

# Household Survey Results

## July 2001



# **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**

<b>REGION</b>	<b>DIVISION</b>	<b>STATES</b>
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*.<sup>1</sup>

---

<sup>1</sup> 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:

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

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

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

## **Adjustment for Number of Eligible Household Members**

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

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

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.<sup>2</sup> 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,<sup>3</sup> 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.

---

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

<sup>3</sup> 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  $k^{\text{th}}$  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.<sup>4</sup> 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.<sup>5</sup>

## 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.

---

<sup>4</sup> 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.

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

---

## **4. DATA COLLECTION METHODOLOGY**

---

### **Expert Panel Review**

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

### **Cognitive Interviews**

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

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

### **Interview Procedures**

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

#### **Pre-Testing**

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

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

#### **Interviewer Training**

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

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

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

## **I. ORIENTATION**

Introduction to M. Davis and Company, Inc.

Welcome

MDAC Way

Organizational Chart

Your Job Description/Responsibilities

Policies and Procedures

## **II. TRAINING**

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

### A. Introduction to the Marketing and Opinion Research Industry

What is marketing and opinion research?

Types of interviews

Techniques used in data collection

Survey settings

Overview of the marketing and opinion research process

Key Terms

### B. The Interviewer's Role

Appropriate Attitude

Characteristics of a successful interviewer

Recruiting Respondents

The "Art" of Interviewing

Key Terms

### C. Respondents

Relating to Respondents

"Training" Respondents

Building and Maintaining Rapport

"Active Listening"

Callback Scenarios and Procedures

Terminations

- D. Questions and Answers Plus Other Topics
  - The One Unbreakable Rule
  - Types of Questions
  - The Interviewing Process
  - Paperwork
  - Quality Assurance
  - Dos and Don'ts
  - Conducting the Interview
  - Editing the Interview
  - Monitoring (includes Quotas)
  - Validation
  
- E. Bias, Probing and Clarifying
  - Introduction
  - Good Feedback
  - Bad Feedback
  - Avoid Bias
  - Verbatim Reading and Recording
  - Open-end Questions and Probing
  - Additional Section, "Bias, Probing and Clarifying"
  
- F. Objections and Refusal Conversion
  - Nine Most Common Objections and Reasons for Refusal
  - Acknowledgement of the Objection
  - Soft Refusal Conversion
  
- G. Getting Familiar With The Computer
  - Mouse
  - Keyboard
  - Logging On
  
- H. Maneuvering through CfMC
  - Keyboard Commands
  - Introduction to CfMC Phone System
  - Starting the Interviewing
  - Interviewing with SURVENT
  - Responding to Different Question Types
  - SURVENT Commands
  - More About CfMC
  - Role Playing
  
- I. Open Discussion
  - Additional questions

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

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

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

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

### **Pre-Contact Letter**

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

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

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

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

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



## **Call Attempts and Callbacks**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Disposition Codes**

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

### **Out-of-Scope Numbers:**

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

**Scope Undetermined:**

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

**In-Scope Numbers:**

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

**Household Screening**

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

**Interviewing Methods**

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

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

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

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

## **Data Quality Control Procedures**

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

Our interviewer training for administering telephone surveys included:

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

## **Interviewer Performance**

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

## **Other Procedures**

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

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

## **Summary of Data Cleaning**

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

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

## **Treatment of Missing Values**

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

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

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

## Response Rates

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

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

## Non-Response Methods

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

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

## Reasons for Non-Response

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

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

---

## REFERENCES

---

### Books:

"Sampling of Populations: Methods and Applications," 3rd Ed., 1999, Paul S. Levy (School of Public Health, University of Illinois at Chicago) and Stanley Lemeshow (School of Public Health, University of Massachusetts)

"Practical Methods for Design and Analysis of Complex Surveys," 1995, Risto Lehtonen (The Social Insurance Institution, Finland) and Erkki J. Pahkinen (University of Jyväskylä)

"Sampling Techniques," 2<sup>nd</sup> Ed, 1967, William G. Cochran (Harvard University), Wiley

"SUDAAN Release 7.5, User's Manual Volume I and II," 1997, Babubhai V. Shah, Beth G. Barnwell and Gayle S. Bieler, Research Triangle Institute

### Articles:

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

"Pitfalls of Using Standard Statistical Software Packages for Sample Survey Data," Donna J. Brogan, Encyclopedia of Biostatistics, edited by P. Armitage and T. Colton, John Wiley, 1998

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

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

"Sampling Variances for Surveys With Weighting, Poststratification, and Raking," Hao Lu and Andrew Gelman, Department of Statistics, Columbia University Working Paper, April 2000

## Omnibus Survey: July 2001 Month Specific Information

This report presents the results of the July 2001 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 July 2001 survey collected data between July 07 and July 16. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,004 cases, and the total number of variables in the public-use dataset is 204. The data were collected by M. Davis and Company, under contract with the BTS.

### Sample Telephone Number Selection

There were 11,271 telephone numbers purchased for the July, 2001 survey. A total of 6,994 of these numbers were identified as working residential numbers and were divided into 70 replicates. Each replicate contained approximately 100 households. Four of the replicates were used to conduct a pretest and 46 replicates were used for the actual interviewing. Twenty four (24) (includes the four replicates used for the pretest) of the 70 replicates were not utilized in the actual interviewing. Thus, 4,567 numbers were released for use by the telephone interviewers.

For this survey, the total number of telephone numbers in the sampling frame, N, is 257,144,100. The total number of telephone numbers in the sample (numbers dialed) is 4,405.

### 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**

	<b>Value</b>
Mean	1.22
Standard deviation	0.58
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**

	<b>Value</b>
Mean	1.96
Standard deviation	0.95
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	15

## 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**

<b>CELL</b>	<b>DESCRIPTION</b>	<b>SAMPLE SIZE</b>	<b>POPULATION</b>
1	Male - Hispanic (Any Race)	27	10,167,034
2	Male - Non-Hispanic Black	39	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	24	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	53	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	79	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	66	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	47	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	63	11,755,768
9	Male - Non-Hispanic Other	32	4,146,032
10	Female - Hispanic (Any Race)	32	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	31	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	30	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	31	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	73	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	74	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	72	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	68	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	102	15,762,147

19	Female - Non-Hispanic Other	41	4,762,691
N/A	Missing Demographic Information	20	N/A
<b>TOTAL</b>		<b>1,004</b>	<b>200,706,700</b>

### Data Collection Schedule

The survey was conducted over a ten-day period, from Saturday, July 7<sup>th</sup> through Monday, July 16<sup>th</sup>. A total of 1,004 interviews were completed during this 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 34 percent.

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

Disposition Category	Number of Households
<b>Telephone Numbers Released</b>	<b>4,567</b>
<b>Telephone Numbers Dialed</b>	<b>4,405</b>
<b>Out-of-Scope Numbers (Ineligible)</b>	<b>995</b>
BG – Business	295
CF - Computer/Fax	175
DS - Disconnected number	449
NC - Number change	36
NQ - No one 18 years old or older in household	13
UNB - Unavailable before and during study period	27
<b>Scope Undetermined</b>	<b>1,369</b>
NA - No answer	472
BZ – Busy	1
AM - Answering machine	172
CCC - Cannot complete call	72
PM - Privacy manager	54
NQL - Eligibility undetermined because of language problems or deafness	23
RFI - Refused to speak with interviewer (screening incomplete)	54
HRI - Requested name be removed from calling list	359
OD - Maximum call attempts reached	162
<b>In Scope Numbers</b>	<b>2,041</b>
Complete	1004
Partial Complete	14
CB - Callback	232
CBS - Callback Spanish	56
NAQ - No Answer Qualified	296
BZQ - Busy Qualified	3
AMQ - Answering Machine Qualified	217
LMQ - Left Message Qualified	0
CCQ - Cannot Complete Call Qualified	0
PMQ - Privacy Manager Qualified	4

