			2	5 - 10 Minutes
T2a	BTST2ACT	Commute from Home (Categ)	3	11 - 20 Minutes
			4	21 - 30 Minutes
			5	31 - 60 Minutes

			6	More than 60 Minutes
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Numeric Values
T2b	BTST2BJ	Commute from Home w/o Congestion (Min)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Less than Five Minutes
			2	5 - 10 Minutes
			3	11 - 20 Minutes
			4	21 - 30 Minutes
T2b	BTST2BCT	Commute from Home w/o Congestion (Categ)	5	31 - 60 Minutes
			6	More than 60 Minutes
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Numeric Values
T3a	BTST3AJ	Commute to Home (Minutes)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Less than Five Minutes
			2	5 - 10 Minutes
			3	11 - 20 Minutes
			4	21 - 30 Minutes
T3a	BTST3ACT	Commute to Home (Categ)	5	31 - 60 Minutes
			6	More than 60 Minutes
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Numeric Values
T3b	BTST3BJ	Commute to Home w/o Congestion (Min)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Less than Five Minutes
			2	5 - 10 Minutes
			3	11 - 20 Minutes

			4	21 - 30 Minutes
			5	31 - 60 Minutes
T3b	BTST3BCT	Commute to Home w/o Congestion (Categ)	6	More than 60 Minutes
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	High Volume of Vehicles on the Road
			2	My Schedule Requires that I Commute during "Rush Hours"
			3	Not Enough Highways/Road Lanes to Accommodate the Number of Vehicles
			4	Poorly Maintained Highways, Roads, Bridges
			5	Construction Zones
			6	Scheduling Delays or Cancellation of Public Transportation (Bus, Subway, Commuter Rail)
			7	Accidents
T4	BTST4J	Main Cause of Delays/Congest in Commute	8	Traffic Lights or Signs
			9	Toll Booths
			10	Mechanical Malfunctions with Public Transportation
			11	Other Drivers Slow Me Down
			12	Inadequate Parking at Destination
			13	I Do Not Experience Traffic Congestion in My Commute
			14	Other
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
T4	BTST4JOT	Main Cause Delays/Cong in Comm(Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Concerned
			2	Somewhat Concerned
			3	Neutral
C15a	RMC15A	Concern Lev - US Dep on Oil from Mid East	4	Not Very Concerned
			5	Not at All Concerned
			.R, -8	Refused

			.D, -9	Don't Know
			1	Very Concerned
			2	Somewhat Concerned
			3	Neutral
C15b	RMC15B	Concern Lev - Computer Systems Secure	4	Not Very Concerned
			5	Not at All Concerned
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Concerned
			2	Somewhat Concerned
			3	Neutral
C15c	RMC15C	Concern Lev - Air Travel Terrorist Free	4	Not Very Concerned
			5	Not at All Concerned
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Concerned
			2	Somewhat Concerned
			3	Neutral
C15d	RMC15D	Concern Lev - Cruise Ships Terrorist Free	4	Not Very Concerned
			5	Not at All Concerned
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Concerned
			2	Somewhat Concerned
			3	Neutral
C15e	RMC15E	Concern Lev - Hwy/Train/Pub Tran Terr Free	4	Not Very Concerned
			5	Not at All Concerned
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Concerned
			2	Somewhat Concerned
			3	Neutral
C15f	RMC15F	Concern Lev - Ill Immigration/US Borders	4	Not Very Concerned
			5	Not at All Concerned
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Concerned

			2	Somewhat Concerned
			3	Neutral
C15g	RMC15G	Concern Lev - Illegal Drugs/US Borders	4	Not Very Concerned
			5	Not at All Concerned
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neutral
C16a	RMC16A	Satisf Lev - US Dep on Oil from Mid East	4	Somewhat Satisfied
			5	Very Satisfied
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neutral
C16b	RMC16B	Satisf Lev - Computer Systems Secure	4	Somewhat Satisfied
			5	Very Satisfied
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neutral
C16c	RMC16C	Satisf Lev - Air Travel Terrorist Free	4	Somewhat Satisfied
			5	Very Satisfied
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neutral
C16d	RMC16D	Satisf Lev - Cruise Ships Terrorist Free	4	Somewhat Satisfied
			5	Very Satisfied
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neutral

			4	Somewhat Satisfied
			5	Very Satisfied
C16e	RMC16E	Satisf Lev – Hwy/Train/Pub Tran Terr Free	.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neutral
C16f	RMC16F	Satisf Lev - Ill Immigration/US Borders	4	Somewhat Satisfied
			5	Very Satisfied
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neutral
C16g	RMC16G	Satisf Lev – Illegal Drugs/US Borders	4	Somewhat Satisfied
			5	Very Satisfied
			.R, -8	Refused
			.D, -9	Don't Know
			1	Strongly Disagree
			2	Somewhat Disagree
			3	Neutral
C17a	RMC17A	Agree Lev - Risk of Terr dur Air Travel	4	Somewhat Agree
			5	Strongly Agree
			.R, -8	Refused
			.D, -9	Don't Know
			1	Strongly Disagree
			2	Somewhat Disagree
			3	Neutral
C17b	RMC17B	Agree Lev - Risk of Terr on Cruise Ships	4	Somewhat Agree
			5	Strongly Agree
			.R, -8	Refused
			.D, -9	Don't Know
			1	Strongly Disagree
			2	Somewhat Disagree
			3	Neutral
C17c	RMC17C	Agree Lev - Risk of Terr on Hwy Etc.	4	Somewhat Agree
			5	Strongly Agree

			.R, -8	Refused
			.D, -9	Don't Know
			1	Strongly Disagree
			2	Somewhat Disagree
			3	Neutral
C17d	RMC17D	Agree Lev – Personal Trav Terrorist Concrn	4	Somewhat Agree
			5	Strongly Agree
			.R, -8	Refused
			.D, -9	Don't Know
			1	Strongly Disagree
			2	Somewhat Disagree
			3	Neutral
C17e	RMC17E	Agree Lev - Supprt Arpt Secur Meas at Othr	4	Somewhat Agree
			5	Strongly Agree
			.R, -8	Refused
			.D, -9	Don't Know
			1	Strongly Disagree
			2	Somewhat Disagree
			3	Neutral
C17f	RMC17F	Agree Lev – Airport Security is Adequate	4	Somewhat Agree
			5	Strongly Agree
			.R, -8	Refused
			.D, -9	Don't Know
				Numeric Values
C18	RMC18	Number of One-Way Trips on Comm Airlines	.R, -8	Refused
			.D, -9	Don't Know
			1	Zero
			2	One
			3	Two
			4	Three
C18	RMC18CAT	Num of One-Way Tps on Comm Airln (Categ)	5	Four
			6	Five to Nine
			7	Ten or More
			.R, -8	Refused
			.D, -9	Don't Know
			1	Not Change Your Air Travel Habits
			2	Travel Less Frequently by Air

			3	Stop Traveling by Air for at Least Some Period of Time
C18c	RMC18C	Terrorist Act Took Place Agnst US Airln	4	Stop Traveling by Air Permanently
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
M13_1	OMM13I1	Info on RR Cross fm Driver Safety Class	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
M13_2	OMM13I2	Info on RR Cross fm Written Materials	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
M13_3	OMM13I3	Info on RR Cross fm Family/Friends	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
M13_4	OMM13I4	Info on RR Cross fm Pub Serv Announcements	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
M29_1	OMM29I1	R Aware of NHTSA Hotline	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
M29_2	OMM29I2	R Aware of NHTSA Website	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
B3	CSB3	Travel Diff Due to Disability or Health	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
M2_1	OMM2I1	Difficulties - Car as Driver	2	No
			.S, -7	Appropriate Skip
			.R, -8	Refused

