

Household Survey Results February 2002



General Methodology of the Omnibus Survey:

July 2001 to Present

INTRODUCTION AND BACKGROUND

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

This document contains the following information:

- Background of the survey initiative;
- A detailed description of how sample respondents were selected for the survey;
- Information on interviewer training, pre-testing, interviewing methods, household screening methods and methods for call attempts and callbacks;
- Guidance on the use of weights for analyses;
- Instructions for calculating standard error estimates;
- Data collection methods.

1. SAMPLE DESIGN

Target Population

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

Sampling Frame and Selection

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

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

Table 1: Census Bureau Regions and Divisions

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

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

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

RDD Sample

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

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

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

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

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

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

ID-PLUS

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

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

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

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

Address Matching

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

Precision of Estimates

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

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

Where p_s is the estimated (sample) proportion;

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

$\text{Var}(p_s)$ is the variance of p_s .

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

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

Or

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

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

n is the sample size.

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

¹ This method of confidence interval calculation is conservative.

2. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

- Calculation of the base sampling weights;
- Adjustment for unit non-response;
- Adjustment for households with multiple voice telephone numbers;
- Adjustment for selecting an adult within a sampled household; and
- Post-stratification adjustments to the target population.

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

Base Sampling Weights

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

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

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

Adjustment for Unit Non-Response

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

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

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

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

Adjustment for Households with Multiple Telephone Numbers

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

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

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

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

Adjustment for Number of Eligible Household Members

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

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

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

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

Post-Stratification Adjustments

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

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

- A table of the sum of the weights for each cell denoted by each age, gender, and race/ethnicity combination is created. Each cell is denoted by $S(i,j,k)$, where i is the indicator for age, j is the indicator for gender, and k is the indicator for race/ethnicity;
- A similar table of national population controls is created, where each cell is denoted by $P(i,j,k)$;
- The ratio $R(i,j,k) = P(i,j,k) / S(i,j,k)$ is calculated; the cell ratio $R(i,j,k)$ is denoted as the multiplier M ;
- Each weight, at the record level, is multiplied by the appropriate cell ratio of $R(i,j,k)$ to form the post-stratification adjustment.

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

² The Census Bureau provides a detailed breakdown of population count by age, gender and race/ethnicity.

³ The four race/ethnicity categories used for post-stratification purposes are: Hispanic (any race), Non-Hispanic Black, Non-Hispanic White, and Non-Hispanic Other.

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

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

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

Where:

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

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

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

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

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

Trimming of Final Analysis Weights

Extreme values of W_{FINAL} are trimmed to avoid over-inflation of the sampling variance. In short, the trimming process limits the relative contribution of the variance associated with the 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_j , denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

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

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

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

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

3. VARIANCE ESTIMATION

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

Variance Estimation Methodology

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

Software

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

Methods

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

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

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

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

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

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

Degrees of Freedom and Precision

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

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

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

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

4. DATA COLLECTION METHODOLOGY

Expert Panel Review

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

Cognitive Interviews

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

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

Interview Procedures

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

Pre-Testing

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

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

Interviewer Training

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

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

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

I. ORIENTATION

Introduction to M. Davis and Company, Inc.

Welcome

MDAC Way

Organizational Chart

Your Job Description/Responsibilities

Policies and Procedures

II. TRAINING

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

A. Introduction to the Marketing and Opinion Research Industry

What is marketing and opinion research?

Types of interviews

Techniques used in data collection

Survey settings

Overview of the marketing and opinion research process

Key Terms

B. The Interviewer's Role

Appropriate Attitude

Characteristics of a successful interviewer

Recruiting Respondents

The "Art" of Interviewing

Key Terms

C. Respondents

Relating to Respondents

"Training" Respondents

Building and Maintaining Rapport

"Active Listening"

Callback Scenarios and Procedures

Terminations

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

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

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

- G. Getting Familiar With The Computer
 - Mouse
 - Keyboard
 - Logging On

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

- I. Open Discussion
 - Additional questions

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

- A review of last month's results;
- Feedback from interviewers, supervisors;
- Problems and issues emerging from last month's data collection;
- An Overview of changed sections from last month (Sections B, S and M);
- Question-by-Question Training for New Sections.

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

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

Pre-Contact Letter

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

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

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

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

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

Call Attempts and Callbacks

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Disposition Codes

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

Out-of-Scope Numbers:

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

Scope Undetermined:

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

In-Scope Numbers:

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

Household Screening

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

Interviewing Methods

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

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

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

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

Data Quality Control Procedures

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

Our interviewer training for administering telephone surveys included:

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

Interviewer Performance

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

Other Procedures

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

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

Summary of Data Cleaning

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

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

Treatment of Missing Values

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

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

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

Response Rates

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

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

Non-Response Methods

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

1. Matching sample telephone numbers against commercial file against residential directory-listed numbers.
2. Advance letter stating clearly the aims, objectives and importance of the survey, with toll free number to callback. MDAC will collaborate with BTS to create a BTS approved advance letter.
3. Coordination of the mailing of advance letters with the interview calling.
4. Develop answers for the questions and objections that may arise during the interview.
5. Leaving message on answering machine with a toll free number.
6. Having multi-lingual interviewers to reduce language barriers.
7. Elimination of non-residential numbers from sample.
8. Callbacks of respondents who initially refused or broke-off interview.
9. Minimizing turnover of key and non-key personnel.

Reasons for Non-Response

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

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

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

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Omnibus Survey: February 2002 Month Specific Information

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

The February 2002 survey collected data between February 2, 2002 and February 11, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,053 cases, and the total number of variables in the public-use dataset is 172. The data were collected by M. Davis and Company, under contract with the BTS.

Sample Telephone Number Selection

There were 11,271 telephone numbers for the February 2002 survey. A total of 6,926 of these numbers were identified as working residential numbers and were divided into 69 replicates. Each replicate contained approximately 100 households. Four (4) unused replicates from February's sample were used to conduct a pretest. Thirty of the 69 February replicates were not utilized in the actual interviewing, resulting in 3,569 numbers being released for use by the telephone interviewers.

For this survey, the total number of telephone numbers in the sampling frame, N, is 262,863,400. The total number of telephone numbers in the sample (numbers dialed) is 3,569.

Specific Weight Adjustment for Households with Multiple Telephone Numbers

Some households have multiple telephone lines for voice communication.

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

Table 1: Number of Telephone Lines per Household

	Value
Mean	1.181
Standard deviation	0.497
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5

Specific Weight Adjustment for Number of Eligible Household Members

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

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

Table 2: Number of Eligible Household Members

	Value
Mean	1.967
Standard deviation	0.831
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	8

Post-Stratification Weight Adjustments

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

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

Table 3: Post-Stratification Cells

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (Any Race)	40	10,167,034
2	Male - Non-Hispanic Black	37	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	22	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	47	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	101	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	88	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	49	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	54	11,755,768
9	Male - Non-Hispanic Other	41	4,146,032
10	Female - Hispanic (Any Race)	38	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	29	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	24	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	24	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	57	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	97	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	93	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	67	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	84	15,762,147

19	Female - Non-Hispanic Other	34	4,762,691
N/A	Missing Demographic Information	27	N/A
TOTAL		1,053	200,706,700

Data Collection Schedule

The survey was conducted over a ten-day period from February 2, 2002 through February 11, 2002. A total of 1,142 interviews were completed during the survey period.

Disposition of Sample Telephone Numbers

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used to calculate a CASRO response rate of approximately 41.5 percent.

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

Disposition Category	Number of Households
Telephone Numbers Available	6,620
Telephone Numbers Released	3,569
Telephone Numbers Not Dialed	0
Telephone Numbers Dialed	3,569
Out-of-Scope Numbers (Ineligible)	788
BG - Business	203
CF - Computer/Fax	138
DS - Disconnected number	397
NC - Number change	21
NQ - No one 18 years old or older in household	13
UNB - Unavailable before and during study period	16
Scope Undetermined	847
NA - No answer	372
BZ - Busy	0
AM - Answering machine	130
LM - Left message	4
CCC - Cannot complete call	2
PM - Privacy manager	28
NQL - Eligibility undetermined because of language problems or deafness	21
RFI - Refused to speak with interviewer (screening incomplete)	57
HRI - Initial Refusal - Requested name be removed from calling list	233
OD - Maximum call attempts reached	0
In-Scope Numbers	1934
Complete	1,053
Partial Complete	11
CB - Callback	192

Disposition Category	Number of Households
CBS - Callback Spanish	0
NAQ - No Answer Qualified	318
BZQ - Busy Qualified	0
AMQ - Answering Machine Qualified	201
LMQ - Left Message Qualified	16
CCQ - Cannot Complete Call Qualified	1
PMQ - Privacy Manager Qualified	6
DL - Deaf/Language	49
RFQ - Respondent refusal	3
UN - Unavailable	60
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Qualified Refusal - Requested name be removed from calling list	24
CASRO Response Rate	41.53%

FEBRUARY 2002 FINAL ANNOTATED SURVEY QUESTIONNAIRE

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

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

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

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [], such as in Question F0500, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses (), such as in Question F0455, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- **TEXT IN ALL CAPS** displays on-screen instructions to the interviewer or questions that the interviewer answers.
- *Text in italics* provides CATI system instructions or options, such as skips or fills.