<b>Disposition Category</b>	<b>Number of Households</b>
DL - Deaf/Language	47
RFQ - Respondent refusal	3
UN - Unavailable	79
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Requested name be removed from calling list	86
<b>CASRO Response Rate</b>	<b>33.9%</b>

---

## JULY 2001 FINAL ANNOTATED SURVEY QUESTIONNAIRE

---

**Note: This version contains all changes agreed to by BTS and MDAC from the in-house testing, field pre-testing, and interviewer training. This paper version should exactly match what is fielded for data collection in July 2001, and serves as the “template” questionnaire for future months.**

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: <b>commuting, gas prices</b>
SS	Strategic Goal Questions	Rotate three times per year by goal area. <b>Bold type</b> denotes area addressed this month:  <b>Month 1 - Safety (SS)</b> Month 2 - Mobility (SM) Month 3 - Environment (SE) Month 4 - National Security (SN)
T	USDOT Services Satisfaction Questions	Identical series each 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 G0050, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses ( ), such as in Question F0050, 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.*

F0050. **Hello, my name is \_\_\_\_\_ and I'm calling on behalf of the United States Department of Transportation about an important national study on transportation issues. (This is not a sales call.)**

**I have a few questions to ask you. Have I reached [telephone number]?**

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

TERMINATE CALL

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 F0350*
- 2) No

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

- 1) Yes - *go to F0350*
- 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

F0350. REPEAT F0050 (OMITTING "HAVE I REACHED [TELEPHONE NUMBER]?) IF NECESSARY (e.g., INTERVIEWER IS SPEAKING WITH A NEW PERSON AT THIS POINT). THEN SAY...

**I need to talk with the person living there now, aged 18 years or older, who had a birthday most recently. What is the first name of that person?**

Name \_\_\_\_\_ TYPE IN PERSON'S FIRST NAME.

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

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

F0450. REPEAT F0050 IF NECESSARY. THEN SAY...

**This voluntary study will take about 15 minutes and is authorized by Title 49, Section 111c2 of the United States Code. I will ask about types of transportation used and your opinions about issues such as transportation safety. Your answers will be kept completely confidential. There are no penalties for refusing to answer any question, so if we come to one that you don't want to answer, I will skip it. Do you have any questions before we begin?**

- 1) Yes - *go to F0550*
- 2) No - *go to F0600*

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

F0600. **Fine, then let's get started. 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.**

REPEAT AS NECESSARY:

**During [last month], did you:**

Yes   No

G0100	<b>Drive a <u>personal vehicle</u>? (such as a car, van, SUV, pickup truck, RV)</b>	1	2
G0150	<b>Drive or ride in an <u>organized carpool or vanpool</u>?</b>	1	2
G0200	<b>Ride on a city-to-city <u>bus</u>? (such as Greyhound)</b>	1	2
G0250	<b>Ride a city-to-city <u>train</u>? (such as AMTRAK)</b>	1	2
G0300	<b>Ride on any <u>public transit</u> within city or metropolitan area? (such as a bus, train, subway, light rail, commuter bus or rail from suburb to city)</b>	1	2
G0350	<b>Fly on a <u>commercial airplane</u>?</b>	1	2
G0400	<b>Fly on a <u>charter, private, or corporate airplane</u>?</b>	1	2
G0450	<b>Drive a <u>motorcycle</u>, including a motorized scooter or motorized bicycle?</b>	1	2
G0500	<b>Ride a <u>bicycle</u>?</b>	1	2
G0550	<b><u>Walk, run, or jog</u> at least one time outside for 10 minutes or more? (such as to a store or park)</b>	1	2
G0600	<b>Ride on a <u>commercial boat, ship, or ferry</u>? (Please exclude cruise ships)</b>	1	2
G0650	<b>Drive a <u>personal watercraft</u> such as a jetski or skidoo?</b>	1	2
G0700	<b>Drive a <u>recreational boat</u> such as a sailboat, motorboat, or yacht?</b>	1	2
G0750	<b>Use <u>any other means of transportation</u>? (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)</b>	1	2

*Ask question G0800 if G0300 = 2. Otherwise, go to next skip instruction.*



G0800. **You said you did not use public transit last month. Please tell me the main reason you did not use it. (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)(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) No public transit available in the local area
- 5) Don't understand/know routes and schedules
- 6) Not convenient (doesn't go where I need to)
- 7) Not flexible (doesn't go when I need to)
- 8) Takes too much time
- 9) Distance from home to stops is too great
- 10) Uncomfortable riding with strangers
- 11) Costs too much
- 12) Unreliable
- 13) Unsafe
- 14) Other - SPECIFY \_\_\_\_\_

*Ask all applicable questions between G0850-G1255 for each type of transportation used before proceeding to next type used. The sequence of questions to be asked follows:*

*Ask G0850 for each type of transportation G0100-G0750=1.*

*For G0200, G0250, G0300, G0350, or G0400 = 1, proceed to ask G0900 for each.*

*For G0500=1, proceed to ask G0950, G1000 and G1050.*

*For G0550=1, proceed to ask G1100, G1150, and G1200.*

*For G0650=1, proceed to ask G1250.*

*For G0700=1, proceed to ask G1255.*

G0850. **You said you used a [transportation type] last month. Altogether, would you say that you did this on approximately: (READ LIST)(RECORD ONLY ONE)**

- 1) **1-2 days,**
- 2) **3-10 days,**
- 3) **11-19 days, or**
- 4) **20 days or more?**

*Ask G0900 only for each type of transportation where G0200-G0400=1.*

G0900. **And of these days, on how many were you away from home on travel for your business or your job? RECORD NUMBER**  
\_\_\_\_\_ days

*If G0500 (bicycle) = 1, ask G0950-G1050. Otherwise, go to next transportation type used.*

G0950. **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,
- 4) Personal errands, (to the store, post office, and so on)
- 5) Some other purpose - SPECIFY \_\_\_\_\_

G1000. **And on a typical day, about how much time did you spend bicycling?**  
 \_\_\_\_\_ hours and \_\_\_\_\_ minutes

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

G1050. **Did you bicycle mostly on:** (READ LIST) (RECORD ONLY ONE)

- 1) **Paved roads,**
- 2) **Shoulders of paved roads,**
- 3) **Bike lanes on roads,**
- 4) **Sidewalks,**
- 5) **Bike paths,**
- 6) **Unpaved roads (for example dirt, gravel, sand),**
- 7) **Grass, or**
- 8) **Other - SPECIFY \_\_\_\_\_**

*If G0550 (walk...) = 1, ask G1100-G1200. Otherwise, go to next transportation type used.*

G1100. **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,
- 4) Personal errands, (to the store, post office, and so on)
- 5) Some other purpose - SPECIFY \_\_\_\_\_

G1150. **And on a typical day, about how much time did you spend walking, running, or jogging?**

\_\_\_\_\_ hours and \_\_\_\_\_ minutes

*CATI system must ensure entry for both hours and minutes*

G1200. **Did you walk, run, or jog mostly on:** (READ LIST) (RECORD ONLY ONE)

- 1) **Paved roads,**
- 2) **Shoulders of paved roads,**
- 3) **Bike lanes on roads,**
- 4) **Sidewalks,**
- 5) **Bike paths,**
- 6) **Unpaved roads (for example dirt, gravel, sand),**
- 7) **Grass, or**
- 8) **Other - SPECIFY \_\_\_\_\_**

*If G0650 (personal watercraft)=1, ask G1250. Otherwise, go to next transportation type used.*

G1250. **Altogether, about how much time did you spend using personal watercraft last month?**

\_\_\_\_\_ hours and \_\_\_\_\_ minutes

*If G0700 (recreational boat) = 1, ask G1255.*

*Otherwise, go to G1300.*

G1255. **Altogether, about how much time did you spend boating last month?**

\_\_\_\_\_ hours and \_\_\_\_\_ minutes

G1300. **Now I need to ask about transportation-related crashes you may have experienced over the past year.**

PRESS "ENTER" TO CONTINUE

G1350. **Have you been in any kind of transportation-related crashes since [month, 13 months ago]?**

- 1) Yes
- 2) No - *skip to next section.*

G1400. **How many crashes? (RECORD NUMBER)**

\_\_\_\_\_ crashes

G1450. **Thinking about [this / the most recent] crash, what kind of transportation were you using? (DO NOT READ LIST)(RECORD ONLY ONE)**

- 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, train, subway, 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) Personal watercraft (example: jetski or skidoo)
- 13) Recreational boat (example: sailboat, motorboat, yacht)
- 14) Skates, skateboards, scooters without engines
- 15) Other - Specify \_\_\_\_\_

G1500.