			.D, -9	Don't Know
			1	Yes
			2	No
M2_2	OMM2I2	Difficulties - Car as Passenger	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
M2_3	OMM2I3	Difficulties - Public Trans	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
M2_4	OMM2I4	Difficulties - Bicycle	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
M2_5	OMM2I5	Difficulties - Walking	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
M2_6	OMM2I6	Difficulties - Airplane	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
M2_7	OMM2I7	Difficulties - Other	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
M2_7	OMM2IO	Difficulties - Other (Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
		Req Product/Service fm USDOT	2	No

B4a	CSB4A	since 03/00	.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
B4b2_1	CSB4B201	Past Year Request Information from NHTSA	2	No
			.S, -7	Appropriate Skip
			.R, -8	Refused
B4b2_2	CSB4B202	Past Year Request Information from USCG	.D, -9	Don't Know
			1	Yes
			2	No
B4b2_3	CSB4B203	Past Year Request Information from FAA	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
B4b2_4	CSB4B204	Past Year Request Information from MARAD	1	Yes
			2	No
			.S, -7	Appropriate Skip
B4b2_5	CSB4B205	Past Year Request Information from FHWA	.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
B4b2_6	CSB4B206	Past Year Request Information from FRA	2	No
			.S, -7	Appropriate Skip
			.R, -8	Refused
B4b2_7	CSB4B207	Past Year Request Information from FTA	.D, -9	Don't Know
			1	Yes
			2	No

			1	Yes
			2	No
B4b2_8	CSB4B208	Past Year Request Information from FMCSA	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b2_9	CSB4B209	Past Year Request Information from RSPA	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b2_10	CSB4B210	Past Year Request Information from BTS	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b2_11	CSB4B211	Past Year Request Information from SLSDC	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b2_12	CSB4B212	Past Year Request Information from OST	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b2_13	CSB4B213	Past Year Request Information from OTHER	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
B4b2_13	CSB4B20	Past Year Request Info OTHER (Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	The National Highway Traffic Safety Administration
			2	U.S. Coast Guard

			3	Federal Aviation Administration
			4	Maritime Administration
			5	Federal Highway Administration
			6	Federal Railroad Administration
			7	Federal Transit Administration
			8	Federal Motor Carrier Safety Administration
B4b3	CSB4B3	Agency Contacted Most Recently	9	Research and Special Programs Administration
			10	Bureau of Transportation Statistics
			11	St. Lawrence Seaway Development Corporation
			12	Office of the Secretary of Transportation
			13	Some Other Agency
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Since the Beginning of February of 2001
			2	During December 2000 and January of 2001
B4b1	CSB4B1	Amount of Time since Most Recent Request	3	Between September and November of 2000
			4	Between March and August of 2000
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_1	CSB4B41	Prod Req: Data	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_2	CSB4B42	Prod Req: Publications/Brochures/Reports	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_3	CSB4B43	Prod Req: Maps	.S, -7	Appropriate Skip

			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_4	CSB4B44	Prod Req: Press Releases	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_5	CSB4B45	Prod Req: Videos	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_6	CSB4B46	Prod Req: Employment Information	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_7	CSB4B47	Prod Req: Grant/Scholarship Information	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No
B4b4_8	CSB4B48	Prod Req: Other	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
B4b4_8	CSB4B4O	Prod Req: Other (Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Telephone
			2	Internet/World Wide Web/E-mail
			3	(Regular) Mail
B5	CSB5	How Did R Contact the Agency	4	In Person
			5	Other
			.S, -7	Appropriate Skip

			.R, -8	Refused
			.D, -9	Don't Know
				Text Values
B5	CSB5O	Other Contact (Specify)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
			1	Very Dissatisfied
			2	Somewhat Dissatisfied
			3	Neither Dissatisfied nor Satisfied
B6	CSB6	Rate Level of Service Received	4	Somewhat Satisfied
			5	Very Satisfied
			.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
				Numeric Values
D1	DCD1	Number of Licensed Vehicles in Household	.R, -8	Refused
			.D, -9	Don't Know
			1	Zero
			2	One
			3	Two
D1	DCD1CAT	Number of Lic Veh in Household (Categ)	4	Three
			5	Four
			6	Five or More
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
D2	DCD2	R is Licensed Commercial Trans Op	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
D3	DCD3	R Owns or Operates Business from Home	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			2	18 - 24
			3	25 - 34
			4	35 - 44
			5	45 - 54

			6	55 - 64
			7	65 or Older
D4	DCD4	R Age	.R, -8	Refused
			.D, -9	Don't Know
			1	Male
			2	Female
D5	DCD5	R Gender	.R, -8	Refused
			.D, -9	Don't Know
			1	Less than High School
			2	High School Graduate/GED
			3	Technical School/Professional Business School
			4	Some College
D6	DCD6	R Education	5	Community College Graduate (AA: Associate of Arts Degree)
			6	College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)
			7	Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
D7	DCD7	R is of Hispanic Origin	2	No, Not Hispanic/Spanish/Latino
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
D8_1	DCD81	R is White	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
D8_2	DCD82	R is Black or African American	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
D8_3	DCD83	R is American Indian or Alaska Native	2	No
			.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
			2	No

D8_4	DCD84	R is Asian	.R, -8	Refused
			.D, -9	Don't Know
			1	Yes
D8_5	DCD85	R is Pacific Islander	2	No
			.R, -8	Refused
			.D, -9	Don't Know
D8_6	DCD86	R is Other Race	1	Yes
			2	No
			.R, -8	Refused
D8_6	DCD86	R is Other Race	.D, -9	Don't Know
				Text Values
				Appropriate Skip
D8_6	DCD8OTH	Other Race Specification	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
D9	DCD9	Multiple Phone Lines in Household	1	Yes
			2	No
			.R, -8	Refused
D9	DCD9	Multiple Phone Lines in Household	.D, -9	Don't Know
				Numeric Values
				Appropriate Skip
D9a	DCD9A	Number of Other Phone Lines	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
D9a	DCD9A	Number of Other Phone Lines	1	Zero
			2	One
			3	Two
D9a	DCD9ACAT	Number Of Other Phone Lines (Categ)	4	Three
			5	Four
			6	Five or More
D9a	DCD9ACAT	Number Of Other Phone Lines (Categ)	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know
D9a	DCD9ACAT	Number Of Other Phone Lines (Categ)	1	Household Use Only
			2	Business and Home Use
			3	Business Use Only
D9b	DCD9B	Primary Use of Multiple Phone Lines	.S, -7	Appropriate Skip
			.R, -8	Refused
			.D, -9	Don't Know