Section F - INTRODUCTION AND RESPONDENT SELECTION

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

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

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

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

TERMINATE CALL

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

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

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

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

TERMINATE CALL

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

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

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

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

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

SCHEDULE CALL BACK

F0351. IF INTERVIEWER IS SPEAKING WITH A NEW RESPONDENT, BEGIN BY REPEATING F0054. THEN SAY...
This study is designed to select one household adult to answer the questions. We choose that person based on birthdays, so I need to talk with the person living there now, aged 18 years or older, who will have a birthday next. What is the first name of that person?
INTERVIEWER INSTRUCTION: PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

Name _____ TYPE IN PERSON'S FIRST NAME

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

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

F0455. INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICAL ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS. REPEAT F0351 IF NECESSARY. THEN SAY...
I have some questions about your transportation use, and about your opinions on important transportation issues such as national security, commuting and air travel. Your participation in this voluntary study (there is no penalty for refusing to answer any question) will take only about 10 minutes, and your answers will be used only for statistical summaries. The study is authorized by law (Title 49, Section 111c2 of the United States Code).

Skip to F0550

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

SCHEDULE CALL BACK

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

- 1) Yes
- 2) No - THANK RESPONDENT AND TERMINATE

PRESS "ENTER" TO CONTINUE

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

- 1) Proceed - *go to G0050*
- 2) SCHEDULE CALL BACK

Section G - General Transportation Core Questions

G0050. **First I need to identify all the kinds of transportation you used either for personal or for business travel last month.**

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

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

G0851A. **How many days did you drive or ride?** (RECORD NUMBER)

____ days

G2000. **Please compare your experience driving or riding in a personal vehicle in the month of January with your experience driving or riding in a personal vehicle in the month of December.**

G2010. **Considering all the costs associated with driving or riding in a personal vehicle, would you say it cost more or less in January than it did in December?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Cost less
- 2) Cost the same
- 3) Cost more
- 4) Did not drive or ride in a personal vehicle in December

G2020. **In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a personal vehicle in January than in December?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less secure
- 2) Same
- 3) More secure
- 4) Did not drive or ride in a personal vehicle in December

G2040. **In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle in January than you did in December?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less safe
- 2) Same
- 3) More safe
- 4) Did not drive or ride in a personal vehicle in December

G2060. **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in January than in December?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less likely
- 2) Same
- 3) More likely
- 4) Did not drive or ride in a personal vehicle in December

G2080. **In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a personal vehicle in January than it was in December?**
[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less convenient
- 2) Same
- 3) More convenient
- 4) Did not drive or ride in a personal vehicle in December

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

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

G0851B. **How many days did you drive or ride? (RECORD NUMBER)**

____ days

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

- 1) Yes
- 2) No (*Skip to G0801*)

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

___ days

G2100. **Please compare your experience using public transit in the month of January with your experience using public transit in the month of December.**

G2110. **Considering the cost of using public transit, would you say it cost more or less in January than it did in December?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Cost less
- 2) Cost the same
- 3) Cost more
- 4) Did not use public transit in December

G2120. **In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in January than in December?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less secure
- 2) Same
- 3) More secure
- 4) Did not use public transit in December

G2140. **In terms of safety from accidents, did you feel more safe or less safe using public transit in January than you did in December? [DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]**

- 1) Less safe
- 2) Same
- 3) More safe
- 4) Did not use public transit in December

G2160. **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in January than in December?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less likely
- 2) Same
- 3) More likely
- 4) Did not use public transit in December

G2180. **In terms of quality of service, would you say the quality of service you received using public transit in January was better or worse than in December?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Worse
- 2) Same
- 3) Better
- 4) Did not use public transit in December

G0801. **Is public transportation available in your area?**

- 1) Yes
- 2) No (*Skip to G0201*)

If G0302 = 1 (used public transit in the past 30 days) skip to G0201

G0810. **Please tell me the main reason you did not use public transit last month.**
(CODE THE FIRST REASON GIVEN. IF RESPONSE IS "I DON'T KNOW",
"I DON'T LIKE IT," OR "I DON'T NEED IT" PROBE FOR A SPECIFIC
REASON. IF RESPONDENT SAYS "I HAVE/USE MY OWN VEHICLE"
PROBE "WHAT IS IT ABOUT PUBLIC TRANSIT THAT CAUSED YOU TO
USE YOUR OWN VEHICLE?")(DO NOT READ LIST)

- 1) Prefer my own vehicle
- 2) I am retired/not working/not in school
- 3) Need to make multiple stops to/from work/school
- 4) Don't understand/know routes and schedules
- 5) Not convenient (doesn't go where I need to)
- 6) Not flexible (doesn't go when I need to)
- 7) Takes too much time
- 8) Distance from home to stops is too great
- 9) Uncomfortable riding with strangers
- 10) Costs too much
- 11) Unreliable
- 12) Unsafe
- 13) Health/disability/physical limitations
- 14) Other - SPECIFY _____

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

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

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

____ days

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

____ days

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

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

G0851E. **How many days did you ride on it? (RECORD NUMBER)**

____ days

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

_____ days

Skip to G0882

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

- 1) Yes
- 2) No (*Skip to G0350*)

G0882. **Is long distance HIGH SPEED, city-to-city train service such as AMTRAK's Acela train service available in your area?**
[INTERVIEWER, ANSWER YES IF RESPONDENT SAYS HIGH SPEED SERVICE IS AVAILABLE TO SOME CITIES.]

- 1) Yes
- 2) No (*Skip to G0350*)

G0827. **Have you ever used AMTRAK's HIGH SPEED Acela train service?**

- 1) Yes (*Skip to G0350*)
- 2) No

G0831. **What is the main reason you have not used AMTRAK's HIGH SPEED Acela train service?**
(DO NOT READ LIST. RECORD ONLY ONE ANSWER.)

- 1) Cost
- 2) Does not go where I want to go
- 3) Schedule not convenient
- 4) Takes too long
- 5) Prefer to drive
- 6) Prefer to fly
- 7) Do not travel
- 8) Other (specify)_____

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

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

G0851F. **How many days did you fly on a commercial airline? (RECORD NUMBER)**

____ days

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

____ days

G2200. **Please compare your experience flying on a commercial airline in the month of January with your most recent experience flying on a commercial airline before January.**

G2210. **Considering the cost of flying on a commercial airline, would you say it cost more or less in January than it did the last time you flew?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Cost less
- 2) Cost the same
- 3) Cost more
- 4) Have never flown before

G2220. **In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial airline in January than you did the last time you flew?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less secure
- 2) Same
- 3) More secure
- 4) Have never flown before

G2240. **In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in January than you did the last time you flew?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less safe
- 2) Same
- 3) More safe
- 4) Have never flown before

G2260. **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in January than the last time you flew?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Less likely
- 2) Same
- 3) More likely
- 4) Have never flown before

G2280. **In terms of quality of service, would you say the quality of service you received flying on a commercial airline in January was better or worse than the last time you flew?**

[DO NOT READ LIST. RECORD ONLY ONE ANSWER. IF THE RESPONDENT SAYS "THE SAME," ACCEPT RESPONSE.]

- 1) Worse
- 2) Same
- 3) Better
- 4) Have never flown before

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

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

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

_____ days

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

_____ days

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

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

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

_____ days

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

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

G0851I. **How many days did you ride your bicycle?** (RECORD NUMBER)

_____ days

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

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

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

_____ hours and _____ minutes

CATI system must ensure an entry for both hours and minutes.

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

- 1) Paved roads, not on shoulder,
- 2) Shoulders of paved roads,
- 3) Bike lanes on roads,
- 4) Sidewalks,
- 5) Bike paths, walking paths or trails,
- 6) Unpaved roads (for example dirt, gravel, sand),
- 7) Grass, or
- 8) Other - SPECIFY _____

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

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

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

____ days

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

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

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

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

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

- 1) Paved roads, not on shoulder,
- 2) Shoulders of paved roads,
- 3) Bike lanes on roads,
- 4) Sidewalks,
- 5) Bike paths, walking paths or trails,
- 6) Unpaved roads (for example dirt, gravel, sand),
- 9) Track,
- 7) Grass, or
- 8) Other - SPECIFY _____

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No (*Skip to G0651*)

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

____ days

G0651. **During January, did you operate or ride on a personal watercraft such as a jetski or skidoo?**

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

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

____ days

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

____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

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

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

G0851M. **How many days did you operate or ride in a recreational boat?** (RECORD NUMBER)

____ days

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

____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

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

- 1) Yes
- 2) No (*Skip to B0050*)

G0851N. **How many days did you use other means of transportation?** (RECORD NUMBER)

____ days

Section B - BTS Topical Transportation Questions

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

PRESS "ENTER" TO CONTINUE

B0102. **Last month did you commute, that is, travel routinely from home to work or to attend school? (EXCLUDE TELECOMMUTING; COMMUTING MAY INCLUDE ANY TYPE OF TRANSPORTATION.)**

- 1) Yes
- 2) No (*Skip to B0370*)

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

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

B0201. **Did you commute from home to work, to school, or both?**

- 1) To work - *skip to B0302*
- 2) To school - *skip to B0370*
- 3) Both to work and to school - *go to B0251*

B0251. **Which statement best describes your most frequent commuting pattern: (READ LIST)(RECORD ONLY ONE)**

- 1) You go to work and to school on different days,
- 2) You go to work, then directly to school
- 3) You go to work, then home, then to school,
- 4) You go to school, then directly to work
- 5) You go to school, then home, then to work, or
- 6) Something else - Specify _____

B0302. **To get to work on a typical day last month, what were all the types of transportation you used? PROBE: Anything else?**

(DO NOT READ LIST)(RECORD ALL THAT APPLY)

INTERVIEWER NOTE: WHEN RESPONDENT IS DONE, REPEAT ANSWER TO RESPONDENT: "You used _____, _____, _____, etc. on a single day to get to work?"