**In [this / the most recent] crash, what injuries did you sustain?**

**PROBE: Anything else?**

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

- 1) None - skip to next section.
- 2) Cuts, abrasions
- 3) Muscle pull, strain, sprain
- 4) Broken bones
- 5) Neck injury
- 6) Back injury
- 7) Concussion or head injury
- 8) Damage to internal organs
- 9) Other - SPECIFY \_\_\_\_\_

**Section B - BTS Topical Transportation Questions**

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

PRESS "ENTER" TO CONTINUE

B0100.       **Do you currently commute, that is, travel routinely from home to work or to school? (EXCLUDE TELECOMMUTING)**

- 1)     Yes
- 2)     No - *skip to B0600*

B0150.       **Altogether, about how many days do you commute in a 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

B0200.       **Do you commute from home to work, to school, or both?**

- 1)     To work - skip to B0300
- 2)     To school - skip to B0450
- 3)     Both to work and to school - go to B0250

B0250.       **Which statement best describes your most frequent commuting route: (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 \_\_\_\_\_**

B0300.       **To get to work, what are all the types of transportation you use?**

**PROBE: Anything else?**

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

- 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, train, subway, 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 \_\_\_\_\_

**B0350. How much time does the door-to-door trip to work usually take, one way?**  
 IF RESPONDENT USED MORE THAN ONE TYPE OF TRANSPORTATION, OBTAIN THE TIME FOR THE ENTIRE TRIP. IF TRANSPORTATION TYPE DIFFERS BY DAY, RECORD THE USUAL TRIP TIME FOR THE TRIP TYPE THAT OCCURS MOST FREQUENTLY.  
 \_\_\_\_\_ hours and \_\_\_\_\_ minutes

*CATI system must ensure entry for both hours and minutes*

*If B0200=1, skip to B0600.*

**B0450. To get to school, what are all the types of transportation you use?**

**PROBE: Anything else?**

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

- 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, train, subway, 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 \_\_\_\_\_

**B0500. How much time does the door-to-door trip to school usually take, one way?**

\_\_\_\_\_ hours and \_\_\_\_\_ minutes

IF RESPONDENT USED MORE THAN ONE TYPE OF TRANSPORTATION, OBTAIN THE TIME FOR THE ENTIRE TRIP.

*CATI system must ensure entry for both hours and minutes*

**B0600. Now I have a couple of questions about how gasoline prices may have affected you during the past few months.**

PRESS "ENTER" TO PROCEED.

**B0650. Have you made any changes in your transportation use since [month, 6 months ago] because of gas prices?**

- 1) Yes
- 2) No - skip to next section.

B0700.

**What changes have you made?**

**PROBE: Anything else?**

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

- 1) Drive less frequently
- 2) Use public transit more
- 3) Walk more
- 4) Bicycle more
- 5) Combine local errand trips
- 6) Change travel plans (reduced number of trips, selected closer destination, etc.)
- 7) Cancel vacation travel plans
- 8) Increase vehicle maintenance (tire air pressure, tune-ups)
- 9) Comparison-shop for best prices on gasoline
- 10) Change to lower octane gas
- 11) Drive or purchase more fuel-efficient vehicle
- 12) Other - SPECIFY \_\_\_\_\_

**Section SS - Strategic Goal Questions**

SS0050. Now I want to ask your opinion on some safety-related transportation issues.

PRESS "ENTER" TO PROCEED.

SS0100. Using a scale from 1 to 5 where "1" means to no extent, "2" means to a little, "3" means to some, "4" means to a great extent, and "5" means to a very great extent, please tell me to what extent you are concerned about your personal safety while traveling due to... (READ LIST) (IF NECESSARY, SAY "YOU CAN USE ANY NUMBER FROM 1 TO 5)

No A Little Some A Great A Very Great N/A  
Extent

SS0150	<b>Drivers, pilots, or train operators who might be impaired by alcohol or drugs</b>	1	2	3	4	5	6
SS0200	<b>Aggressive behavior by others, such as road rage or air rage</b>	1	2	3	4	5	6
SS0250	<b>The possible failure of mechanical equipment on cars, buses, trains, or airplanes</b>	1	2	3	4	5	6
SS0300	<b>The transport of hazardous materials on trucks, trains, or airplanes</b>	1	2	3	4	5	6
SS0350	<b>Crime at rest stops, rail stations, bus terminals, or airports</b>	1	2	3	4	5	6



**Section T - US Department of Transportation Services Satisfaction Questions**

T0050. **The next questions are about contacts you may have had with government agencies over the past year.**

PRESS "ENTER" TO CONTINUE

T0100. **Have you contacted the government about any subject related to transportation since [month, 13 months ago]?**

- 1) Yes
- 2) No - *skip to next section.*
- 3) Don't remember - *skip to next section.*

T0150. **Thinking back to your most recent contact, primarily why did you contact the government? (DO NOT READ LIST)(RECORD ONLY ONE)**

- 1) Obtain information (for example, auto crash test/rollover results, recalls, airline on-time performance, rail safety statistics)
- 2) Lodge a complaint
- 3) Report a problem, violation, or accident
- 4) Order/obtain a product (driver's permit, license tags, applications)
- 5) Apply for/inquire about employment
- 6) Other - SPECIFY \_\_\_\_\_

T0200. **How did you contact the agency? Anything else? (DO NOT READ LIST)(RECORD ALL THAT APPLY)**

- 1) Telephone, including a hotline
- 2) Internet/world-wide web, e-mail
- 3) (Regular) mail
- 4) In person
- 5) Other - SPECIFY \_\_\_\_\_

T0250. **What was the name of the agency you contacted? (DO NOT READ LIST)(RECORD ONLY ONE)**

Federal Agency:

- 1) Bureau of Transportation Statistics (BTS)
- 2) Congress (United States Senate or House of Representatives)
- 3) Federal Aviation Administration (FAA)
- 4) Federal Railroad Administration (FRA)
- 5) Federal Motor Carrier Safety Administration (FMCSA)
- 6) Federal Transit Administration (FTA)
- 7) Federal Highway Administration (FHWA)
- 8) Maritime Administration (MARAD)
- 9) National Highway Traffic Safety Administration (NHTSA)
- 10) Research and Special Programs Administration (RSPA)
- 11) Secretary of the US Department of Transportation (OST)

INCLUDE IN THIS CATEGORY RESPONSES OF NORMAN MINETA,  
 AVIATION CONSUMER PROTECTION DIVISION, OR SIMILAR  
 RESPONSES FOR OST DIVISIONS

- 12) St. Lawrence Seaway Development Corporation
- 13) United States Coast Guard

State or Local Agency:

- 14) State Department of Motor Vehicles (DMV, MVA)
- 15) City, County, Township or Parish Government office
- 16) County or Local Police, Sheriff
- 17) Public Transit Agency
- 18) State Department of Transportation (State DOT)
- 19) State Legislature (State Senate, Delegates, Representatives)
- 20) State Police, State Patrol, Highway Patrol
- 21) Some Other Agency - Specify \_\_\_\_\_
- 22) Don't know/don't remember

*If T0250=14-21, skip to next section.*

T0300. **Using the same scale from 1-5 as before, where “1” means to no extent and “5” means to a very great extent, in thinking about your contact with [agency from T0250] please tell me... (IF NECESSARY, SAY “YOU CAN USE ANY NUMBER FROM 1 TO 5)**