				Numeric Values
D12	DCD12	Number of People 18 and Older in HH	.R, -8	Refused
			.D, -9	Don't Know
			1	Zero
			2	One
			3	Two
			4	Three
D12	DCD12CAT	Num of People 18 and Older in HH (Categ)	5	Four
			6	Five or More
			.R, -8	Refused
			.D, -9	Don't Know
CATI	CASEID	CaselD		9-Digit ID Values
			1	Complete
			2	Partial Complete
			3	Refusal
			4	Parental Refusal
			5	Language Problem
CATI	CASESTAT	Final Interview Disposition Codes	6	Out of Scope (Ineligible)
			7	Respondent Unavailable during Study Period
			8	No Contact (Scope Undetermined)
			9	Residence Not Screened
			10	Respondent Identified, Case not Finalized
CATI	ETIME	Interview End Time		Time Values
			1	Household
			2	Business
			3	Institution or School
CATI	HHSCREEN	Telephone Disposition Codes	4	Cellular Phone
			.R, -8	Refused
			.D, -9	Don't Know
CATI	INTLNGTH	Length of Interview (Minutes)		Numeric Values
CATI	SCREENER	Screeener Disposition Codes	1	Eligible Adult (18 or Older) Identified
CATI	STIME	Interview Start Time		Time Values
			B	Bering
			C	Central
CATI	TIMEZONE	Time Zone	E	Eastern
			H	Hawaii

			M	Mid-Atlantic
			P	Pacific
GENESYS	AGE00_17	Percent Age 0 - 17		Numeric Values
GENESYS	AGE18_24	Percent Age 18 - 24		Numeric Values
GENESYS	AGE25_34	Percent Age 25 - 34		Numeric Values
GENESYS	AGE35_44	Percent Age 35 - 44		Numeric Values
GENESYS	AGE45_54	Percent Age 45 - 54		Numeric Values
GENESYS	AGE55_64	Percent Age 55 - 64		Numeric Values
GENESYS	AGEOVR65	Percent Age Over 65		Numeric Values
GENESYS	CITY	City		Text Values
			1	Northeast
			2	Midwest
GENESYS	CREGION	Census Region	3	South
			4	West
			1	New England
			2	Middle Atlantic
			3	South Atlantic
			4	East South Central
GENESYS	DIVISION	Census Division	5	West South Central
			6	East North Central
			7	West North Central
			8	Mountain
			9	Pacific
GENESYS	FIPSCODE	FIPS Code		FIPS Codes
GENESYS	INC00_09	Percent Household Income 0 < 10K		Numeric Values
GENESYS	INC10_14	Percent Household Income 10 < 15K		Numeric Values
GENESYS	INC15_24	Percent Household Income 15 < 25K		Numeric Values
GENESYS	INC25_34	Percent Household Income 25 < 35K		Numeric Values
GENESYS	INC35_49	Percent Household Income 35 < 50K		Numeric Values
GENESYS	INC50_74	Percent Household Income 50 < 75K		Numeric Values
GENESYS	IN75_100	Percent Household Income 75 < 100K		Numeric Values
GENESYS	INOV100	Percent Household Income Over 100K		Numeric Values

GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area
			2	Outside Metropolitan Area
GENESYS	MSA	MSA		MSA Codes
GENESYS	PASIAN	Percent Asian/Pacific Islander		Numeric Values
GENESYS	PBLACK	Percent Black		Numeric Values
GENESYS	PHISPA	Percent Hispanic		Numeric Values
GENESYS	PWHITE	Percent White		Numeric Values
GENESYS	STATE	State		Text Values
WEIGHT	BASEWGT	Base Weight		Weight Values
WEIGHT	CEN_FACT	Census Population Adjustment Factor		Weight Values
WEIGHT	FINALWGT	Final Weight - Sums to Population Total		Weight Values
WEIGHT	NR_FACT	Non-Response Adjustment Factor		Weight Values
WEIGHT	PER_FACT	Adjust. For No. of Eligible HH Members		Weight Values
WEIGHT	PHN_FACT	Multiple Phone Lines Adjustment Factor		Weight Values
WEIGHT	SCALEWGT	Final Weight - Sums to Sample Total		Weight Values
WEIGHT	WD_FACT	Weighted Deflation Adjustment Factor		Weight Values

Omnibus Survey

Household Survey Results

Marginal Frequency Distributions

March 2001

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	25,774,257	13 (1.14)
No	174,764,787	87 (1.14)
Subtotal Valid Responses	200,539,044	100
Don't Know	167,656	
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
1-2 Days	11,604,784	45 (4.85)
3-5 Days	4,076,292	16 (3.09)
6-10 Days	1,845,429	7 (2.60)
More than 10 Days	8,247,753	32 (4.50)
Subtotal Valid Responses	25,774,257	100
Appropriate Skip	174,932,443	
Total	200,706,700	
A1ya. In your own words, please tell me the main reason you did not use public transportation in the past 30 days.		
Have My Own Vehicle/More Convenient to Drive	96,082,410	55 (1.87)
Public Transportation Not Available in My Area	44,304,117	25 (1.57)
Doesn't Go Where I Need to Travel	9,231,083	5 (0.85)
Location/Too Far to a Bus Stop or Subway Station	6,361,529	4 (0.68)
Unreliable	1,480,383	1 (0.34)
Too Complicated/Requires Too Many Transfers	993,623	1 (0.40)
Public Transportation Takes Too Long/Schedules Not Convenient	5,213,624	3 (0.65)
Health Condition or Disability	2,758,749	2 (0.49)
Hard to Get Information on Schedules or Stops	890,128	1 (0.26)
Don't Like Riding with Strangers	335,489	0 (0.12)
Dirty/Not Clean	146,750	0 (0.08)

Unsafe	1,014,133	1 (0.32)
Other	5,952,770	3 (0.73)
Subtotal Valid Responses	174,764,787	100
Appropriate Skip	25,941,913	
Total	200,706,700	

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

b. Private vehicle in which you drive alone, such as a car, SUV, pickup truck, van, or motorcycle

Yes	180,494,822	90 (1.04)
No	20,044,222	10 (1.04)
Subtotal Valid Responses	200,539,044	100
Don't Know	167,656	
Total	200,706,700	

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

b. Private vehicle in which you drive alone, such as a car, SUV, pickup truck, van, or motorcycle

1-2 Days	5,668,838	3 (0.66)
3-5 Days	11,128,084	6 (0.90)
6-10 Days	11,834,089	7 (0.90)
More than 10 Days	151,863,811	84 (1.36)
Subtotal Valid Responses	180,494,822	100
Appropriate Skip	20,211,878	
Total	200,706,700	

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

c. Organized carpool or vanpool in which you travel with others

Yes	20,970,180	10 (1.10)
No	179,736,520	90 (1.10)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

c. Organized carpool or vanpool in which you travel with others

1-2 Days	5,215,303	25 (4.93)
3-5 Days	4,534,646	22 (4.83)
6-10 Days	3,235,433	15 (4.15)
More than 10 Days	7,984,798	38 (5.18)
Subtotal Valid Responses	20,970,180	100

Appropriate Skip	179,736,520	
Total	200,706,700	

A1yc. In your own words, please tell me the main reason you did not use an organized carpool or vanpool in the past 30 days.