- 1) Personal vehicle (example: car, van, SUV, pickup truck, RV)
- 2) Organized carpool or vanpool
- 3) City-to-city bus (example: Greyhound)
- 4) City-to-city train (example: AMTRAK)
- 5) Public transit within city or metropolitan area (example: bus, rapid rail, [subway, surface, or elevated] light rail, commuter bus or rail from suburb to city)
- 6) Commercial airplane
- 7) Charter, private or corporate airplane
- 8) Motorcycle, including motorized scooter or motorized bicycle
- 9) Bicycle
- 10) Walking, running, or jogging
- 11) Commercial boat, ship or ferry
- 12) Other - Specify _____

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

- 1) Yes - skip to B0352
- 2) No

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

- 1) Yes
- 2) No - skip to B0352

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

_____ hours and _____ minutes - go to B0370

CATI system must ensure entry for both hours and minutes

B0352. **On a typical day, how much time did a one-way, door-to-door trip from home to work take?**

THE TIME RECORDED FOR COMMUTING TO WORK ON A TYPICAL DAY SHOULD BE THE TIME IT TOOK TO COMMUTE USING THE MODES OF TRANSPORTATION USED ON TYPICAL DAY AND RECORDED IN B0302.

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

B0370. **Do you ever telecommute? That is, do you ever work at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend or self-employed persons who work at home.)**

- 1) Yes
- 2) No (*If B0201 = 1 or B0201 = 3 then go to B0365; if B0201 = 2 then go to B2300; if B0102 = 2 and B0370 = 2 skip to B2300*)

B0361. **Do you telecommute occasionally, on a regular basis or fixed schedule, or full time?**

- 1) Occasionally
- 2) On a regular basis or fixed schedule
- 3) Full time

B0362. **About how many days did you telecommute in the past month?**

_____ days

B0365. **Do you ever work at a telework center or satellite office? That is, do you ever work at an office other than your regular office TO REDUCE YOUR COMMUTE?**

[INTERVIEWER: Focus is on working somewhere other than one's "normal" workplace for the purpose of reducing commute time.

Satellite office: alternate work site that is in a separate location other than your primary worksite.

Telework center: alternate work site, could possibly house workers from many different businesses.]

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

B0366. **How often do you work at a telework center or satellite office? Would you say [PLEASE READ LIST BELOW]**

- 1) Occasionally
- 2) On a regular basis or fixed schedule
- 3) Full time

B0368. **About how many days did you work at a telework center or satellite office in the past month?**

_____ days

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

If G0350 = 1 then skip to B2320.

B2310. **How long ago was your most recent commercial airline flight?**

- 1) Less than three months ago
- 2) More than three months ago but less than one year ago
- 3) More than one year ago (*Skip to SN1000*)
- 4) Have never flown on a commercial airline (*Skip to SN1000*)

B2320. **Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or job related?** (If necessary, give examples such as professional conference, meeting with clients.)

- 1) Yes, business/job related
- 2) No

B2330. **Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in which of the following sections was your seat located:** (READ ENTIRE LIST EXCEPT DON'T KNOW)

- 1) First class section
- 2) Business class section
- 3) Economy or coach section (also sometimes called the main cabin)
- 4) Some other section
- 5) There were no sections in the plane; all seats were in the same section

B2340. **Did the price you paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?**

- 1) Yes
- 2) No

Section SN - Strategic Goal Questions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SN1181. **I just asked about your concern with various transportation issues. Now, I would like to ask you about your level of satisfaction with what the Federal government is doing to address those issues.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section M - Operating Administration Modal Questions

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

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

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

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

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

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

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

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

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

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

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

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

Section D - Demographic Questions

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

PRESS "ENTER" TO CONTINUE

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

ENTER NUMBER _____

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

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

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: "Including yourself, _____ people aged 18 or older live in your household?" (RECORD NUMBER)

_____ people

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

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

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

- 1) Male
- 2) Female

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

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

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

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

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

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

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

- 1) Yes
- 2) No

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

READ AFTER RESPONDENT HAS GIVEN ANSWER:

“Sir/Ma’am, you have a total of X additional telephone numbers in your home, not including your main number, and these additional phone numbers are not used exclusively for the fax machine, the computer or a cellular phone.”

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

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

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

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

— — — — —

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

PRESS "ENTER" TO END INTERVIEW

Section I - Interviewer Close Out Questions

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

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

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

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

- 11) _____ Text of response
- 99) No notes to add

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G2010	G2010	Personal Vehicle - Costs	1	Cost less	Num	8	COSTPV
			2	Cost the same			
			3	Cost more			
			4	Did not drive or ride in a personal vehicle in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2020	G2020	Personal Vehicle - Security	1	Less secure	Num	8	SECURPV
			2	Same			
			3	More secure			
			4	Did not drive or ride in a personal vehicle in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2040	G2040	Personal Vehicle - Safety	1	Less safe	Num	8	SAFEPV
			2	Same			
			3	More safe			
			4	Did not drive or ride in a personal vehicle in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2060	G2060	Personal Vehicle - Time	1	Less likely	Num	8	TIMEPV
			2	Same			
			3	More likely			
			4	Did not drive or ride in a personal vehicle in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2080	G2080	Personal Vehicle - Convenience	1	Less convenient	Num	8	CONVEPV
			2	Same			
			3	More convenient			
			4	Did not drive or ride in a personal vehicle in December			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0302	G0302	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851C	G0851C	Public Transit - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2110	G2110	Public Transit - Costs	1	Cost less	Num	8	COSTPT
			2	Cost the same			
			3	Cost more			
			4	Did not use public transit in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2120	G2120	Public Transit - Security	1	Less secure	Num	8	SECURPT
			2	Same			
			3	More secure			
			4	Did not use public transit in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2140	G2140	Public Transit - Safety	1	Less safe	Num	8	SAFEPT
			2	Same			
			3	More safe			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	Did not use public transit in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2160	G2160	Public Transit - Time	1	Less likely	Num	8	TIMEPT
			2	Same			
			3	More likely			
			4	Did not use public transit in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2180	G2180	Public Transit - Quality of Service	1	Worse	Num	8	QUALPT
			2	Same			
			3	Better			
			4	Did not use public transit in December			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0801	G0801	Public Trans - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0810	G0810A	Public Transit - Reason for Not Using	1	Prefer my own vehicle	Num	8	NOPTWHY
			2	I am retired/not working/not in school			
			3	Need to make multiple stops to/from work/school			
			4	Don't understand/know routes and schedules			
			5	Not convenient (doesn't go where I need to)			
			6	Not flexible (doesn't go when I need to)			
			7	Takes too much time			
			8	Distance from home to stops is too great			
			9	Uncomfortable riding with strangers			
			10	Costs too much			
			11	Unreliable			
			12	Unsafe			
			13	Health/disability/physical limitations			
			14	Other			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0810	G0810B	Public Transit - Other Reason for Not Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851D	G0851D	Bus - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902B	G0902B	Bus - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851E	G0851E	Train - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0880	G0880	AMTRAK - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0882	G0882	Acela - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0827	G0827	Acela - Use	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0831	G0831A	Acela - Reason for Not Using	1	Cost	Num	8	NOHSRWHY
			2	Does not go where I want to go			
			3	Schedule not convenient			
			4	Takes too long			
			5	Prefer to drive			
			6	Prefer to fly			
			7	Do not travel			
			8	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0831	G0831B	Acela - Other Reason for Not Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G2210	G2210	Com Airline - Costs	1	Cost less	Num	8	COSTAIR
			2	Cost the same			
			3	Cost more			
			4	Have never flown before			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2220	G2220	Com Airline - Security	1	Less secure	Num	8	SECURAIR
			2	Same			
			3	More secure			
			4	Have never flown before			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2240	G2240	Com Airline - Safety	1	Less safe	Num	8	SAFEAIR
			2	Same			
			3	More safe			
			4	Have never flown before			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2260	G2260	Com Airline - Time	1	Less likely	Num	8	TIMEAIR
			2	Same			
			3	More likely			
			4	Have never flown before			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2280	G2280	Com Airline - Quality of Service	1	Worse	Num	8	QUALAIR
			2	Same			
			3	Better			
			4	Have never flown before			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G0401	G0401	Use - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851G	G0851G	Other Aircraft - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0452	G0452	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851I	G0851I	Bicycle - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			5	Required for my job			
			6	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1001	G1001A	Bicycle - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPA
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			7	Grass			
			8	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0551	G0551	Use - Walk	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
G0851J	G0851J	Walk - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYB
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, walking the dog, and so on)			
			6	Required for my job			
			5	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102B	Walk - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1151	G1151A	Walk - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151B	Walk - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202A	Walk - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPB
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			9	Track			
			7	Grass			
			8	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0651	G0651	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851L	G0851L	Watercraft - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251A	Watercraft - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1251	G1251B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851M	G0851M	Recreational Boat - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
			.R	Refused			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0851N	G0851N	Other Means of Transportation - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0102	B0102	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0152	B0152	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0201	B0201	Commute - Work/School	1	To work	Num	8	COMUWHER
			2	To school			
			3	Both to work and to school			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0251	B0251A	Commute - Route	1	You go to work and to school on different days	Num	8	COMUROUT
			2	You go to work, then directly to school			
			3	You go to work, then home, then to school			
			4	You go to school, then directly to work			
			5	You go to school, then home, then to work			
			6	Something else			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0251	B0251B	Commute - Other Route	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
B0302	B0302A	Commute to Work - Personal Vehicle	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302B	Commute to Work - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302C	Commute to Work - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302D	Commute to Work - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302E	Commute to Work - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302F	Commute to Work - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302G	Commute to Work - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0302	B0302H	Commute to Work - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302I	Commute to Work - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302J	Commute to Work - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302K	Commute to Work - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302L	Commute to Work - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0302	B0302M	Commute to Work - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0370	B0370	Telecommute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0361	B0361	Telecommute - Frequency	1	Occasionally	Num	8	TELEFREQ
			2	On a regular basis or fixed schedule			
			3	Full time			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0362	B0362	Telecommute - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0365	B0365	Telework Center	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0366	B0366	Telework Center - Frequency	1	Occasionally	Num	8	TELEFREQ
			2	On a regular basis or fixed schedule			
			3	Full time			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0368	B0368	Telework Center - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2310	B2310	Com Airline - Most Recent Flight - When	1	Less than three months ago	Num	8	TRIPTIME
			2	More than three months ago but less than one year ago			
			3	More than one year ago			
			4	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			
.S	Appropriate skip						
B2320	B2320	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B2330	B2330	Com Airline - Most Recent Flight - Section	1	First class section	Num	8	TRIPTIME
			2	Business class section			
			3	Economy or coach section (also sometimes called the main cabin)			
			4	Some other section			
			5	There were no sections in the plane; all seats were in the same section			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2340	B2340	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SN1100	SN1100	Concern - Oil	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1110	SN1110	Concern - Terrorism - Air Traffic Control	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1120	SN1120	Concern - Terrorism - Travel by Air Outside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1130	SN1130	Concern - Terrorism - Travel by Air Inside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1240	SN1240	Satisfaction - Terrorism - Travel Inside the US	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1250	SN1250	Satisfaction - Illegal Immigration	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1260	SN1260	Satisfaction - Illegal Drugs	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
MNH0510	MNH0510	Driving	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
MNH0515	MNH0515	Driving at Night	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0520	MNH0520	Driving at Night - Glare - Oncoming Vehicle	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
MNH0540	MNH0540	Driving at Night - Glare - Vehicle Behind	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0560	MNH0560	Driving During the Day - Glare - Other Vehicles	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			
			3	Noticeable but acceptable			
			4	Disturbing			
			5	Caused crash or near miss			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0580	MNH0580	Crash	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0600	MNH0600	Near Miss	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0061	D0061	Registered Vehicles		_____	Num	8	BEST
			.D	Don't know			
			.R	Refused			
D0101	D0101	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0103	D0103	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of HH Members			Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0107	D0107	Disability - Contact Again	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0251	D0251	Nb of People 18+ in HH		_____ people	Num	8	BEST
			.D	Don't know			
			.R	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0401	D0401A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401E	Group - Native Hawaiian or other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401F	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401H	Group - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts of Science degree)			
			6	Graduate degree (Masters, PhD., Lawyer, Medical Doctor)			
			.D	Don't know			
			.R	Refused			
D0501	D0501	HH Income	1	Under \$15,000	Num	8	INCOME
			2	From \$15,000 to less than \$30,000			
			3	From \$30,000 to less than \$50,000			
			4	From \$50,000 to less than \$75,000			
			5	From \$75,000 to less than \$100,000			
			6	\$100,000 or more			
			.D	Don't know			
			.R	Refused			
D0900	D0900	Work	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0552	D0552	Additional Phone Lines - Number	0	None	Num	8	ADDPHONE
			1	One			
			2	Two			
			3	Three			
			4	Four or more			
			.D	Don't know			
			.R	Refused			
D0751	D0751	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
	BASEWGT	Base Weight			Num	8	BEST
	NR_FACT	Nonresponse Adjustment Factor			Num	8	BEST
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	BEST