		No	A Little	Some	Great	Very Great	Don't
		Extent					Remember
T0350	<b>To what extent was it easy for you to locate the right source for the information or services you needed?</b>	1	2	3	4	5	6
T0400	<b>To what extent were the service providers courteous and professional?</b>	1	2	3	4	5	6
T0450	<b>To what extent was the response timely?</b>	1	2	3	4	5	6
T0500	<b>Overall, to what extent were you satisfied with the service you received?</b>	1	2	3	4	5	6

**Section M - Operating Administration Modal Questions**

M0050. **The next questions are of interest to specific agencies within the United States Department of Transportation.**

PRESS "ENTER" TO CONTINUE

MCG0100. **Are you aware of the kinds of services the Coast Guard provides?**

- 1) Yes
- 2) No - *skip to MNH0200.*

MCG0150. **What kinds of services are you aware of?**

**PROBE: Anything else?**

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

- 1) Boating safety (e.g., recreational boats and commercial vessels)
- 2) Icebreaking (polar and domestic)
- 3) Law enforcement (e.g., drug and undocumented migrant interdiction)
- 4) Marine environmental protection (e.g., Oil Pollution Response)
- 5) Navigation aids and information (e.g., Infoline at 1-800-368-5647)
- 6) Search and rescue
- 7) Other - SPECIFY \_\_\_\_\_

MNH0200. **Now I want to ask your opinion about safety equipment in vehicles. Using the same scale as before, where "1" means to no extent and "5" means to a very great extent, to what extent do you agree that...**

No A Little Some A Great A Very Great N/A  
Extent

MNH0250	<b>In order to increase seat belt usage, vehicles should be equipped with reminder lights or audible signals, that periodically display or sound while the vehicle is in motion, to remind occupants that they are not wearing their seat belts.</b>	1	2	3	4	5	6
MNH0300	<b>An indicator light in your vehicle that warns the driver about under-inflation in any of the vehicles' tires would allow you to be less concerned with routinely maintaining the recommended tire pressure.</b>	1	2	3	4	5	6

**Section D - Demographic Questions**

D0050.       **This final section asks questions which will be used only for statistical summary purposes. No identifying information about you or your household will ever be released or published.**

PRESS "ENTER" TO CONTINUE.

D0100.       **Do you currently have a disability or health condition that limits your use of transportation?**

- 1)     Yes
- 2)     No - *skip to D0250.*

D0150.       **What kinds of transportation cause problems for you?**

**PROBE: Anything else?**

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

- 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, train, subway, 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 \_\_\_\_\_

*If D0150=3,4,5, or 6, ask D0200. Otherwise, skip to D0250.*

D0200.       **What problems do you experience?**

**PROBE: Anything else?**

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

- 1)     Difficulty/inability to get to transportation stop/station
- 2)     Transportation not equipped to accommodate condition
- 3)     Transportation operators not trained to accommodate condition
- 4)     Crowded conditions on transportation
- 5)     Other - SPECIFY \_\_\_\_\_

D0250.       **Including yourself, how many 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

D0400. **Is the group that best describes you...** (READ ENTIRE LIST. READ PARENTHEICALS 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)

D0500. **Please stop me when I reach the category that includes your household's total annual income for last calendar year (that is, 2000):** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY. READ PARENTHEICALS ONLY IF RESPONDENT HAS QUESTIONS ON UPPER CATEGORY)(RECORD ONLY ONE)

- 1) **Under \$15,000**
- 2) **From \$15,000 to \$29,000 (\$29,999)**
- 3) **From \$30,000 to \$49,000 (\$49,999)**
- 4) **From \$50,000 to \$74,000 (\$74,999)**
- 5) **From \$75,000 to \$99,000 (\$99,999)**
- 6) **\$100,000 or more**

D0550. **Not including the telephone line you're using right now, are there any other lines in your household? Please do not count cellular phones, or phone lines that are only for computer or fax use.**

- 1) Yes
- 2) No - *skip to D0800*

D0700. **How many additional lines do you have? (DO NOT READ LIST)**

- 1) One
- 2) Two
- 3) Three
- 4) Four or more

D0750. **Is the primary use of the additional line(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. 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.