Have Own Vehicle/More Convenient to Drive Self	68,825,720	38 (1.83)
Not Applicable to Respondent's Situation/Does Not Commute	41,689,679	23 (1.61)
Organized Car/Vanpools Not Available in My Area/Don't Know Where to Find One	23,323,691	13 (1.24)
Hard to Find Car or Vanpools that Fit My Schedule	14,849,667	8 (0.95)
Need Flexibility to Come and Go	7,358,180	4 (0.67)
Need the Flexibility to Make Stops	666,546	0 (0.15)
Use Public Transportation	2,188,638	1 (0.34)
Commute Is Short	5,129,083	3 (0.67)
Unreliable	314,658	0 (0.10)
Health Condition/Disability	2,626,968	1 (0.37)
Prefer Riding Alone	1,960,611	1 (0.36)
Takes Too Long	819,461	0 (0.24)
Don't Like Riding with Strangers	1,741,979	1 (0.45)
Costs Too Much	682,947	0 (0.26)
Other	7,014,899	4 (0.72)
Subtotal Valid Responses	179,192,727	100
Don't Know	543,792	
Appropriate Skip	20,970,180	
Total	200,706,700	

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

d. Private vehicle in which you travel with others

Yes	124,493,927	62 (1.72)
No	76,122,429	38 (1.72)
Subtotal Valid Responses	200,616,356	100
Refused	90,344	
Total	200,706,700	

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

d. Private vehicle in which you travel with others

1-2 Days	19,320,384	16 (1.67)
3-5 Days	29,200,551	23 (1.81)
6-10 Days	20,029,459	16 (1.71)
More than 10 Days	55,943,534	45 (2.23)

Subtotal Valid Responses	124,493,927	100
Appropriate Skip	76,212,773	
Total	200,706,700	

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

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

Yes	5,005,273	2 (0.52)
No	195,701,427	98 (0.52)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

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

1-2 Days	3,807,803	76 (9.15)
3-5 Days	674,254	13 (7.70)
More than 10 Days	523,216	10 (6.18)
Subtotal Valid Responses	5,005,273	100
Appropriate Skip	195,701,427	
Total	200,706,700	

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

f. City to City train, such as AMTRAK

Yes	3,803,692	2 (0.43)
No	196,903,008	98 (0.43)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

f. City to City train, such as AMTRAK

1-2 Days	2,022,315	53 (11.70)
3-5 Days	1,492,500	39 (11.90)
More than 10 Days	288,877	8 (5.33)
Subtotal Valid Responses	3,803,692	100
Appropriate Skip	196,903,008	
Total	200,706,700	

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

g. Taxi, Limousine, or shuttle service

Yes	25,250,645	13 (1.15)
No	175,456,055	87 (1.15)

Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

g. Taxi, Limousine, or shuttle service

1-2 Days	15,018,032	59 (4.82)
3-5 Days	6,935,230	27 (4.50)
6-10 Days	2,075,532	8 (2.66)
More than 10 Days	1,221,851	5 (1.80)
Subtotal Valid Responses	25,250,645	100
Appropriate Skip	175,456,055	
Total	200,706,700	

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

h. Commercial airplane

Yes	22,195,838	11 (1.05)
No	178,510,862	89 (1.05)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

h. Commercial airplane

1-2 Days	15,790,084	71 (4.44)
3-5 Days	4,509,542	20 (3.96)
6-10 Days	1,107,221	5 (1.85)
More than 10 Days	788,991	4 (1.85)
Subtotal Valid Responses	22,195,838	100
Appropriate Skip	178,510,862	
Total	200,706,700	

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

i. Private or charter airplane

Yes	4,192,048	2 (0.56)
No	196,514,652	98 (0.56)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

i. Private or charter airplane

1-2 Days	2,881,304	69 (12.80)
----------	-----------	------------

3-5 Days	818,590	20 (11.70)
6-10 Days	90,592	2 (2.20)
More than 10 Days	401,562	10 (7.10)
Subtotal Valid Responses	4,192,048	100
Appropriate Skip	196,514,652	
Total	200,706,700	

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

j. Commercial boat, ship, or ferry

Yes	4,021,197	2 (0.52)
No	196,685,503	98 (0.52)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

j. Commercial boat, ship, or ferry

1-2 Days	2,142,865	53 (13.70)
3-5 Days	1,325,854	33 (15.20)
6-10 Days	363,313	9 (5.73)
More than 10 Days	189,165	5 (3.56)
Subtotal Valid Responses	4,021,197	100
Appropriate Skip	196,685,503	
Total	200,706,700	

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

k. Recreational boat

Yes	6,228,276	3 (0.57)
No	194,478,424	97 (0.57)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

k. Recreational boat

1-2 Days	3,913,907	63 (9.12)
3-5 Days	1,587,693	25 (8.60)
6-10 Days	615,632	10 (5.22)
More than 10 Days	111,044	2 (1.78)
Subtotal Valid Responses	6,228,276	100
Appropriate Skip	194,478,424	

Total	200,706,700	
A1ka. Altogether, how many hours did you spend on a recreational boat?		
1-6 Hours	3,978,864	64 (9.00)
7-12 Hours	621,816	10 (4.86)
13-20 Hours	1,007,745	16 (7.72)
More than 20 Hours	619,851	10 (5.29)
Subtotal Valid Responses	6,228,276	100
Appropriate Skip	194,478,424	
Total	200,706,700	

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

I. Bicycle

Yes	21,674,367	11 (1.09)
No	179,032,333	89 (1.09)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

I. Bicycle

1-2 Days	7,494,355	35 (4.85)
3-5 Days	7,455,292	34 (5.19)
6-10 Days	2,479,674	11 (3.82)
More than 10 Days	4,245,045	20 (4.77)
Subtotal Valid Responses	21,674,367	100
Appropriate Skip	179,032,333	
Total	200,706,700	

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

Commuting to Work	1,040,012	5 (1.78)
Recreation	11,661,872	54 (5.38)
Exercise	7,728,708	36 (5.11)
Running Errands (Going to the Store, Post Office, etc.)	1,243,774	6 (2.27)
Subtotal Valid Responses	21,674,367	100
Appropriate Skip	179,032,333	
Total	200,706,700	

T1. Now I have a few questions about travel times and traffic congestion.

Do you commute to work or school on a regular basis? ("regular" meaning 3 or more times a week)

Yes	131,391,897	65 (1.69)
-----	-------------	-----------

No	69,314,803	35 (1.69)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

T2a. Now I have a few questions about travel times and traffic congestion.

On average, about how many minutes does your commute take from home?

Less than Five Minutes	19,550,097	15 (1.63)
5 - 10 Minutes	20,551,093	16 (1.56)
11 - 20 Minutes	42,064,264	32 (2.10)
21 - 30 Minutes	23,038,305	18 (1.61)
31 - 60 Minutes	21,850,366	17 (1.53)
More than 60 Minutes	4,210,503	3 (0.67)
Subtotal Valid Responses	131,264,628	100
Average (Arithmetic Mean)		23.4 (0.89) ^a
Don't Know	127,269	
Appropriate Skip	69,314,803	
Total	200,706,700	

T2b. Now I have a few questions about travel times and traffic congestion.

And about how many minutes would it take if there were no traffic congestion?

Less than Five Minutes	28,416,299	22 (1.88)
5 - 10 Minutes	30,585,659	23 (1.89)
11 - 20 Minutes	42,677,731	33 (1.98)
21 - 30 Minutes	17,211,227	13 (1.42)
31 - 60 Minutes	11,302,051	9 (1.19)
More than 60 Minutes	955,452	1 (0.36)
Subtotal Valid Responses	131,148,420	100
Average (Arithmetic Mean)		16.8 (0.71) ^a
Don't Know	243,476	
Appropriate Skip	69,314,803	
Total	200,706,700	

T3a. Now I have a few questions about travel times and traffic congestion.