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	BEST
	CEN_FACT	Census Population Adjustment Factor			Num	8	BEST
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	BEST
	FNLWGT	Final Weight			Num	8	BEST

OMNIBUS HOUSEHOLD SURVEY RESULTS

Marginal Frequency Distributions with Percentages and Standard Errors

Survey period: February 02, 2002 – February 11, 2002

Section G - General Transportation Core Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0103 During January, did you drive or ride in a personal vehicle?				
Yes	1,011	192,733,760	96.03	0.657
No	42	7,972,940	3.97	0.657
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		

G0851A How many days did you drive or ride?

Count	1,004	191,519,782		
Mean	26.282	26.229		
Standard deviation	7.461	0.277		
Minimum	1	1		
25th percentile	25	24		
Median	31	31		
75th percentile	31	31		
Maximum	31	31		

G2010 Considering all the costs associated with driving or riding in a personal vehicle, would you say it cost more or less in January than it did in December?

Cost less	414	81,927,946	44.13	1.822
Cost the same	321	60,319,876	32.49	1.702
Cost more	236	43,279,256	23.31	1.502
Did not drive or ride in a personal vehicle in December	1	113,155	0.06	0.061
Subtotal valid responses	972	185,640,233	100	
Don't know	39	7,093,527		
Refused	0	0		
Appropriate skip	42	7,972,940		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2020 In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a personal vehicle in January than in December?				
Less secure	58	12,202,785	6.45	0.974
Same	690	128,809,618	68.12	1.725
More secure	242	47,971,132	25.37	1.604
Did not drive or ride in a personal vehicle in December	1	113,155	0.06	0.060
Subtotal valid responses	991	189,096,690	100	
Don't know	19	3,444,993		
Refused	1	192,077		
Appropriate skip	42	7,972,940		
Total	1,053	200,706,700		

G2040 In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle in January than you did in December?				
Less safe	125	23,703,614	12.41	1.192
Same	591	112,096,710	58.67	1.782
More safe	285	55,165,396	28.87	1.646
Did not drive or ride in a personal vehicle in December	1	113,155	0.06	0.059
Subtotal valid responses	1,002	191,078,875	100	
Don't know	9	1,654,885		
Refused	0	0		
Appropriate skip	42	7,972,940		
Total	1,053	200,706,700		

G2060 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in January than in December?				
Less likely	134	26,962,981	14.19	1.337
Same	455	84,138,208	44.29	1.782
More likely	407	78,772,547	41.46	1.778
Did not drive or ride in a personal vehicle in December	1	113,155	0.06	0.060
Subtotal valid responses	997	189,986,891	100	
Don't know	13	2,559,102		
Refused	1	187,767		
Appropriate skip	42	7,972,940		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2080 In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a personal vehicle in January than it was in December?				
Less convenient	102	18,572,651	9.73	1.062
Same	483	88,476,825	46.33	1.788
More convenient	417	83,812,232	43.89	1.796
Did not drive or ride in a personal vehicle in December	1	113,155	0.06	0.059
Subtotal valid responses	1,003	190,974,863	100	
Don't know	7	1,702,319		
Refused	1	56,578		
Appropriate skip	42	7,972,940		
Total	1,053	200,706,700		
G0150 During January, did you drive or ride in an organized carpool or vanpool?				
Yes	42	8,937,803	4.45	0.787
No	1,011	191,768,897	95.55	0.787
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		
G0851B How many days did you drive or ride?				
Count	42	8,937,803		
Mean	8.667	10.785		
Standard deviation	7.739	2.010		
Minimum	1	1		
25th percentile	3	3		
Median	5	6		
75th percentile	10	20		
Maximum	31	31		
G0302 During January, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.				
Yes	135	25,898,394	12.91	1.163
No	917	174,633,679	87.09	1.163
Subtotal valid responses	1,052	200,532,073	100	
Don't know	1	174,627		
Refused	0	0		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0851C How many days did you use it?				
Count	133	25,558,887		
Mean	9.143	9.229		
Standard deviation	9.208	0.863		
Minimum	1	1		
25th percentile	2	2		
Median	5	5		
75th percentile	16	15		
Maximum	31	31		
G2110 Considering the cost of using public transit, would you say it cost more or less in January than it did in December?				
Cost less	17	2,434,070	9.68	2.574
Cost the same	91	17,930,991	71.27	4.540
Cost more	16	3,538,414	14.07	3.740
Did not use public transit in December	7	1,254,009	4.98	2.235
Subtotal valid responses	131	25,157,484	100	
Don't know	4	740,910		
Refused	0	0		
Appropriate skip	918	174,808,306		
Total	1,053	200,706,700		
G2120 In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in January than in December?				
Less secure	12	1,474,349	5.72	1.863
Same	67	13,051,303	50.66	4.914
More secure	48	9,980,590	38.74	4.835
Did not use public transit in December	7	1,254,009	4.87	2.184
Subtotal valid responses	134	25,760,251	100	
Don't know	0	0		
Refused	1	138,143		
Appropriate skip	918	174,808,306		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2140 In terms of safety from accidents, did you feel more safe or less safe using public transit in January than you did in December?				
Less safe	10	1,871,051	7.32	2.554
Same	72	13,896,843	54.33	4.895
More safe	45	8,554,903	33.45	4.580
Did not use public transit in December	7	1,254,009	4.90	2.200
Subtotal valid responses	134	25,576,806	100	
Don't know	1	321,588		
Refused	0	0		
Appropriate skip	918	174,808,306		
Total	1,053	200,706,700		

G2160 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in January than in December?				
Less likely	25	4,666,231	18.25	3.921
Same	57	10,301,756	40.28	4.740
More likely	44	9,351,743	36.57	4.844
Did not use public transit in December	7	1,254,009	4.90	2.200
Subtotal valid responses	133	25,573,739	100	
Don't know	2	324,655		
Refused	0	0		
Appropriate skip	918	174,808,306		
Total	1,053	200,706,700		