\_\_\_\_\_ 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	8	\$TEXTVAR
	STATE	State			Char	8	\$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	8	\$TEXTVAR
	STARTIM	Interview Start Time			Char	8	\$TEXTVAR
	ENDTIME	Interview End Time			Char	8	\$TEXTVAR
	INLNGTH	Interview Length			Num	8	BEST
	TIMEZONE	Time Zone	E	Eastern Time	Num	8	\$TZONE
			P	Pacific Time			
			M	Moutain Time			
			C	Central Time			
G0100	G0100	Use - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0200	G0200	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0250	G0250	Use - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0300	G0300	Use - Public Transit	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			
G0350	G0350	Use - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0400	G0400	Use - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0450	G0450	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0500	G0500	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0550	G0550	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0600	G0600	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0650	G0650	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0700	G0700	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0800	G0800A	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	No public transportation available in the local area			
			5	Don't understand/know routes and schedules			
			6	Not convenient (doesn't go where I need to)			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			7	Not flexible (doesn't go when I need to)			
			8	Takes too much time			
			9	Distance from home to stops is too great			
			10	Uncomfortable riding with strangers			
			11	Costs too much			
			12	Unreliable			
			13	Unsafe			
			14	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0800	G0800B	Public Transit - Other Reason for Not Using	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
G0850	G0850A	Personal Vehicle - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850B	Carpool/Vanpool - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850C	Bus - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0900	G0900A	Bus - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850D	Train - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0900	G0900B	Train - 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			
G0850	G0850E	Public Transit - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0900	G0900C	Public Transit - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850F	Commercial Airplane - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0900	G0900D	Com Airplane - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850G	Other Airplane - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0900	G0900E	Other Airplane - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850H	Motorcycle - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850I	Bicycle - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0950	G0950A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWHY
			2	Recreation			
			3	Exercise			
			4	Personal errands (to the store, post office, and so on)			
			5	Some other purpose			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0950	G0950B	Bicycle - Other Purpose	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
G1000	G1000A	Bicycle - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1000	G1000B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1000	G1000C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1050	G1050A	Bicycle - Type of Road	1	Paved roads	Num	8	ROADTYPE
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths			
			6	Unpaved roads			
			7	Grass			
			8	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1050	G1050B	Bicycle - Other Type of Road	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
G0850	G0850J	Walk - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1100	G1100A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWHY
			2	Recreation			
			3	Exercise			
			4	Personal errands (to the store, post office, and so on)			
			5	Some other purpose			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1100	G1100B	Walk - Other Purpose	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
G1150	G1150A	Walk - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1150	G1150B	Walk - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1150	G1150C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1200	G1200A	Walk - Type of Road	1	Paved roads	Num	8	ROADTYPE
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths			
			6	Unpaved roads			
			7	Grass			
			8	Other			
			.d	Don't know			
			.r	Refused			
.s	Appropriate skip						
G1200	G1200B	Walk - Other Type of Road	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
G0850	G0850K	Commercial Boat - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
.s	Appropriate skip						
G0850	G0850L	Watercraft - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250A	Watercraft - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850M	Recreational Boat - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1255	G1255A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1255	G1255B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1255	G1255C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0850	G0850N	Other Means of Transportation - Days	1	1-2 days	Num	8	DAYSUSE
			2	3-10 days			
			3	11-19 days			
			4	20 days or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1350	G1350	Crashes	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
G1400	G1400	Crashes - Number		_____ crashes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1450	G1450A	Crashes - Type of Transportation	1	Personal vehicle (example: car, van, SUV, or pickup truck, RV)	Num	8	ACCITRAN
			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, train, subway, 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	Personal watercraft (example: jetski or skidoo)			
			13	Recreational boat (example: sailboat, motorboat, yacht)			
			14	Skates, skateboards, scooters without engines			
			15	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1450	G1450B	Crashes - Other Type of Transportation	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
G1500	G1500A	Crashes - Injuries - None	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500B	Crashes - Injuries - Cuts	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500C	Crashes - Injuries - Muscle Pull	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500D	Crashes - Injuries - Broken Bones	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			
G1500	G1500E	Crashes - Injuries - Neck	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500F	Crashes - Injuries - Back	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500G	Crashes - Injuries - Concussion	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500H	Crashes - Injuries - Internal Organs	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500I	Crashes - Injuries - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1500	G1500J	Crashes - Injuries - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
B0100	B0100	Commute	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
B0150	B0150	Commute - Days	1	29-31 days per month	Num	8	DAYSCOMU
			2	22-28 days per month			
			3	15-21 days per month			
			4	8-14 days per month			
			5	1-7 days/month			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0200	B0200	Commute - Work/School	1	To work	Num	8	COMUWHER
			2	To school			
			3	Both to work and to school			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0250	B0250A	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			
B0250	B0250B	Commute - Route - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
B0300	B0300A	Commute to Work - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300B	Commute to Work - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300C	Commute to Work - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300D	Commute to Work - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300E	Commute to Work - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300F	Commute to Work - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300G	Commute to Work - Other Airplane	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			
B0300	B0300H	Commute to Work - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300I	Commute to Work - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300J	Commute to Work - Walk	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300K	Commute to Work - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300L	Commute to Work - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0300	B0300M	Commute to Work - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
B0350	B0350A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0350	B0350B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0350	B0350C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450A	Commute to School - 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			
B0450	B0450B	Commute to School - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450C	Commute to School - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450D	Commute to School - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450E	Commute to School - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450F	Commute to School - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450G	Commute to School - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450H	Commute to School - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450I	Commute to School - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450J	Commute to School - Walk	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			
B0450	B0450K	Commute to School - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450L	Commute to School - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0450	B0450M	Commute to School - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
B0500	B0500A	Commute to School - Trip Time - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0500	B0500B	Commute to School - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0500	B0500C	Commute to School - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0650	B0650	Gas Prices - Changes in Transportation	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
B0700	B0700A	Gas Prices - Drive less frequently	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700B	Gas Prices - Use public transit more	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700C	Gas Prices - Walk more	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			
B0700	B0700D	Gas Prices - Bicycle more	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700E	Gas Prices - Combine local errand trips	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700F	Gas Prices - Change travel plans	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700G	Gas Prices - Cancel vacation travel plans	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700H	Gas Prices - Increase vehicle maintenance	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700I	Gas Prices - Comparison-shop for best prices on gasoline	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700J	Gas Prices - Change to lower octane gas	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700K	Gas Prices - Purchase more fuel-efficient vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700L	Gas Prices - Other	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			
B0700	B0700M	Gas Prices - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
SS0150	SS0150	Concern - Impaired Drivers	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
SS0200	SS0200	Concern - Aggressive Behavior	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
SS0250	SS0250	Concern - Mechanical Failure	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
SS0300	SS0300	Concern - HAZMAT	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
SS0350	SS0350	Concern - Crime	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
T0100	T0100	Contact Gov	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			3	Don't remember			
			.d	Don't know			
			.r	Refused			
T0150	T0150A	Contact Gov - Reason	1	Obtain information (for example, auto crash test/rollover results, recalls, airline on-time performance, rail safety statistics)	Num	8	GOVWHY
			2	Lodge a complaint			
			3	Report a problem, violation, or accident			
			4	Order/obtain a product (driver's permit, license tags, applications)			
			5	Apply for/inquire about employment			
			6	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0150	T0150B	Contact Gov - Other Reason	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
T0200	T0200A	Contact Gov - How - Telephone	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200B	Contact Gov - How - Internet/World-Wide Web, E-mail	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200C	Contact Gov - How - Regular Mail	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200D	Contact Gov - How - In Person	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200E	Contact Gov - How - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200F	Contact Gov - How - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
T0250	T0250A	Contact Gov - Agency Name	1	Bureau of Transportation Statistics (BTS)	Num	8	GOVNAME
			2	Congress (United States Senate or House of Representatives)			
			3	Federal Aviation Administration (FAA)			
			4	Federal Railroad Administration (FRA)			
			5	Federal Motor Carrier Safety Administration (FMCSA)			
			6	Federal Transit Administration (FTA)			
			7	Federal Highway Administration (FHWA)			
			8	Maritime Administration (MARAD)			
			9	National Highway Traffic Safety Administration (NHTSA)			
			10	Research and Special Programs Administration (RSPA)			
			11	Secretary of the US Department of Transportation (OST)			
			12	St. Lawrence Seaway Development Corporation			
			13	United States Coast Guard			
			14	State Department of Motor Vehicles (DMV, MVA)			
			15	City, County, Township or Parish Government office			
			16	County or Local Police, Sheriff			
			17	Public Transit Agency			
			18	State Department of Transportation (State DOT)			
			19	State Legislature (State Senate, Delegates, Representatives)			
			20	State Police, State Patrol, Highway Patrol			
			21	Some Other Agency			
			22	Don't know/don't remember			
			.r	Refused			
			.s	Appropriate skip			
T0250	T0250B	Contact Gov - Other Agency Name	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
T0350	T0350	Contact Gov - Locate Right Source	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0400	T0400	Contact Gov - Service Providers Courteous	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
T0450	T0450	Contact Gov - Response Timely	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
	.s	Appropriate skip					
T0500	T0500	Contact Gov - Satisfaction	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
	.s	Appropriate skip					
MCG0100	MCG0100	Coast Guard	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
MCG0150	MCG0150A	Coast Guard - Services - Boating Safety	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0150	MCG0150B	Coast Guard - Services - Icebreaking	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0150	MCG0150C	Coast Guard - Services - Law Enforce	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0150	MCG0150D	Coast Guard - Services - Environ Protection	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0150	MCG0150E	Coast Guard - Services - Aids	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
MCG0150	MCG0150F	Coast Guard - Services - Search	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0150	MCG0150G	Coast Guard - Services - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0150	MCG0150H	Coast Guard - Services - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
MNH0250	MNH0250	Safety Equipment - Seat Belt	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.d	Don't know			
			.r	Refused			
MNH0300	MNH0300	Safety Equipment - Tires	1	To no extent	Num	8	OPINION
			2	To a little extent			
			3	To some extent			
			4	To a great extent			
			5	To a very great extent			
			6	N/A			
			.r	Refused			
D0100	D0100	Disability	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0150	D0150A	Disability - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150B	Disability - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150C	Disability - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150D	Disability - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150E	Disability - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150F	Disability - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150G	Disability - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150H	Disability - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150I	Disability - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150J	Disability - Walk	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150K	Disability - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150L	Disability - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
D0150	D0150M	Disability - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
D0200	D0200A	Disability - Difficulty/inability to get to transportation	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0200	D0200B	Disability - Transportation not equipped to accommodate condition	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0200	D0200C	Disability - Transportation operators not trained to accommodate condition	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0200	D0200D	Disability - Crowded conditions on transportation	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0200	D0200E	Disability - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0200	D0200F	Disability - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
D0250	D0250	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.d	Don't know			
			.r	Refused			
D0400	D0400A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0400	D0400B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0400	D0400C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0400	D0400D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0400	D0400E	Group - Native Hawaiian or other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0400	D0400F	Group - White (Caucasian, Anglo)	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0400	D0400G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0400	D0400H	Group - Other - Specify	Text	Verbatim response	Char	8	\$TEXTVAR
			.s	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts of Science degree)			
			6	Graduate degree (Masters, Ph.D., Lawyer, Medical Doctor)			
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
D0500	D0500	HH Income	1	Under \$15,000	Num	8	INCOME
			2	From \$15,000 to \$29,000 (\$29,999)			
			3	From \$30,000 to \$49,000 (\$49,999)			
			4	From \$50,000 to \$74,000 (\$74,999)			
			5	From \$75,000 to \$99,000 (\$99,999)			
			6	\$100,000 or more			
			.d	Don't know			
			.r	Refused			
D0550	D0550	Additional Phone Lines	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0700	D0700	Additional Phone Lines - Number	1	One	Num	8	ADDPHONE
			2	Two			
			3	Three			
			4	Four or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0750	D0750	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
	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: July 07, 2001 – July 16, 2001