On average, about how many minutes does your commute take to home?

Less than Five Minutes	18,042,846	14 (1.54)
5 - 10 Minutes	20,023,412	15 (1.62)
11 - 20 Minutes	36,376,476	28 (1.96)
21 - 30 Minutes	26,450,875	20 (1.79)
31 - 60 Minutes	25,590,240	19 (1.63)
More than 60 Minutes	4,780,779	4 (0.73)

Subtotal Valid Responses	131,264,628	100
Average (Arithmetic Mean)		24.7 (0.83) ^a
Don't Know	127,269	
Appropriate Skip	69,314,803	
Total	200,706,700	

T3b. Now I have a few questions about travel times and traffic congestion.

And about how many minutes would it take if there were no traffic congestion?

Less than Five Minutes	28,062,904	21 (1.85)
5 - 10 Minutes	29,068,271	22 (1.87)
11 - 20 Minutes	43,432,671	33 (2.02)
21 - 30 Minutes	17,974,374	14 (1.44)
31 - 60 Minutes	11,824,541	9 (1.21)
More than 60 Minutes	785,660	1 (0.34)
Subtotal Valid Responses	131,148,420	100
Average (Arithmetic Mean)		16.7 (0.56) ^a
Don't Know	243,476	
Appropriate Skip	69,314,803	
Total	200,706,700	

T4. Now I have a few questions about travel times and traffic congestion.

In your own words, what would you say is the main cause of delays or congestion you experience in your commute?

High Volume of Vehicles on the Road	37,094,464	28 (1.90)
My Schedule Requires that I Commute during "Rush Hours"	6,871,821	5 (0.97)
Not Enough Highways/Road Lanes to Accommodate the Number of Vehicles	7,457,426	6 (1.04)
Poorly Maintained Highways, Roads, Bridges	6,001,099	5 (0.92)
Construction Zones	9,880,872	8 (1.24)
Scheduling Delays or Cancellation of Public Transportation (Bus, Subway, Commuter Rail)	1,873,771	1 (0.44)
Accidents	8,467,414	6 (1.07)
Traffic Lights or Signs	13,838,824	11 (1.41)
Toll Booths	797,486	1 (0.30)
Mechanical Malfunctions with Public Transportation	1,141,936	1 (0.38)
Other Drivers Slow Me Down	10,353,252	8 (1.31)
I Do Not Experience Traffic Congestion in My Commute	12,304,819	9 (1.19)
Other	14,914,336	11 (1.39)
Subtotal Valid Responses	130,997,521	100
Don't Know	337,543	

Refused	56,833	
Appropriate Skip	69,314,803	
Total	200,706,700	

C15. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .

a. US dependence on oil from the Middle East

Very Concerned	81,707,880	42 (1.73)
Somewhat Concerned	47,491,975	24 (1.55)
Neutral	39,000,509	20 (1.49)
Not Very Concerned	11,634,676	6 (0.82)
Not at All Concerned	16,798,445	9 (1.04)
Subtotal Valid Responses	196,633,485	100
Don't Know	3,998,839	
Refused	74,376	
Total	200,706,700	

C15. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .

b. Keeping computerized systems like air traffic control secure from terrorism

Very Concerned	122,431,712	62 (1.74)
Somewhat Concerned	26,966,447	14 (1.16)
Neutral	22,596,283	11 (1.21)
Not Very Concerned	10,947,515	6 (0.92)
Not at All Concerned	14,087,797	7 (0.90)
Subtotal Valid Responses	197,029,753	100
Don't Know	3,586,602	
Refused	90,344	
Total	200,706,700	

C15. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .

c. The risk of terrorism against American citizens traveling by air

Very Concerned	107,687,450	54 (1.75)
Somewhat Concerned	42,504,932	21 (1.43)
Neutral	24,009,659	12 (1.17)
Not Very Concerned	13,155,194	7 (0.91)
Not at All Concerned	11,466,537	6 (0.83)
Subtotal Valid Responses	198,823,773	100

Don't Know	1,882,927	
Total	200,706,700	

C15. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .

d. The risk of terrorism against American citizens traveling on cruise ships

Very Concerned	73,945,281	37 (1.73)
Somewhat Concerned	39,848,072	20 (1.40)
Neutral	40,023,222	20 (1.43)
Not Very Concerned	25,472,155	13 (1.24)
Not at All Concerned	19,286,883	10 (0.99)
Subtotal Valid Responses	198,575,612	100
Don't Know	1,991,957	
Refused	139,130	
Total	200,706,700	

C15. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .

e. The risk of terrorism against American citizens traveling by highway, train, or public transit

Very Concerned	74,754,050	38 (1.72)
Somewhat Concerned	34,955,580	18 (1.35)
Neutral	37,483,186	19 (1.35)
Not Very Concerned	26,757,016	13 (1.18)
Not at All Concerned	25,211,442	13 (1.20)
Subtotal Valid Responses	199,161,274	100
Don't Know	1,342,937	
Refused	202,490	
Total	200,706,700	

C15. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .

f. Illegal immigration across US borders

Very Concerned	71,463,099	36 (1.74)
Somewhat Concerned	42,939,143	22 (1.42)
Neutral	44,418,477	22 (1.47)
Not Very Concerned	21,568,180	11 (1.09)
Not at All Concerned	18,015,369	9 (0.99)
Subtotal Valid Responses	198,404,268	100
Don't Know	2,099,942	

Refused	202,490	
Total	200,706,700	

C15. Please rate your level of concern about the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Overall, how concerned are you about . . .

g. The transport of illegal drugs across US borders

Very Concerned	139,647,123	70 (1.62)
Somewhat Concerned	25,807,226	13 (1.13)
Neutral	14,364,713	7 (0.95)
Not Very Concerned	4,847,215	2 (0.50)
Not at All Concerned	15,485,921	8 (1.01)
Subtotal Valid Responses	200,152,198	100
Don't Know	554,502	
Total	200,706,700	

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in . . .

a. Reducing US dependence on oil from the Middle East

Very Dissatisfied	39,833,037	21 (1.48)
Somewhat Dissatisfied	44,588,304	24 (1.52)
Neutral	73,234,603	39 (1.82)
Somewhat Satisfied	17,874,530	10 (1.00)
Very Satisfied	10,665,124	6 (0.93)
Subtotal Valid Responses	186,195,598	100
Don't Know	14,153,201	
Refused	357,901	
Total	200,706,700	

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in . . .

b. Keeping computerized systems like air traffic control secure from terrorism

Very Dissatisfied	23,811,921	13 (1.24)
Somewhat Dissatisfied	28,653,857	15 (1.25)
Neutral	55,089,417	29 (1.64)
Somewhat Satisfied	51,893,903	28 (1.69)
Very Satisfied	27,452,433	15 (1.33)
Subtotal Valid Responses	186,901,531	100

Don't Know	13,602,680
Refused	202,490
Total	200,706,700

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in . . .

c. Reducing the risk of terrorism against American citizens traveling by air

Very Dissatisfied	23,690,163	12 (1.21)
Somewhat Dissatisfied	31,877,084	17 (1.35)
Neutral	49,675,708	26 (1.58)
Somewhat Satisfied	51,296,991	27 (1.61)
Very Satisfied	33,385,294	18 (1.41)
Subtotal Valid Responses	189,925,240	100
Don't Know	10,562,076	
Refused	219,385	
Total	200,706,700	