G2180 In terms of quality of service, would you say the quality of service you received using public transit in January was better or worse than in December?				
Worse	12	2,500,103	9.65	3.008
Same	69	13,187,918	50.92	4.897
Better	47	8,956,364	34.58	4.653
Did not use public transit in December	7	1,254,009	4.84	2.173
Subtotal valid responses	135	25,898,394	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	918	174,808,306		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0801 Is public transportation available in your area?				
Yes	574	113,337,968	66.04	1.678
No	327	58,272,761	33.96	1.678
Subtotal valid responses	901	171,610,729	100	
Don't know	17	3,197,577		
Refused	0	0		
Appropriate skip	135	25,898,394		
Total	1,053	200,706,700		

G0810A Please tell me the main reason you did not use public transit last month.				
Prefer my own vehicle	168	30,666,086	27.28	2.074
I am retired/not working/not in school	31	6,246,588	5.56	1.144
Need to make multiple stops to/from work/school	3	656,845	0.58	0.345
Don't understand/know routes and schedules	6	1,262,551	1.12	0.510
Not convenient (doesn't go where I need to)	252	51,088,399	45.45	2.392
Not flexible (doesn't go when I need to)	24	4,991,586	4.44	1.004
Takes too much time	24	4,893,006	4.35	1.027
Distance from home to stops is too great	12	2,227,095	1.98	0.596
Uncomfortable riding with strangers	0	0	0.00	0.000
Costs too much	9	1,854,943	1.65	0.567
Unreliable	1	138,143	0.12	0.123
Unsafe	8	1,871,513	1.67	0.695
Health/disability/physical limitations	11	2,209,493	1.97	0.649
Other	21	4,289,594	3.82	0.994
Subtotal valid responses	570	112,395,842	100	
Don't know	3	673,306		
Refused	1	268,821		
Appropriate skip	479	87,368,731		
Total	1,053	200,706,700		

G0201 During January, did you ride on a city-to-city bus, such as Greyhound?				
Yes	11	2,460,325	1.23	0.403
No	1,042	198,246,375	98.77	0.403
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0851D How many days did you ride on it?				
Count	11	2,460,325		
Mean	3.455	4.742		
Standard deviation	5.520	2.716		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	2	2		
Maximum	20	20		
G0902B And of these days, how many were for business or work?				
Count	11	2,460,325		
Mean	2.727	4.181		
Standard deviation	5.815	2.802		
Minimum	0	0		
25th percentile	0	0		
Median	1	1		
75th percentile	2	2		
Maximum	20	20		
G0251 During January, did you ride on a city-to-city train, such as AMTRAK?				
Yes	18	3,579,026	1.78	0.463
No	1,035	197,127,674	98.22	0.463
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		
G0851E How many days did you ride on it?				
Count	18	3,579,026		
Mean	1.667	1.559		
Standard deviation	0.970	0.248		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	4	4		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0902C And of these days, how many were for business or work?				
Count	18	3,579,026		
Mean	0.611	0.569		
Standard deviation	1.335	0.327		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	0		
Maximum	4	4		
G0880 In your area, do you have long distance city-to-city train service such as AMTRAK?				
Yes	522	102,365,229	54.88	1.725
No	463	84,176,601	45.12	1.725
Subtotal valid responses	985	186,541,830	100	
Don't know	50	10,585,844		
Refused	0	0		
Appropriate skip	18	3,579,026		
Total	1,053	200,706,700		
G0882 Is long distance HIGH SPEED city-to-city train service such as AMTRAK's Acela train service available in your area?				
Yes	248	48,046,157	54.87	2.643
No	202	39,519,531	45.13	2.643
Subtotal valid responses	450	87,565,688	100	
Don't know	90	18,378,567		
Refused	0	0		
Appropriate skip	513	94,762,445		
Total	1,053	200,706,700		
G0827 Have you ever used AMTRAK's HIGH SPEED Acela train service?				
Yes	60	12,328,371	25.85	3.245
No	185	35,363,672	74.15	3.245
Subtotal valid responses	245	47,692,043	100	
Don't know	3	354,114		
Refused	0	0		
Appropriate skip	805	152,660,543		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0831A What is the main reason you have not used AMTRAK's HIGH SPEED Acela train service?				
Cost	8	1,330,054	3.81	1.438
Does not go where I want to go	20	3,746,093	10.74	2.515
Schedule not convenient	15	2,989,726	8.57	2.406
Takes too long	2	208,242	0.60	0.428
Prefer to drive	44	9,360,756	26.84	3.804
Prefer to fly	14	2,718,484	7.80	2.526
Do not travel	50	8,776,810	25.17	3.507
Other	29	5,742,482	16.47	3.182
Subtotal valid responses	182	34,872,647	100	
Don't know	5	648,848		
Refused	1	196,292		
Appropriate skip	865	164,988,913		
Total	1,053	200,706,700		

G0350 During January, did you fly on a commercial airline?				
Yes	111	19,801,227	9.87	1.013
No	942	180,905,473	90.13	1.013
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		

G0851F How many days did you fly on a commercial airline?				
Count	111	19,801,227		
Mean	2.793	2.621		
Standard deviation	2.569	0.193		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	3		
Maximum	21	21		

G0902D And of these days, how many were for business or work?				
Count	111	19,801,227		
Mean	1.604	1.384		
Standard deviation	2.883	0.233		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	21	21		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2210 Considering the cost of flying on a commercial airline, would you say it cost more or less in January than it did the last time you flew?				
Cost less	41	8,011,541	43.30	5.561
Cost the same	26	4,402,756	23.79	4.554
Cost more	35	6,088,925	32.91	5.338
Have never flown before	0	0	0.00	0.000
Subtotal valid responses	102	18,503,222	100	
Don't know	9	1,298,005		
Refused	0	0		
Appropriate skip	942	180,905,473		
Total	1,053	200,706,700		

G2220 In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial airline in January than you did the last time you flew?				
Less secure	17	3,207,863	16.29	4.464
Same	28	4,918,937	24.99	4.557
More secure	65	11,560,416	58.72	5.388
Have never flown before	0	0	0.00	0.000
Subtotal valid responses	110	19,687,216	100	
Don't know	1	114,011		
Refused	0	0		
Appropriate skip	942	180,905,473		
Total	1,053	200,706,700		

G2240 In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in January than you did the last time you flew?				
Less safe	8	1,753,733	8.86	3.768
Same	55	9,192,367	46.42	5.312
More safe	48	8,855,127	44.72	5.358
Have never flown before	0	0	0.00	0.000
Subtotal valid responses	111	19,801,227	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	942	180,905,473		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G2260 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in January than the last time you flew?				
Less likely	51	9,342,277	47.18	5.383
Same	20	2,896,620	14.63	3.456
More likely	40	7,562,330	38.19	5.223
Have never flown before	0	0	0.00	0.000
Subtotal valid responses	111	19,801,227	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	942	180,905,473		
Total	1,053	200,706,700		

G2280 In terms of quality of service, would you say the quality of service you received flying on a commercial airline in January was better or worse than the last time you flew?				
Worse	21	3,629,157	18.33	4.242
Same	41	6,836,645	34.53	5.076
Better	49	9,335,425	47.15	5.365
Have never flown before	0	0	0.00	0.000
Subtotal valid responses	111	19,801,227	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	942	180,905,473		
Total	1,053	200,706,700		

G0401 During January, did you fly on a charter, private, or corporate airplane or helicopter?				
Yes	20	3,132,375	1.56	0.406
No	1,033	197,574,325	98.44	0.406
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		

G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?				
Count	20	3,132,375		
Mean	2.500	2.215		
Standard deviation	1.850	0.280		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	9	9		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0902E And of these days, how many were for business or work?				
Count	20	3,132,375		
Mean	1.750	1.685		
Standard deviation	2.221	0.340		
Minimum	0	0		
25th percentile	0	0		
Median	1	2		
75th percentile	3	2		
Maximum	9	9		
G0452 During January, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle (such as a moped) or an ATV?				
Yes	57	10,886,581	5.42	0.808
No	996	189,820,119	94.58	0.808
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		
G0851H How many days did you drive or ride on one of these vehicles?				
Count	57	10,886,581		
Mean	4.842	4.802		
Standard deviation	5.525	0.781		
Minimum	1	1		
25th percentile	2	2		
Median	3	3		
75th percentile	5	6		
Maximum	31	31		
G0501 During January, did you ride a bicycle? Please do not include stationary bicycles.				
Yes	112	24,305,609	12.12	1.215
No	940	176,304,211	87.88	1.215
Subtotal valid responses	1,052	200,609,820	100	
Don't know	1	96,880		
Refused	0	0		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0851I How many days did you ride your bicycle?				
Count	112	24,305,609		
Mean	5.982	6.172		
Standard deviation	6.562	0.661		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	6.5	8		
Maximum	31	31		
G0952A Primarily for what purpose did you use it?				
Commuting to work or school	6	1,718,172	7.07	3.073
Recreation	61	13,401,546	55.14	5.411
Exercise/for my health	32	6,509,839	26.78	4.619
Personal errands (to the store, post office, and so on)	10	1,950,314	8.02	2.911
Required for my job	1	355,450	1.46	1.452
Some other purpose	2	370,288	1.52	1.200
Subtotal valid responses	112	24,305,609	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	176,401,091		
Total	1,053	200,706,700		
G1001C And on a typical day that you rode your bicycle, about how much time did you spend bicycling?				
Count	112	24,305,609		
Mean	1.005	1.042		
Standard deviation	0.813	0.091		
Minimum	0.017	0.017		
25th percentile	0.5	0.5		
Median	0.75	1		
75th percentile	1	1.5		
Maximum	4	4		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1051A Did you bicycle mostly on:				
Paved roads, not on shoulder	46	9,170,247	37.73	5.152
Shoulders of paved roads	15	3,142,867	12.93	3.356
Bike lanes on roads	7	2,175,747	8.95	3.658
Sidewalks	9	1,823,283	7.50	2.699
Bike paths, walking paths or trails	28	6,608,813	27.19	5.126
Unpaved roads (for example dirt, gravel, sand)	7	1,384,652	5.70	2.304
Grass	0	0	0.00	0.000
Other	0	0	0.00	0.000
Subtotal valid responses	112	24,305,609	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	941	176,401,091		
Total	1,053	200,706,700		

G0551 During January, did you walk, run, or jog at least one time outside for 10 minutes or more?				
Yes	711	137,438,167	68.53	1.620
No	341	63,104,830	31.47	1.620
Subtotal valid responses	1,052	200,542,997	100	
Don't know	1	163,703		
Refused	0	0		
Total	1,053	200,706,700		

G0851J How many days did you walk, run or jog?				
Count	700	135,854,255		
Mean	12.999	12.935		
Standard deviation	9.688	0.408		
Minimum	1	1		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	31	31		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1102A Primarily for what purpose did you walk, run, or jog?				
Commuting to work or school	24	6,177,575	4.50	1.036
Recreation	128	23,989,932	17.48	1.623
Exercise/for my health	405	76,754,561	55.91	2.132
Personal errands (to the store, post office, walking the dog, and so on)	113	23,626,747	17.21	1.668
Required for my job	33	5,592,671	4.07	0.769
Some other purpose	7	1,135,610	0.83	0.354
Subtotal valid responses	710	137,277,096	100	
Don't know	1	161,070		
Refused	0	0		
Appropriate skip	342	63,268,534		
Total	1,053	200,706,700		

G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?

Count	704	136,204,997
Mean	0.870	0.841
Standard deviation	1.280	0.044
Minimum	0.167	0.167
25th percentile	0.333	0.333
Median	0.5	0.5
75th percentile	1	1
Maximum	12	12

G1202A Did you walk, run, or jog mostly on:

Paved roads, not on shoulder	181	34,410,043	25.10	1.858
Shoulders of paved roads	71	12,932,269	9.43	1.224
Bike lanes on roads	1	77,680	0.06	0.057
Sidewalks	292	59,885,466	43.68	2.104
Bike paths, walking paths or trails	77	15,319,590	11.17	1.376
Unpaved roads (for example dirt, gravel, sand)	47	7,902,883	5.76	0.878
Track	20	3,329,194	2.43	0.590
Grass	18	2,737,289	2.00	0.520
Other	3	519,094	0.38	0.221
Subtotal valid responses	710	137,113,508	100	
Don't know	1	324,658		
Refused	0	0		
Appropriate skip	342	63,268,534		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0555 During January, did you ride as a passenger on a cruise ship?				
Yes	7	1,174,790	0.59	0.232
No	1,046	199,531,910	99.41	0.232
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		

G0601 During January, did you ride on a commercial boat, ship or ferry?				
Yes	18	2,691,545	1.34	0.335
No	1,035	198,015,155	98.66	0.335
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		

G0851K How many days did you ride on a commercial boat, ship, ferry?				
Count	18	2,691,545		
Mean	1.333	1.336		
Standard deviation	0.970	0.264		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	5	5		

G0651 During January, did you operate or ride on a personal watercraft such as a jetski or skidoo?				
Yes	4	496,878	0.25	0.137
No	1,049	200,209,822	99.75	0.137
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		

G0851L How many days did you operate or ride on a personal watercraft?				
Count	4	496,878		
Mean	2.000	2.443		
Standard deviation	1.414	0.765		
Minimum	1	1		
25th percentile	1	1		
Median	1.5	2		
75th percentile	3	4		
Maximum	4	4		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1251C In total, about how much time did you spend using personal watercraft last month?				
Count	4	496,878		
Mean	2.250	2.692		
Standard deviation	1.893	1.121		
Minimum	1	1		
25th percentile	1	1		
Median	1.5	1		
75th percentile	3.5	5		
Maximum	5	5		
G0701 During January, did you operate or ride in a recreational boat such as a sailboat, motorboat, or yacht?				
Yes	30	5,344,518	2.66	0.574
No	1,023	195,362,182	97.34	0.574
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		
G0851M How many days did you operate or ride in a recreational boat?				
Count	30	5,344,518		
Mean	2.567	2.818		
Standard deviation	2.700	0.593		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	15	15		
G1258C In total, about how much time did you spend using a recreational boat last month?				
Count	30	5,344,518		
Mean	11.244	13.336		
Standard deviation	11.745	3.270		
Minimum	0.333	0.333		
25th percentile	4	4		
Median	8	10		
75th percentile	14	16		
Maximum	50	50		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0750 During January, did you use any other means of transportation? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.				
Yes	146	27,529,381	13.72	1.223
No	907	173,177,319	86.28	1.223
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		
G0851N How many days did you use other means of transportation?				
Count	146	27,529,381		
Mean	4.027	3.796		
Standard deviation	4.881	0.399		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		
Maximum	31	31		

Section B - BTS Topical Transportation Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0102 Last month did you commute, that is, travel routinely from home to work or to attend school?				
Yes	676	129,567,659	64.56	1.678
No	377	71,139,041	35.44	1.678
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		
B0152 Altogether, about how many days did you commute last month?				
29-31 days/month	84	17,918,021	14.01	1.655
22-28 days/month	189	35,946,102	28.11	1.988
15-21 days/month	340	63,380,728	49.56	2.213
8-14 days/month	41	7,610,390	5.95	0.983
1-7 days/month	13	3,040,655	2.38	0.785
Subtotal valid responses	667	127,895,896	100	
Don't know	9	1,671,763		
Refused	0	0		
Appropriate skip	377	71,139,041		
Total	1,053	200,706,700		
B0201 Did you commute from home to work, to school, or both?				
To work	566	103,350,939	79.82	1.956
To school	31	7,147,743	5.52	1.086
Both to work and to school	78	18,979,966	14.66	1.766
Subtotal valid responses	675	129,478,648	100	
Don't know	1	89,011		
Refused	0	0		
Appropriate skip	377	71,139,041		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0251A Which statement best describes your most frequent commuting pattern:				
You go to work and to school on different days	14	3,575,722	18.84	5.131
You go to work, then directly to school	15	3,268,867	17.22	4.828
You go to work, then home, then to school	10	3,137,814	16.53	5.621
You go to school, then directly to work	19	3,413,774	17.99	4.275
You go to school, then home, then to work	13	4,185,370	22.05	5.963
Something else	7	1,398,419	7.37	3.023
Subtotal valid responses	78	18,979,966	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	975	181,726,734		
Total	1,053	200,706,700		

B0302 To get to work on a typical day last month, what were all the types of transportation you used? Anything else?

B0302A Personal vehicle

Yes	608	116,171,089	94.96	0.976
No	36	6,159,816	5.04	0.976
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		

B0302B Organized carpool or vanpool

Yes	9	1,737,443	1.42	0.542
No	635	120,593,462	98.58	0.542
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		

B0302C City-to-city bus

Yes	2	436,937	0.36	0.256
No	642	121,893,968	99.64	0.256
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0302D City-to-city train				
Yes	0	0	0.00	0.000
No	644	122,330,905	100.00	0.000
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		
B0302E Public transit within city or metropolitan area				
Yes	44	8,193,884	6.70	1.092
No	600	114,137,021	93.30	1.092
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		
B0302F Commercial airplane				
Yes	1	80,397	0.07	0.066
No	643	122,250,508	99.93	0.066
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		
B0302G Charter, private or corporate airplane				
Yes	0	0	0.00	0.000
No	644	122,330,905	100.00	0.000
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0302H Motorcycle, including motorized scooter or motorized bicycle				
Yes	0	0	0.00	0.000
No	644	122,330,905	100.00	0.000
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		
B0302I Bicycle				
Yes	5	1,446,918	1.18	0.579
No	639	120,883,987	98.82	0.579
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		
B0302J Walking, running, or jogging				
Yes	27	4,991,472	4.08	0.921
No	617	117,339,433	95.92	0.921
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		
B0302K Commercial boat, ship or ferry				
Yes	0	0	0.00	0.000
No	644	122,330,905	100.00	0.000
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0302L Other				
Yes	13	3,070,831	2.51	0.810
No	631	119,260,074	97.49	0.810
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		

B0310 Did you work at the same location on most days?				
Yes	586	111,571,748	91.20	1.234
No	58	10,759,157	8.80	1.234
Subtotal valid responses	644	122,330,905	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	409	78,375,795		
Total	1,053	200,706,700		

B0315 Did you work at more than one location on a typical day?				
Yes	43	7,194,411	66.87	7.132
No	15	3,564,745	33.13	7.132
Subtotal valid responses	58	10,759,156	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	189,947,544		
Total	1,053	200,706,700		