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in . . .

d. Reducing the risk of terrorism against American citizens traveling on cruise ships

Very Dissatisfied	15,791,047	9 (1.10)
Somewhat Dissatisfied	20,902,573	12 (1.11)
Neutral	65,397,359	36 (1.78)
Somewhat Satisfied	46,094,905	26 (1.69)
Very Satisfied	31,348,357	17 (1.50)
Subtotal Valid Responses	179,534,241	100
Don't Know	20,953,074	
Refused	219,385	
Total	200,706,700	

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in . . .

e. Reducing the risk of terrorism against American citizens traveling by highway, train, or public transit

Very Dissatisfied	18,239,872	10 (1.06)
Somewhat Dissatisfied	23,819,853	13 (1.17)

Neutral	57,203,089	30 (1.66)
Somewhat Satisfied	55,999,214	30 (1.73)
Very Satisfied	32,651,247	17 (1.42)
Subtotal Valid Responses	187,913,275	100
Don't Know	12,412,892	
Refused	380,533	
Total	200,706,700	

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in . . .

f. Controlling illegal immigration across US borders

Very Dissatisfied	52,708,888	28 (1.66)
Somewhat Dissatisfied	38,865,876	20 (1.40)
Neutral	49,428,278	26 (1.55)
Somewhat Satisfied	32,965,058	17 (1.40)
Very Satisfied	17,355,570	9 (1.17)
Subtotal Valid Responses	191,323,670	100
Don't Know	8,697,484	
Refused	685,546	
Total	200,706,700	

C16. I just asked about your concern with various transportation issues. Now, please rate your level of satisfaction with what the US Department of Transportation is doing to address those issues on a scale of 1 to 5, where 1 means you are very dissatisfied and 5 means you are very satisfied. Overall, how satisfied are you about the U.S. DOT's efforts in . . .

g. Controlling the transport of illegal drugs across US borders

Very Dissatisfied	72,527,335	38 (1.75)
Somewhat Dissatisfied	41,696,843	22 (1.46)
Neutral	37,831,241	20 (1.41)
Somewhat Satisfied	24,604,405	13 (1.24)
Very Satisfied	16,361,177	8 (1.09)
Subtotal Valid Responses	193,021,002	100
Don't Know	7,466,313	
Refused	219,385	
Total	200,706,700	

C17. We would now like to know what you think about possible threats to our transportation system. Please rate your level of agreement with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement.

a. Americans traveling by air face a high risk of terrorism

Strongly Disagree	24,096,173	12 (1.15)
Somewhat Disagree	41,138,173	21 (1.49)
Neutral	49,859,458	25 (1.53)
Somewhat Agree	43,107,144	22 (1.47)
Strongly Agree	39,480,931	20 (1.42)
Subtotal Valid Responses	197,681,880	100
Don't Know	3,024,820	
Total	200,706,700	

C17. We would now like to know what you think about possible threats to our transportation system. Please rate your level of agreement with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement.

b. Americans traveling on cruise ships face a high risk of terrorism

Strongly Disagree	32,959,929	17 (1.34)
Somewhat Disagree	52,378,990	27 (1.69)
Neutral	55,775,232	29 (1.62)
Somewhat Agree	31,765,372	17 (1.32)
Strongly Agree	19,590,305	10 (1.08)
Subtotal Valid Responses	192,469,828	100
Don't Know	8,236,872	
Total	200,706,700	

C17. We would now like to know what you think about possible threats to our transportation system. Please rate your level of agreement with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement.

c. Americans traveling on highways, trains, or public transit face a high risk of terrorism

Strongly Disagree	39,964,905	20 (1.43)
Somewhat Disagree	51,046,460	26 (1.58)
Neutral	51,171,112	26 (1.55)
Somewhat Agree	31,610,041	16 (1.31)
Strongly Agree	22,919,358	12 (1.16)
Subtotal Valid Responses	196,711,877	100
Don't Know	3,994,823	
Total	200,706,700	

C17. We would now like to know what you think about possible threats to our transportation system. Please rate your level of agreement with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement.

d. I am concerned about terrorist acts threatening my own personal safety while traveling.

Strongly Disagree	46,462,599	24 (1.52)
-------------------	------------	-----------

Somewhat Disagree	36,373,463	18 (1.35)
Neutral	45,304,487	23 (1.51)
Somewhat Agree	31,862,590	16 (1.33)
Strongly Agree	37,669,948	19 (1.39)
Subtotal Valid Responses	197,673,088	100
Don't Know	3,033,612	
Total	200,706,700	

C17. We would now like to know what you think about possible threats to our transportation system. Please rate your level of agreement with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement.

e. I would support airport-type security measures at bus, transit, and rail stations to address the threat of terrorist acts

Strongly Disagree	19,686,659	10 (1.06)
Somewhat Disagree	13,769,179	7 (0.91)
Neutral	24,751,106	12 (1.16)
Somewhat Agree	36,803,758	19 (1.40)
Strongly Agree	103,526,756	52 (1.77)
Subtotal Valid Responses	198,537,458	100
Don't Know	2,169,242	
Total	200,706,700	

C17. We would now like to know what you think about possible threats to our transportation system. Please rate your level of agreement with the following statements on a scale of 1 to 5, where 1 means you strongly disagree and 5 means you strongly agree with the statement.

f. The security measures currently at U.S. airports are adequate to protect air travelers against terrorist acts

Strongly Disagree	26,186,104	13 (1.22)
Somewhat Disagree	37,968,084	19 (1.43)
Neutral	43,067,013	22 (1.47)
Somewhat Agree	51,455,029	26 (1.56)
Strongly Agree	37,003,695	19 (1.45)
Subtotal Valid Responses	195,679,924	100
Don't Know	4,867,130	
Refused	159,645	
Total	200,706,700	

C18. How many one-way trips have you taken as a passenger on commercial airlines, either for personal or business reasons, since March 2000? For this question, a one-way trip means from the initial departure airport to the final destination airport, regardless of the number of plan changes required.

Zero	126,102,548	63 (1.64)
One	11,502,757	6 (0.85)

Two	24,935,352	12 (1.08)
Three	3,020,737	2 (0.33)
Four	13,010,091	6 (0.81)
Five to Nine	11,758,713	6 (0.76)
Ten or More	10,301,046	5 (0.66)
Subtotal Valid Responses	200,631,245	100
Average (Arithmetic Mean)		1.9 (0.14) ^a
Refused	75,455	
Total	200,706,700	

C18c. If a terrorist act took place in the U.S. against any airline, would you:

Not Change Your Air Travel Habits	82,587,404	43 (1.77)
Travel Less Frequently by Air	25,893,484	13 (1.23)
Stop Traveling by Air for at Least Some Period of Time	61,062,810	31 (1.65)
Stop Traveling by Air Permanently	24,368,045	13 (1.20)
Subtotal Valid Responses	193,911,743	100
Don't Know	5,753,000	
Refused	1,041,957	
Total	200,706,700	

M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?

1. During driver safety class

Yes	86,925,761	46 (1.81)
No	102,388,292	54 (1.81)
Subtotal Valid Responses	189,314,053	100
Don't Know	8,635,361	
Refused	2,757,286	
Total	200,706,700	

M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?