B0320C On a typical day, how much time did you spend traveling from worksite to worksite?				
Count	43	7,194,411		
Mean	1.612	1.543		
Standard deviation	1.732	0.263		
Minimum	0.167	0.167		
25th percentile	0.5	0.5		
Median	1	1		
75th percentile	2	2		
Maximum	7	7		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?				
Count	599	114,951,162		
Mean	0.405	0.412		
Standard deviation	0.382	0.019		
Minimum	0.017	0.017		
25th percentile	0.167	0.167		
Median	0.333	0.333		
75th percentile	0.5	0.5		
Maximum	5	5		
B0370 Do you ever telecommute? That is, do you ever work at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend or self-employed persons who work at home.)				
Yes	87	14,231,410	7.09	0.854
No	965	186,368,465	92.91	0.854
Subtotal valid responses	1,052	200,599,875	100	
Don't know	1	106,825		
Refused	0	0		
Appropriate skip	0	0		
Total	1,053	200,706,700		
B0361 Do you telecommute occasionally, on a regular basis or fixed schedule, or full time?				
Occasionally	61	10,840,774	76.55	4.990
On a regular basis or fixed schedule	17	2,488,395	17.57	4.622
Full time	8	832,105	5.88	2.251
Subtotal valid responses	86	14,161,274	100	
Don't know	1	70,136		
Refused	0	0		
Appropriate skip	966	186,475,290		
Total	1,053	200,706,700		
B0362 About how many days did you telecommute in the past month?				
Count	87	14,231,410		
Mean	8.621	6.935		
Standard deviation	9.518	0.892		
Minimum	0	0		
25th percentile	2	2		
Median	4	4		
75th percentile	15	8		
Maximum	31	31		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0365 Do you ever work at a telework center or satellite office? That is, do you ever work at an office other than your regular office TO REDUCE YOUR COMMUTE?				
Yes	24	3,992,251	3.16	0.723
No	643	122,390,779	96.84	0.723
Subtotal valid responses	667	126,383,030	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	386	74,323,670		
Total	1,053	200,706,700		
B0366 How often do you work at a telework center or satellite office? Would you say				
Occasionally	11	1,678,679	42.05	11.351
On a regular basis or fixed schedule	10	1,814,640	45.45	11.616
Full time	3	498,932	12.50	8.439
Subtotal valid responses	24	3,992,251	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,029	196,714,449		
Total	1,053	200,706,700		
B0368 About how many days did you work at a telework center or satellite office in the past month?				
Count	24	3,992,251		
Mean	8.292	9.514		
Standard deviation	7.584	2.382		
Minimum	0	0		
25th percentile	3.5	3		
Median	5	5		
75th percentile	12	15		
Maximum	31	31		
B2310 How long ago was your most recent commercial airline flight?				
Less than three months ago	73	13,460,031	7.44	0.967
More than three months ago but less than one year ago	233	43,962,071	24.30	1.578
More than one year ago	492	95,490,597	52.78	1.859
Have never flown on a commercial airline	144	27,992,774	15.47	1.367
Subtotal valid responses	942	180,905,473	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	111	19,801,227		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2320 Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or job related?				
Yes, business/job related	115	19,302,008	25.00	2.363
No	302	57,921,320	75.00	2.363
Subtotal valid responses	417	77,223,328	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	636	123,483,372		
Total	1,053	200,706,700		

B2330 Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in which of the following sections was your seat located				
First class section	22	4,077,345	5.30	1.240
Business class section	27	4,645,500	6.04	1.255
Economy or coach section (also sometimes called the main cabin)	316	59,910,143	77.90	2.201
Some other section	2	220,148	0.29	0.220
There were no sections in the plane; all seats were in the same section	48	8,050,467	10.47	1.552
Subtotal valid responses	415	76,903,603	100	
Don't know	2	319,725		
Refused	0	0		
Appropriate skip	636	123,483,372		
Total	1,053	200,706,700		

B2340 Did the price you paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?				
Yes	254	47,407,102	67.61	2.817
No	117	22,714,467	32.39	2.817
Subtotal valid responses	371	70,121,569	100	
Don't know	45	6,895,184		
Refused	1	206,575		
Appropriate skip	636	123,483,372		
Total	1,053	200,706,700		

Section SN - Strategic Goal Section

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SN1100 Are you very concerned, somewhat concerned, or not at all concerned U.S. dependence on oil from the Middle East?				
Very concerned	397	71,924,901	36.62	1.684
Somewhat concerned	461	88,871,558	45.25	1.770
Not at all concerned	171	35,623,344	18.14	1.453
Subtotal valid responses	1,029	196,419,803	100	
Don't know	24	4,286,897		
Refused	0	0		
Total	1,053	200,706,700		

SN1110 Are you very concerned, somewhat concerned, or not at all concerned about keeping computerized systems like air traffic control secure from terrorism?				
Very concerned	674	125,592,337	63.44	1.718
Somewhat concerned	278	54,512,929	27.54	1.589
Not at all concerned	84	17,855,366	9.02	1.097
Subtotal valid responses	1,036	197,960,632	100	
Don't know	15	2,560,736		
Refused	2	185,332		
Total	1,053	200,706,700		

SN1120 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air outside the U.S.?				
Very concerned	654	123,596,755	62.22	1.709
Somewhat concerned	323	62,401,543	31.41	1.645
Not at all concerned	62	12,656,985	6.37	0.924
Subtotal valid responses	1,039	198,655,283	100	
Don't know	11	1,595,808		
Refused	3	455,609		
Total	1,053	200,706,700		

SN1130 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air inside the U.S.?				
Very concerned	551	106,198,465	53.23	1.749
Somewhat concerned	401	73,619,504	36.90	1.685
Not at all concerned	93	19,675,061	9.86	1.154
Subtotal valid responses	1,045	199,493,030	100	
Don't know	7	1,127,239		
Refused	1	86,431		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SN1140 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?				
Very concerned	355	68,473,074	34.31	1.657
Somewhat concerned	449	84,082,103	42.13	1.728
Not at all concerned	240	47,031,364	23.56	1.546
Subtotal valid responses	1,044	199,586,541	100	
Don't know	9	1,120,159		
Refused	0	0		
Total	1,053	200,706,700		
SN1150 Are you very concerned, somewhat concerned, or not at all concerned about illegal immigration across U.S. borders?				
Very concerned	556	103,713,945	52.31	1.765
Somewhat concerned	363	67,798,796	34.20	1.651
Not at all concerned	123	26,747,181	13.49	1.343
Subtotal valid responses	1,042	198,259,922	100	
Don't know	8	1,489,138		
Refused	3	957,640		
Total	1,053	200,706,700		
SN1160 Are you very concerned, somewhat concerned, or not at all concerned about the transport of illegal drugs across U.S. borders?				
Very concerned	779	144,850,120	73.12	1.619
Somewhat concerned	200	37,664,090	19.01	1.368
Not at all concerned	64	15,585,699	7.87	1.135
Subtotal valid responses	1,043	198,099,909	100	
Don't know	9	2,233,167		
Refused	1	373,624		
Total	1,053	200,706,700		
SN1200 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address U.S. dependence on oil from the Middle East?				
Very satisfied	150	29,099,797	15.68	1.337
Somewhat satisfied	582	111,978,068	60.35	1.777
Not at all satisfied	242	44,467,704	23.97	1.525
Subtotal valid responses	974	185,545,569	100	
Don't know	75	14,314,390		
Refused	4	846,741		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SN1210 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address keeping computerized systems like air traffic control secure from terrorism?				
Very satisfied	266	53,296,660	29.29	1.718
Somewhat satisfied	576	109,733,254	60.30	1.821
Not at all satisfied	106	18,955,655	10.42	1.091
Subtotal valid responses	948	181,985,569	100	
Don't know	101	17,852,976		
Refused	4	868,155		
Total	1,053	200,706,700		
SN1220 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air outside the U.S.?				
Very satisfied	286	57,208,707	31.04	1.720
Somewhat satisfied	571	106,882,753	57.99	1.820
Not at all satisfied	107	20,222,548	10.97	1.145
Subtotal valid responses	964	184,314,008	100	
Don't know	82	15,022,760		
Refused	7	1,369,932		
Total	1,053	200,706,700		
SN1230 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air inside the U.S.?				
Very satisfied	417	83,026,727	42.20	1.762
Somewhat satisfied	510	93,154,643	47.35	1.768
Not at all satisfied	103	20,569,357	10.45	1.131
Subtotal valid responses	1,030	196,750,727	100	
Don't know	21	3,512,084		
Refused	2	443,889		
Total	1,053	200,706,700		
SN1240 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?				
Very satisfied	302	60,854,158	32.69	1.745
Somewhat satisfied	548	102,480,243	55.05	1.816
Not at all satisfied	122	22,808,689	12.25	1.213
Subtotal valid responses	972	186,143,090	100	
Don't know	75	13,488,231		
Refused	6	1,075,379		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SN1250 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address Illegal immigration across U.S. borders?				
Very satisfied	162	31,845,951	16.89	1.380
Somewhat satisfied	471	90,370,815	47.92	1.806
Not at all satisfied	364	66,358,248	35.19	1.721
Subtotal valid responses	997	188,575,014	100	
Don't know	51	11,136,330		
Refused	5	995,356		
Total	1,053	200,706,700		

SN1260 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the transport of illegal drugs across U.S. borders?				
Very satisfied	171	36,129,044	19.03	1.498
Somewhat satisfied	467	88,074,667	46.38	1.783
Not at all satisfied	367	65,686,053	34.59	1.678
Subtotal valid responses	1,005	189,889,764	100	
Don't know	44	9,827,406		
Refused	4	989,530		
Total	1,053	200,706,700		

Section M - Operating Administration Modal Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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MNH0510 Have you driven a vehicle in the last twelve months?