2. In written materials

Yes	45,191,446	24 (1.55)
No	144,122,607	76 (1.55)
Subtotal Valid Responses	189,314,053	100
Don't Know	8,635,361	
Refused	2,757,286	
Total	200,706,700	

M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?

3. Informally from family and friends

Yes	43,571,465	23 (1.54)
No	145,742,588	77 (1.54)
Subtotal Valid Responses	189,314,053	100
Don't Know	8,635,361	
Refused	2,757,286	
Total	200,706,700	

M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?

4. From public service announcements or safety campaigns in television, radio, or magazine ads

Yes	91,740,209	48 (1.80)
No	97,573,844	52 (1.80)
Subtotal Valid Responses	189,314,053	100
Don't Know	8,635,361	
Refused	2,757,286	
Total	200,706,700	

M29. Were you aware that the National Highway Traffic Safety Administration has . . .

1. A toll-free Auto Safety Hotline (1-888-327-4236) ?

Yes	30,584,612	15 (1.30)
No	169,847,529	85 (1.30)
Subtotal Valid Responses	200,432,141	100
Refused	274,559	
Total	200,706,700	

M29. Were you aware that the National Highway Traffic Safety Administration has . . .

2. A website (www.nhtsa.dot.gov) for receiving reports from consumers of vehicle safety problems and safety defects?

Yes	39,205,392	20 (1.38)
No	161,455,532	80 (1.38)
Subtotal Valid Responses	200,660,924	100
Don't Know	45,776	
Total	200,706,700	

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

Yes	13,961,076	7 (0.83)
No	186,745,624	93 (0.83)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

M2. Which of the following means of transportation cause you difficulty?

1. By car as a driver

Yes	6,489,977	47 (6.12)
No	7,189,707	53 (6.12)
Subtotal Valid Responses	13,679,684	100
Refused	281,392	
Appropriate Skip	186,745,624	
Total	200,706,700	

M2. Which of the following means of transportation cause you difficulty?

2. By car as a passenger

Yes	4,095,670	30 (5.54)
No	9,584,014	70 (5.54)
Subtotal Valid Responses	13,679,684	100
Refused	281,392	
Appropriate Skip	186,745,624	
Total	200,706,700	

M2. Which of the following means of transportation cause you difficulty?

3. By public transportation, such as bus or rail

Yes	3,418,344	25 (4.95)
No	10,261,340	75 (4.95)
Subtotal Valid Responses	13,679,684	100
Refused	281,392	
Appropriate Skip	186,745,624	
Total	200,706,700	

M2. Which of the following means of transportation cause you difficulty?

4. By bicycle

Yes	5,099,998	37 (5.83)
No	8,579,686	63 (5.83)
Subtotal Valid Responses	13,679,684	100
Refused	281,392	
Appropriate Skip	186,745,624	
Total	200,706,700	

M2. Which of the following means of transportation cause you difficulty?

5. By walking

Yes	7,418,351	54 (6.10)
No	6,261,333	46 (6.10)
Subtotal Valid Responses	13,679,684	100

Refused	281,392	
Appropriate Skip	186,745,624	
Total	200,706,700	

M2. Which of the following means of transportation cause you difficulty?

6. By airplane

Yes	3,613,090	26 (5.19)
No	10,066,594	74 (5.19)
Subtotal Valid Responses	13,679,684	100
Refused	281,392	
Appropriate Skip	186,745,624	
Total	200,706,700	

M2. Which of the following means of transportation cause you difficulty?

7. By other

Yes	1,512,393	11 (3.61)
No	12,167,291	89 (3.61)
Subtotal Valid Responses	13,679,684	100
Refused	281,392	
Appropriate Skip	186,745,624	
Total	200,706,700	

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

Yes	4,912,083	2 (0.53)
No	195,794,617	98 (0.53)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

1. The National Highway Traffic Safety Administration

Yes	1,198,314	25 (8.38)
No	3,539,553	75 (8.38)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

2. U.S. Coast Guard

Yes	791,049	17 (10.10)
No	3,946,818	83 (10.10)

Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

3. Federal Aviation Administration

Yes	219,508	5 (3.39)
No	4,518,359	95 (3.39)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

4. Maritime Administration

No	4,737,867	100 (0.00)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

5. Federal Highway Administration

Yes	93,092	2 (1.97)
No	4,644,775	98 (1.97)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

6. Federal Railroad Administration

No	4,737,867	100 (0.00)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

7. Federal Transit Administration

Yes	63,634	1 (1.36)
-----	--------	----------

No	4,674,233	99 (1.36)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

8. Federal Motor Carrier Safety Administration

No	4,737,867	100 (0.00)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

9. Research and Special Programs Administration

No	4,737,867	100 (0.00)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

10. Bureau of Transportation Statistics

Yes	358,780	8 (5.60)
No	4,379,088	92 (5.60)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

11. St. Lawrence Seaway Development Corporation

No	4,737,867	100 (0.00)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

12. Office of the Secretary of Transportation

Yes	354,766	7 (3.92)
-----	---------	----------

No	4,383,101	93 (3.92)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b2. Which of the following agencies did you contact?

13. Some other agency

Yes	2,112,158	45 (11.10)
No	2,625,709	55 (11.10)
Subtotal Valid Responses	4,737,867	100
Don't Know	174,216	
Appropriate Skip	195,794,617	
Total	200,706,700	

B4b3. Which of those agencies did you most recently contact?

The National Highway Traffic Safety Administration	80,378	23 (20.60)
U.S. Coast Guard	104,635	30 (24.40)
Office of the Secretary of Transportation	63,634	18 (17.30)
Some Other Agency	100,152	29 (23.70)
Subtotal Valid Responses	348,800	100
Appropriate Skip	200,357,900	
Total	200,706,700	

B4b1. How long ago was your most recent request?

Since the Beginning of February of 2001	1,292,768	49 (14.50)
During December 2000 and January of 2001	466,760	18 (9.18)
Between September and November of 2000	350,717	13 (9.12)
Between March and August of 2000	515,464	20 (10.50)
Subtotal Valid Responses	2,625,709	100
Appropriate Skip	198,080,991	
Total	200,706,700	

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

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

Yes	656,177	27 (12.20)
No	1,766,768	73 (12.20)
Subtotal Valid Responses	2,422,944	100
Refused	202,765	
Appropriate Skip	198,080,991	

Total 200,706,700

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

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

Yes	756,905	31 (13.40)
No	1,666,040	69 (13.40)
Subtotal Valid Responses	2,422,944	100
Refused	202,765	
Appropriate Skip	198,080,991	
Total	200,706,700	

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

3. Maps

No	2,422,944	100 (0.0)
Subtotal Valid Responses	2,422,944	100
Refused	202,765	
Appropriate Skip	198,080,991	
Total	200,706,700	

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

4. Press Releases

No	2,422,944	100 (0.0)
Subtotal Valid Responses	2,422,944	100
Refused	202,765	
Appropriate Skip	198,080,991	
Total	200,706,700	

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

5. Videos

No	2,422,944	100 (0.0)
Subtotal Valid Responses	2,422,944	100
Refused	202,765	
Appropriate Skip	198,080,991	
Total	200,706,700	

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

6. Employment information

No	2,422,944	100 (0.0)
Subtotal Valid Responses	2,422,944	100

Refused	202,765	
Appropriate Skip	198,080,991	
Total	200,706,700	

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

7. Grant or scholarship information

No	2,422,944	100 (0.0)
Subtotal Valid Responses	2,422,944	100
Refused	202,765	
Appropriate Skip	198,080,991	
Total	200,706,700	

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

8. Other

Yes	1,009,863	42 (16.30)
No	1,413,081	58 (16.30)
Subtotal Valid Responses	2,422,944	100
Refused	202,765	
Appropriate Skip	198,080,991	
Total	200,706,700	

B5. How did you contact (fill in agency name from the B4b2 or B4b3) ?

Telephone	1,075,734	41 (13.90)
Internet/World Wide Web/E-mail	831,862	32 (12.40)
(Regular) Mail	197,728	8 (5.38)
Other	520,386	20 (16.50)
Subtotal Valid Responses	2,625,709	100
Appropriate Skip	198,080,991	
Total	200,706,700	

B6. Please rate your overall satisfaction with the level of service you received. Would you say you were . . .

Very Dissatisfied	173,470	7 (4.77)
Somewhat Dissatisfied	139,130	5 (5.24)
Somewhat Satisfied	327,574	12 (9.45)
Very Satisfied	1,985,535	76 (11.30)
Subtotal Valid Responses	2,625,709	100
Appropriate Skip	198,080,991	
Total	200,706,700	

D1. How many licensed vehicles are available for regular use by members of your

household?		
Zero	9,424,677	5 (0.71)
One	45,123,970	23 (1.36)
Two	87,595,955	44 (1.75)
Three	36,480,675	18 (1.45)
Four	12,258,847	6 (0.95)
Five or More	8,229,825	4 (0.91)
Subtotal Valid Responses	199,113,949	100
Average (Arithmetic Mean)		2.1 (0.05) ^a
Don't Know	202,831	
Refused	1,389,920	
Total	200,706,700	
D2. Are you a licensed commercial transportation operator (such as a bus driver or truck driver) ?		
Yes	14,895,385	7 (0.94)
No	185,811,315	93 (0.94)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D3. Do you own or operate a business from your home?		
Yes	17,924,248	9 (0.94)
No	182,579,621	91 (0.94)
Subtotal Valid Responses	200,503,869	100
Don't Know	202,831	
Total	200,706,700	
D4. Please stop me when I reach the category that best describes your age.		
18 - 24	25,621,982	13 (1.49)
25 - 34	35,812,881	18 (1.33)
35 - 44	43,676,696	22 (1.42)
45 - 54	37,059,849	19 (1.29)
55 - 64	24,296,511	12 (1.10)
65 or Older	33,145,984	17 (1.28)
Subtotal Valid Responses	199,613,902	100
Refused	1,092,798	
Total	200,706,700	
D5. Are you male or female?		
Male	95,577,699	48 (1.78)
Female	105,071,452	52 (1.78)

Subtotal Valid Responses	200,649,150	100
Refused	57,550	
Total	200,706,700	
D6. What is the last grade of school you completed?		
Less than High School	22,547,203	11 (1.30)
High School Graduate/GED	79,467,884	40 (1.81)
Technical School/Professional Business School	7,739,791	4 (0.58)
Some College	33,721,991	17 (1.19)
Community College Graduate (AA: Associate of Arts Degree)	11,155,763	6 (0.69)
College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	30,014,836	15 (1.02)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	14,126,791	7 (0.69)
Subtotal Valid Responses	198,774,259	100
Don't Know	564,339	
Refused	1,368,101	
Total	200,706,700	
D7. Are you of Hispanic, Spanish or Latino origin?		
Yes	15,608,302	8 (1.01)
No, Not Hispanic/Spanish/Latino	183,634,956	92 (1.01)
Subtotal Valid Responses	199,243,257	100
Don't Know	82,595	
Refused	1,380,847	
Total	200,706,700	
D8. What is your race?		
1. White		
Yes	158,072,943	80 (1.44)
No	38,708,049	20 (1.44)
Subtotal Valid Responses	196,780,992	100
Don't Know	833,820	
Refused	3,091,887	
Total	200,706,700	
D8. What is your race?		
2. Black or African-American		
Yes	19,854,048	10 (1.06)
No	176,926,944	90 (1.06)
Subtotal Valid Responses	196,780,992	100
Don't Know	833,820	
Refused	3,091,887	

Total	200,706,700	
D8. What is your race?		
3. American Indian or Alaska Native		
Yes	3,574,347	2 (0.46)
No	193,206,645	98 (0.46)
Subtotal Valid Responses	196,780,992	100
Don't Know	833,820	
Refused	3,091,887	
Total	200,706,700	
D8. What is your race?		
4. Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)		
Yes	5,299,627	3 (0.65)
No	191,481,366	97 (0.65)
Subtotal Valid Responses	196,780,992	100
Don't Know	833,820	
Refused	3,091,887	
Total	200,706,700	
D8. What is your race?		
5. Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)		
Yes	577,777	0 (0.14)
No	196,203,215	100 (0.14)
Subtotal Valid Responses	196,780,992	100
Don't Know	833,820	
Refused	3,091,887	
Total	200,706,700	
D8. What is your race?		
6. Other Race		
Yes	11,941,988	6 (0.92)
No	184,839,004	94 (0.92)
Subtotal Valid Responses	196,780,992	100
Don't Know	833,820	
Refused	3,091,887	
Total	200,706,700	
D9. Do you have any other telephone lines in your house that someone would answer? This does not include dedicated computer, fax lines, or cellular phones.		
Yes	10,542,435	5 (0.53)

No	189,659,277	95 (0.53)
Subtotal Valid Responses	200,201,712	100
Refused	504,988	
Total	200,706,700	
D9a. How many other telephone lines are there?		
One	7,416,853	71 (4.53)
Two	2,230,023	21 (3.93)
Three	661,900	6 (2.85)
Four	120,550	1 (0.82)
Subtotal Valid Responses	10,429,326	100
Average (Arithmetic Mean)		1.4 (0.07) ^a
Refused	113,109	
Appropriate Skip	190,164,265	
Total	200,706,700	
D9b. What is the primary use of this (these) phone line(s) ?		
Household Use Only	6,703,870	64 (4.77)
Business and Home Use	2,189,934	21 (4.03)
Business Use Only	1,535,522	15 (3.49)
Subtotal Valid Responses	10,429,326	100
Appropriate Skip	190,277,374	
Total	200,706,700	
D12. How many people 18 years or older live in your household?		
One	36,993,100	19 (1.07)
Two	111,098,128	56 (1.80)
Three	35,288,548	18 (1.60)
Four	12,485,109	6 (1.18)
Five or More	1,881,899	1 (0.47)
Subtotal Valid Responses	197,746,784	100
Average (Arithmetic Mean)		2.1 (0.03) ^a
Don't Know	277,254	
Refused	2,682,662	
Total	200,706,700	
D8RACE.		
Non-Hispanic White	157,112,656	85 (1.30)
Non-Hispanic Black	19,620,467	11 (1.11)
Non-Hispanic Indian	3,044,761	2 (0.43)

Non-Hispanic Asian	4,886,438	3 (0.61)
Non-Hispanic Pacific Island	536,258	0 (0.14)
Subtotal Valid Responses	185,200,580	100
Total	185,200,580	

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