Yes	964	181,736,628	90.62	1.089
No	88	18,801,179	9.38	1.089
Subtotal valid responses	1,052	200,537,807	100	
Don't know	1	168,893		
Refused	0	0		
Total	1,053	200,706,700		

MNH0515 Do you drive at night?

Yes	875	164,277,806	90.39	1.078
No	89	17,458,822	9.61	1.078
Subtotal valid responses	964	181,736,628	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	89	18,970,072		
Total	1,053	200,706,700		

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

Not noticeable - none	44	7,490,582	4.58	0.741
Barely noticeable	52	10,004,177	6.12	0.978
Noticeable but acceptable	466	88,829,345	54.35	1.929
Disturbing	297	54,729,211	33.49	1.808
Caused crash or near miss	10	2,376,833	1.45	0.488
Subtotal valid responses	869	163,430,148	100	
Don't know	5	752,356		
Refused	1	95,302		
Appropriate skip	178	36,428,894		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0540 In the last 12 months, while driving at night, has the glare from the headlights of a vehicle behind you been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?				
Not noticeable - none	64	11,706,672	7.14	0.979
Barely noticeable	86	15,512,814	9.46	1.109
Noticeable but acceptable	465	88,201,056	53.80	1.916
Disturbing	255	48,287,478	29.45	1.756
Caused crash or near miss	2	230,889	0.14	0.103
Subtotal valid responses	872	163,938,909	100	
Don't know	3	338,897		
Refused	0	0		
Appropriate skip	178	36,428,894		
Total	1,053	200,706,700		

MNH0560 In the last 12 months, while driving during the day, has the glare from the daytime running lights on other vehicles been not noticeable, barely noticeable, noticeable but acceptable, disturbing, or did it cause a crash or near miss?				
Not noticeable - none	339	65,155,621	35.97	1.762
Barely noticeable	212	38,218,207	21.10	1.449
Noticeable but acceptable	373	70,454,087	38.90	1.796
Disturbing	36	7,163,551	3.95	0.721
Caused crash or near miss	1	142,035	0.08	0.078
Subtotal valid responses	961	181,133,501	100	
Don't know	3	603,127		
Refused	0	0		
Appropriate skip	89	18,970,072		
Total	1,053	200,706,700		

MNH0580 In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?				
Yes	77	17,764,622	9.80	1.234
No	886	163,469,192	90.20	1.234
Subtotal valid responses	963	181,233,814	100	
Don't know	1	502,814		
Refused	0	0		
Appropriate skip	89	18,970,072		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0600 In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?				
Yes	227	44,627,835	24.72	1.628
No	732	135,882,578	75.28	1.628
Subtotal valid responses	959	180,510,413	100	
Don't know	3	821,695		
Refused	2	404,520		
Appropriate skip	89	18,970,072		
Total	1,053	200,706,700		

Section D - Demographic Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0061 How many registered road vehicles are available for regular use by members of your household?				
Count	1,051	200,110,295		
Mean	2.004	2.121		
Standard deviation	1.188	0.042		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	10	10		
D0101 Do you have any kind of disability or health impairment?				
Yes	98	19,044,545	9.53	1.077
No	950	180,691,285	90.47	1.077
Subtotal valid responses	1,048	199,735,830	100	
Don't know	2	423,374		
Refused	3	547,496		
Total	1,053	200,706,700		
D0103 Does anyone else currently living there, including children, have any kind of disability or health impairment?				
Yes	72	16,772,794	8.40	1.047
No	978	182,920,434	91.60	1.047
Subtotal valid responses	1,050	199,693,228	100	
Don't know	0	0		
Refused	3	1,013,472		
Total	1,053	200,706,700		
D0105 How many other people (beside yourself)?				
Count	71	16,690,254		
Mean	1.197	1.174		
Standard deviation	0.551	0.064		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	4	4		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0106 Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?				
Yes	4	892,943	2.92	1.534
No	148	29,693,473	97.08	1.534
Subtotal valid responses	152	30,586,416	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	901	170,120,284		
Total	1,053	200,706,700		

D0107 We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?				
Yes	117	24,654,587	81.45	3.258
No	32	5,613,584	18.55	3.258
Subtotal valid responses	149	30,268,171	100	
Don't know	3	318,245		
Refused	0	0		
Appropriate skip	901	170,120,284		
Total	1,053	200,706,700		

D0251 How many people aged 18 or older live in your household, including yourself?				
Count	1,043	198,019,741		
Mean	1.968	2.276		
Standard deviation	0.835	0.042		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	8	8		

D0300 Please stop me when I reach the category that includes your age:				
18 to 24 years	86	26,543,709	13.40	1.486
25 to 34	177	36,754,062	18.55	1.378
35 to 44	258	44,400,025	22.41	1.420
45 to 54	228	37,900,091	19.13	1.311
55 to 64	142	23,410,191	11.82	1.052
65 to 74	93	18,340,954	9.26	0.978
75 or older	60	10,760,571	5.43	0.746
Subtotal valid responses	1,044	198,109,603	100	
Don't know	0	0		
Refused	9	2,597,097		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0350 Are you male or female?				
Male	487	94,400,996	47.03	1.761
Female	566	106,305,704	52.97	1.761
Subtotal valid responses	1,053	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,053	200,706,700		
D0401 Is the racial or ethnic group that best describes you...				
D0401A American Indian or Alaska Native				
Yes	30	3,455,082	1.78	0.360
No	998	190,474,075	98.22	0.360
Subtotal valid responses	1,028	193,929,157	100	
Don't know	1	321,588		
Refused	24	6,455,955		
Total	1,053	200,706,700		
D0401B Asian				
Yes	32	4,190,079	2.16	0.440
No	996	189,739,078	97.84	0.440
Subtotal valid responses	1,028	193,929,157	100	
Don't know	1	321,588		
Refused	24	6,455,955		
Total	1,053	200,706,700		
D0401C Black or African-American				
Yes	94	22,206,496	11.45	1.216
No	934	171,722,661	88.55	1.216
Subtotal valid responses	1,028	193,929,157	100	
Don't know	1	321,588		
Refused	24	6,455,955		
Total	1,053	200,706,700		
D0401D Hispanic or Latino				
Yes	78	20,028,437	10.33	1.213
No	950	173,900,720	89.67	1.213
Subtotal valid responses	1,028	193,929,157	100	
Don't know	1	321,588		
Refused	24	6,455,955		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0401E Native Hawaiian or other Pacific Islander				
Yes	5	746,130	0.38	0.190
No	1,023	193,183,027	99.62	0.190
Subtotal valid responses	1,028	193,929,157	100	
Don't know	1	321,588		
Refused	24	6,455,955		
Total	1,053	200,706,700		
D0401F White				
Yes	795	145,082,343	74.81	1.609
No	233	48,846,814	25.19	1.609
Subtotal valid responses	1,028	193,929,157	100	
Don't know	1	321,588		
Refused	24	6,455,955		
Total	1,053	200,706,700		
D0401G Other				
Yes	10	932,672	0.48	0.174
No	1,018	192,996,485	99.52	0.174
Subtotal valid responses	1,028	193,929,157	100	
Don't know	1	321,588		
Refused	24	6,455,955		
Total	1,053	200,706,700		
D0450 What is the highest level of education you have completed?				
Less than high school graduate	75	15,383,905	7.77	0.974
High school graduate (or GED)	315	61,875,920	31.23	1.666
Some college (or technical vocational school/professional business school)	177	32,967,432	16.64	1.297
Two-year college degree (AA: Associate in Arts)	134	27,400,493	13.83	1.266
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	191	33,895,746	17.11	1.271
Graduate degree (Masters, PhD., Lawyer, Medical Doctor)	151	26,580,390	13.42	1.149
Subtotal valid responses	1,043	198,103,886	100	
Don't know	0	0		
Refused	10	2,602,814		
Total	1,053	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0501 Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:				
Under \$15,000	90	15,301,196	9.13	1.117
From \$15,000 to less than \$30,000	146	27,646,342	16.50	1.430
From \$30,000 to less than \$50,000	230	44,658,700	26.65	1.705
From \$50,000 to less than \$75,000	203	40,295,349	24.04	1.655
From \$75,000 to less than \$100,000	103	19,137,971	11.42	1.211
\$100,000 or more	118	20,552,998	12.26	1.175
Subtotal valid responses	890	167,592,556	100	
Don't know	35	8,556,686		
Refused	128	24,557,458		
Total	1,053	200,706,700		

D0900 Last month, did you do any work for pay or profit?				
Yes	654	122,890,216	62.32	1.697
No	384	74,299,025	37.68	1.697
Subtotal valid responses	1,038	197,189,241	100	
Don't know	3	759,136		
Refused	12	2,758,323		
Total	1,053	200,706,700		

D0552 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.				
None	892	181,612,825	91.44	0.789
One	124	14,209,265	7.15	0.714
Two	19	1,406,473	0.71	0.183
Three	7	812,141	0.41	0.195
Four or more	2	564,106	0.28	0.217
Subtotal valid responses	1,044	198,604,810	100	
Don't know	0	0		
Refused	9	2,101,890		
Total	1,053	200,706,700		

D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?				
Household use only	95	11,720,267	69.34	3.998
Business use only	32	2,683,899	15.88	2.917
Both household and business use	24	2,499,075	14.78	3.118
Subtotal valid responses	151	16,903,241	100	
Don't know	0	0		
Refused	1	88,745		
Appropriate skip	901	183,714,714		
Total	1,053	200,706,700		