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section G – General Transportation Core Questions				
G0100	<b>During July, did you drive a <u>personal vehicle</u>?</b>			
	Yes	906	180,101,870	90 (1.18)
	No	98	20,604,830	10 (1.18)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850A	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	16	2,875,414	1 (0.42)
	3-10 days	78	15,581,436	9 (1.10)
	11-19 days	75	15,578,189	9 (1.12)
	20 days or more	736	146,024,738	81 (1.52)
	Subtotal valid responses	905	180,059,777	100
	Don't know	1	42,093	
	Refused	0	0	
	Appropriate skip	98	20,604,830	
	Total	1,004	200,706,700	
G0150	<b>During July, did you drive or ride in an <u>organized carpool or vanpool</u>?</b>			
	Yes	72	17,943,968	9 (1.15)
	No	931	182,592,008	91 (1.15)
	Subtotal valid responses	1,003	200,535,976	100
	Don't know	1	170,724	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850B	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	22	4,918,621	29 (6.07)
	3-10 days	21	5,665,552	33 (6.66)
	11-19 days	10	2,437,334	14 (4.97)
	20 days or more	16	4,079,900	24 (6.10)
	Subtotal valid responses	69	17,101,407	100
	Don't know	1	400,467	
	Refused	2	442,093	
	Appropriate skip	932	182,762,732	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0200	<b>During July, did you ride on a city-to-city <u>bus</u>?</b>			
	Yes	60	13,030,605	7 (0.99)
	No	942	187,446,643	93 (0.99)
	Subtotal valid responses	1,002	200,477,248	100
	Don't know	2	229,452	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850C	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	27	6,279,870	49 (8.17)
	3-10 days	14	2,893,515	23 (6.66)
	11-19 days	7	1,628,831	13 (5.41)
	20 days or more	10	1,877,573	15 (5.12)
	Subtotal valid responses	58	12,679,790	100
	Don't know	2	350,815	
	Refused	0	0	
	Appropriate skip	944	187,676,095	
	Total	1,004	200,706,700	
G0900A	<b>And of <u>these days</u>, on how many were you away from home on travel for your business or your job?</b>			
	Count	57	12,609,643	
	Mean	0.614035	0.972455	
	Standard deviation	2.297160	0.57	
	Minimum	0	0	
	25th percentile	0	0	
	Median	0	0	
	75th percentile	0	0	
	Maximum	15	15	
G0250	<b>During July, did you ride a city-to-city <u>train</u>?</b>			
	Yes	50	11,450,444	6 (0.92)
	No	954	189,256,256	94 (0.93)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	



Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0850D	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	25	5,160,574	47 (8.62)
	3-10 days	13	3,483,809	31 (8.69)
	11-19 days	3	737,833	7 (3.8)
	20 days or more	7	1,685,884	15 (6.25)
	Subtotal valid responses	48	11,068,100	100
	Don't know	1	40,093	
	Refused	1	342,251	
	Appropriate skip	954	189,256,256	
	Total	1,004	200,706,700	
G0900B	<b>And of <u>these days</u>, on how many were you away from home on travel for your business or your job?</b>			
	Count	48	11,068,101	
	Mean	1.354167	1.455642	
	Standard deviation	3.710191	0.67	
	Minimum	0	0	
	25th percentile	0	0	
	Median	0	0	
	75th percentile	0	0	
	Maximum	20	20	
G0300	<b>During July, did you ride on any <u>public transit</u> within city or metropolitan area?</b>			
	Yes	147	33,171,483	17 (1.43)
	No	857	167,535,217	83 (1.43)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0800A	<b>You said you did not use public transit last month. Please tell me the <u>main</u> reason you did not use it.</b>			
	Prefer my own vehicle	366	75,204,603	45 (1.95)
	I am retired/not working/not in school	20	3,215,155	2 (0.47)
	Need to make multiple stops to/from work/school	2	1,010,259	1 (0.46)
	No public transit available in the local area	238	43,446,310	26 (1.62)
	Don't understand/know routes and schedules	12	2,388,348	1 (0.44)
	Not convenient (doesn't go where I need to)	93	19,056,520	11 (1.26)
	Not flexible (doesn't go when I need to)	14	2,737,031	2 (0.48)
	Takes too much time	6	1,254,569	1 (0.32)
	Distance from home to stops is too great	7	1,471,438	1 (0.36)
	Uncomfortable riding with strangers	1	260,653	0 (0.16)
	Costs too much	2	290,639	0 (0.13)
	Unreliable	0	0	0 (0.00)
	Unsafe	0	0	0 (0.00)
	Other	91	16,201,933	10 (1.15)
	Subtotal valid responses	852	166,537,458	100
	Don't know	2	438,638	
	Refused	3	559,121	
	Appropriate skip	147	33,171,483	
	Total	1,004	200,706,700	
G0850E	<b>You said you used public transit last month. Altogether, would you say that you did this on approximately:</b>			
	1-2 days	58	12,195,011	38 (4.75)
	3-10 days	38	9,148,955	28 (4.61)
	11-19 days	14	3,327,989	10 (2.96)
	20 days or more	35	7,894,973	24 (4.30)
	Subtotal valid responses	145	32,566,928	100
	Don't know	2	604,555	
	Refused	0	0	
	Appropriate skip	857	167,535,217	
	Total	1,004	200,706,700	
G0900C	<b>And of <u>these days</u>, on how many were you away from home on travel for your business or your job?</b>			
	Count	143	32,101,933	
	Mean	0.937063	1.034720	
	Standard deviation	3.097516	0.30	
	Minimum	0	0	
	25th percentile	0	0	
	Median	0	0	
	75th percentile	0	0	
	Maximum	20	20	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0350	<b>During July, did you fly on a <u>commercial airplane</u>?</b>			
	Yes	144	28,075,998	14 (1.27)
	No	860	172,630,702	86 (1.27)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850F	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	94	18,905,927	69 (4.49)
	3-10 days	44	7,854,427	29 (4.40)
	11-19 days	3	600,016	2 (1.32)
	20 days or more	0	0	0 (0.00)
	Subtotal valid responses	141	27,360,370	100
	Don't know	2	650,138	
	Refused	1	65,491	
	Appropriate skip	860	172,630,702	
	Total	1,004	200,706,700	
G0900D	<b>And of <u>these days</u>, on how many were you away from home on travel for your business or your job?</b>			
	Count	139	27,050,497	
	Mean	1.625899	1.711116	
	Standard deviation	2.857163	0.32	
	Minimum	0	0	
	25th percentile	0	0	
	Median	0	0	
	75th percentile	2	2	
	Maximum	19	19	
G0400	<b>During July, did you fly on a <u>charter, private, or corporate airplane</u>?</b>			
	Yes	19	3,637,859	2 (0.52)
	No	985	197,068,841	98 (0.52)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0850G	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	17	3,310,752	97 (3.01)
	3-10 days	1	101,151	3 (3.01)
	11-19 days	0	0	0 (0.00)
	20 days or more	0	0	0 (0.00)
	Subtotal valid responses	18	3,411,903	100
	Don't know	0	0	
	Refused	1	225,956	
	Appropriate skip	985	197,068,841	
	Total	1,004	200,706,700	
G0900E	<b>And of <u>these days</u>, on how many were you away from home on travel for your business or your job?</b>			
	Count	18	3,411,903	
	Mean	0.611111	0.850657	
	Standard deviation	1.144752	0.32	
	Minimum	0	0	
	25th percentile	0	0	
	Median	0	0	
	75th percentile	1	2	
	Maximum	4	4	
G0450	<b>During July, did you drive a <u>motorcycle</u>, including a motorized scooter or motorized bicycle?</b>			
	Yes	68	13,816,348	7 (0.91)
	No	936	186,890,352	93 (0.91)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850H	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	26	6,180,669	45 (7.04)
	3-10 days	24	4,719,276	35 (6.47)
	11-19 days	10	1,610,990	12 (3.90)
	20 days or more	7	1,070,451	8 (3.24)
	Subtotal valid responses	67	13,581,386	100
	Don't know	1	234,962	
	Refused	0	0	
	Appropriate skip	936	186,890,352	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0500	<b>During July, did you ride a <u>bicycle</u>?</b>			
	Yes	236	49,408,453	25 (1.58)
	No	768	151,298,247	75 (1.58)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850I	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	79	15,546,260	31 (3.32)
	3-10 days	100	20,600,119	42 (3.67)
	11-19 days	36	7,972,153	16 (2.86)
	20 days or more	21	5,289,919	11 (2.52)
	Subtotal valid responses	236	49,408,453	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	768	151,298,247	
	Total	1,004	200,706,700	
G950A	<b>Primarily for what purpose did you use it?</b>			
	Commuting to work or school	13	3,620,485	8 (2.38)
	Recreation	126	26,713,056	54 (3.72)
	Exercise	79	15,347,074	31 (3.34)
	Personal errands	12	2,635,967	5 (1.68)
	Some other purpose	6	1,091,871	2 (0.92)
	Subtotal valid responses	236	49,408,453	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	768	151,298,247	
	Total	1,004	200,706,700	
G1000	<b>And on a typical day, about how much time did you spend bicycling?</b>			
	Count	234	48,710,664	
	Mean	0.901140	0.923879	
	Standard deviation	0.844326	0.06	
	Minimum	0.033333	0.033333	
	25th percentile	0.5	0.5	
	Median	0.666667	1	
	75th percentile	1	1	
	Maximum	6	6	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1050A	<b>Did you bicycle mostly on:</b>			
	Paved roads	123	24,025,966	49 (3.72)
	Shoulders of paved roads	9	1,727,291	4 (1.18)
	Bike lanes on roads	11	1,950,967	4 (1.42)
	Sidewalks	34	8,744,899	18 (3.14)
	Bike paths	33	6,983,621	14 (2.52)
	Unpaved roads	14	3,452,439	7 (2.05)
	Grass	2	290,225	0 (0.42)
	Other	9	2,041,699	4 (1.72)
	Subtotal valid responses	235	49,217,107	100
	Don't know	0	0	
	Refused	1	191,346	
	Appropriate skip	768	151,298,247	
	Total	1,004	200,706,700	
G0550	<b>During July, did you <u>walk, run, or jog</u> at least one time outside for 10 minutes or more?</b>			
	Yes	764	152,567,572	76 (1.55)
	No	239	47,983,294	24 (1.55)
	Subtotal valid responses	1,003	200,550,866	100
	Don't know	0	0	
	Refused	1	155,834	
	Total	1,004	200,706,700	
G0850J	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	104	21,947,613	14 (1.55)
	3-10 days	259	52,598,146	35 (2.01)
	11-19 days	148	28,617,946	19 (1.59)
	20 days or more	249	48,620,230	32 (1.95)
	Subtotal valid responses	760	151,783,935	100
	Don't know	3	688,689	
	Refused	1	94,948	
	Appropriate skip	240	48,139,128	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1100A	<b>Primarily for what purpose did you walk, run, or jog?</b>			
	Commuting to work or school	37	8,086,316	5 (1.01)
	Recreation	128	26,646,862	18 (1.60)
	Exercise	446	87,240,687	58 (2.08)
	Personal errands	89	18,942,319	12 (1.40)
	Some other purpose	58	10,594,665	7 (0.97)
	Subtotal valid responses	758	151,510,849	100
	Don't know	4	831,388	
	Refused	2	225,335	
	Appropriate skip	240	48,139,128	
	Total	1,004	200,706,700	
G1150	<b>And on a typical day, about how much time did you spend walking, running, or jogging?</b>			
	Count	751	150,107,945	
	Mean	1.073480	1.07	
	Standard deviation	1.616936	0.06	
	Minimum	0.166667	0.166667	
	25th percentile	0.333333	0.333333	
	Median	0.5	0.5	
	75th percentile	1	1	
	Maximum	16	16	
G1200A	<b>Did you walk, run, or jog mostly on:</b>			
	Paved roads	233	44,269,830	29 (1.84)
	Shoulders of paved roads	29	5,993,690	4 (0.84)
	Bike lanes on roads	9	1,595,964	1 (0.39)
	Sidewalks	294	62,332,470	41 (2.07)
	Bike paths	26	5,323,097	4 (0.81)
	Unpaved roads	79	14,051,971	9 (1.15)
	Grass	55	11,757,771	8 (1.16)
	Other	37	6,676,094	4 (0.78)
	Subtotal valid responses	762	152,000,888	100
	Don't know	2	566,684	
	Refused	0	0	
	Appropriate skip	240	48,139,128	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0600	<b>During July, did you ride on a <u>commercial boat, ship or ferry</u>?</b>			
	Yes	64	12,855,380	6 (0.89)
	No	939	187,695,486	94 (0.89)
	Subtotal valid responses	1,003	200,550,866	100
	Don't know	0	0	
	Refused	1	155,834	
	Total	1,004	200,706,700	
G0850K	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	55	11,270,977	88 (4.34)
	3-10 days	7	1,200,088	9 (3.86)
	11-19 days	1	234,962	2 (1.82)
	20 days or more	1	149,353	1 (1.16)
	Subtotal valid responses	64	12,855,380	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	940	187,851,320	
	Total	1,004	200,706,700	
G0650	<b>During July, did you drive a <u>personal watercraft</u> such as a jetski or skidoo?</b>			
	Yes	32	6,575,890	3 (0.67)
	No	972	194,130,810	97 (0.67)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850L	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	20	3,784,726	64 (10.99)
	3-10 days	9	2,060,398	35 (11.05)
	11-19 days	0	0	0 (0.00)
	20 days or more	1	88,503	1 (1.50)
	Subtotal valid responses	30	5,933,627	100
	Don't know	1	179,457	
	Refused	1	462,806	
	Appropriate skip	972	194,130,810	
	Total	1,004	200,706,700	



Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1250	<b>Altogether, about how much time did you spend boating using personal watercraft last month?</b>			
	Count	32	6,575,890	
	Mean	8.013021	9.884835	
	Standard deviation	9.437260	3.50	
	Minimum	0.166667	0.166667	
	25th percentile	2.0	2	
	Median	4.0	4	
	75th percentile	10.5	11	
	Maximum	40.0	40	
G0700	<b>During July, did you drive a <u>recreational boat</u> such as a sailboat, motorboat, or yacht?</b>			
	Yes	107	21,412,335	11 (1.09)
	No	897	179,294,365	89 (1.09)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850M	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	49	9,682,286	45 (5.33)
	3-10 days	52	10,611,765	50 (5.39)
	11-19 days	5	872,001	4 (1.99)
	20 days or more	1	246,283	1 (1.15)
	Subtotal valid responses	107	21,412,335	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	897	179,294,365	
	Total	1,004	200,706,700	
G1255	<b>Altogether, about how much time did you spend boating last month?</b>			
	Count	107	21,412,335	
	Mean	16.719663	15.588210	
	Standard deviation	19.521055	1.66	
	Minimum	1	1	
	25th percentile	5	5	
	Median	10	8	
	75th percentile	20	20	
	Maximum	120	120	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0750	<b>During July, did you use any other means of transportation?</b>			
	Yes	170	34,672,721	17 (1.41)
	No	833	165,763,386	83 (1.41)
	Subtotal valid responses	1,003	200,436,107	100
	Don't know	1	270,593	
	Refused	0	0	
	Total	1,004	200,706,700	
G0850N	<b>Altogether, would you say that you did this on approximately:</b>			
	1-2 days	100	21,018,928	61 (4.45)
	3-10 days	55	11,188,509	33 (4.29)
	11-19 days	6	1,205,696	3 (1.78)
	20 days or more	7	914,956	3 (1.21)
	Subtotal valid responses	168	34,328,089	100
	Don't know	2	344,633	
	Refused	0	0	
	Appropriate skip	834	166,033,979	
	Total	1,004	200,706,700	
G1350	<b>Have you been in any kind of transportation-related crashes since June 2000?</b>			
	Yes	86	17,609,020	9 (1.04)
	No	915	182,376,010	91 (1.04)
	Subtotal valid responses	1,001	199,985,030	100
	Don't know	1	270,274	
	Refused	2	451,396	
	Total	1,004	200,706,700	
G1400	<b>How many crashes?</b>			
	Count	86	17,609,020	
	Mean	1.046512	1.048798	
	Standard deviation	0.211826	0.03	
	Minimum	1	1	
	25th percentile	1	1	
	Median	1	1	
	75th percentile	1	1	
	Maximum	2	2	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1450A	<b>Thinking about this/the most recent crash, what kind of transportation were you using?</b>			
	Personal vehicle	82	16,906,585	96 (2.33)
	Organized carpool or vanpool	1	46,629	0 (0.27)
	City-to-city bus	0	0	0 (0.00)
	City-to-city train	0	0	0 (0.00)
	Public transit within city or metropolitan area	0	0	0 (0.00)
	Commercial airplane	0	0	0 (0.00)
	Charter, private or corporate airplane	0	0	0 (0.00)
	Motorcycle, including motorized scooter or motorized bicycle	0	0	0 (0.00)
	Bicycle	1	292,732	2 (1.65)
	Walking, running, or jogging	0	0	0 (0.00)
	Commercial boat, ship or ferry	0	0	0 (0.00)
	Personal watercraft	1	78,885	0 (0.45)
	Recreational boat	0	0	0 (0.00)
	Skates, skateboards, scooters without engines	0	0	0 (0.00)
	Other	1	284,188	2 (1.60)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	
G1500	<b>In this/the most recent crash, what injuries did you sustain?</b>			
G1500A	None			
	Yes	64	13,058,138	74 (5.19)
	None	22	4,550,883	26 (5.19)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	
G1500B	Cuts, abrasions			
	Yes	4	902,384	5 (2.55)
	None	82	16,706,636	95 (2.55)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1500C	Muscle pull, strain, sprain			
	Yes	5	963,839	5 (2.49)
	None	81	16,645,181	95 (2.49)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	
G1500D	Broken bones			
	Yes	1	284,510	2 (1.60)
	None	85	17,324,510	98 (1.60)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	
G1500E	Neck injury			
	Yes	10	2,240,662	13 (3.95)
	None	76	15,368,359	87 (3.95)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	
G1500F	Back injury			
	Yes	9	1,692,471	10 (3.41)
	None	77	15,916,549	90 (3.41)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	
G1500G	Concussion or head injury			
	Yes	3	511,185	3 (1.84)
	None	83	17,097,836	97 (1.84)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1500H	Damage to internal organs			
	Yes	0	0	0 (0.00)
	None	86	17,609,020	100 (0.00)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	
G1500I	Other			
	Yes	3	765,524	4 (2.49)
	None	83	16,843,496	96 (2.49)
	Subtotal valid responses	86	17,609,020	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	918	183,097,680	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section B – BTS Topical Transportation Questions				
B0100	<b>Do you currently commute, that is, travel routinely from home to work or to school?</b>			
	Yes	620	129,444,779	65 (1.72)
	No	383	71,035,965	35 (1.72)
	Subtotal valid responses	1,003	200,480,744	100
	Don't know	0	0	
	Refused	1	225,956	
	Total	1,004	200,706,700	
B0150	<b>Altogether, about how many days do you commute <u>in a month</u>?</b>			
	29-31 days/month	69	15,158,079	12 (1.56)
	22-28 days/month	176	37,112,930	29 (2.09)
	15-21 days/month	335	69,237,834	54 (2.30)
	8-14 days/month	32	5,858,129	4 (0.90)
	1-7 days/month	4	863,527	1 (0.90)
	Subtotal valid responses	616	128,230,499	100
	Don't know	3	1,058,445	
	Refused	1	155,834	
	Appropriate skip	384	71,261,921	
	Total	1,004	200,706,700	
B0200	<b>Do you commute from home to work, to school, or both?</b>			
	To work	538	109,751,756	85 (1.71)
	To school	19	4,449,861	4 (0.91)
	Both to work and to school	61	14,633,195	11 (1.51)
	Subtotal valid responses	618	128,834,811	100
	Don't know	1	442,093	
	Refused	1	167,874	
	Appropriate skip	384	71,261,921	
	Total	1,004	200,706,700	
B0250A	<b>Which statement best describes your <u>most frequent commuting route</u>?</b>			
	You go to work and to school on different days	12	2,753,285	19 (5.20)
	You go to work, then directly to school	15	3,270,725	22 (5.87)
	You go to work, then home, then to school	14	3,775,409	26 (6.26)
	You go to school, then directly to work	8	2,166,835	15 (5.55)
	You go to school, then home, then to work	7	1,683,071	11 (4.43)
	Something else	5	983,870	7 (3.00)
	Subtotal valid responses	61	14,633,195	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	943	186,073,505	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0300	<b>To get to work, what are all the types of transportation you use?</b>			
B0300A	Personal vehicle			
	Yes	556	114,415,815	92 (1.39)
	None	43	9,969,135	8 (1.39)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300B	Organized carpool or vanpool			
	Yes	22	5,883,701	5 (1.15)
	None	577	118,501,249	95 (1.15)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300C	City-to-city bus			
	Yes	10	3,042,278	2 (0.86)
	None	589	121,342,673	98 (0.86)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300D	City-to-city train			
	Yes	5	873,953	1 (0.33)
	None	594	123,510,997	99 (0.33)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300E	Public transit within city or metropolitan area			
	Yes	44	9,388,093	8 (1.33)
	None	555	114,996,857	92 (1.33)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0300F	Commercial airplane			
	Yes	2	366,379	0 (0.22)
	None	597	124,018,571	100 (0.22)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300G	Charter, private or corporate airplane			
	Yes	0	0	0 (0.00)
	None	599	124,384,950	100 (0.00)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300H	Motorcycle, including motorized scooter or motorized bicycle			
	Yes	10	2,158,699	2 (0.60)
	None	589	122,226,251	98 (0.60)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300I	Bicycle			
	Yes	17	3,659,260	3 (0.80)
	None	582	120,725,690	97 (0.80)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300J	Walking, running, or jogging			
	Yes	28	6,799,169	5 (1.18)
	None	571	117,585,781	95 (1.18)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	



Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0300K	Commercial boat, ship or ferry			
	Yes	1	142,177	0 (0.11)
	None	598	124,242,773	100 (0.11)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0300L	Other			
	Yes	16	4,453,424	4 (1.02)
	None	583	119,931,526	96 (1.02)
	Subtotal valid responses	599	124,384,950	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	405	76,321,750	
	Total	1,004	200,706,700	
B0350	<b>How much time does the door-to-door trip to work usually take, one way?</b>			
	Count	595	123,368,326	
	Mean	0.421429	0.437109	
	Standard deviation	0.425812	0.02	
	Minimum	0.033333	0.033333	
	25th percentile	0.166667	0.166667	
	Median	0.333333	0.333333	
	75th percentile	0.5	0.5	
	Maximum	6	6	
B0450	<b>To get to school, what are all the types of transportation you use?</b>			
B0450A	Personal vehicle			
	Yes	72	17,077,811	90 (4.07)
	None	7	1,916,741	10 (4.07)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0450B	Organized carpool or vanpool			
	Yes	4	1,205,295	6 (3.24)
	None	75	17,789,257	94 (3.24)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450C	City-to-city bus			
	Yes	2	647,155	3 (2.38)
	None	77	18,347,398	97 (2.38)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450D	City-to-city train			
	Yes	1	285,666	2 (1.50)
	None	78	18,708,887	98 (1.50)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450E	Public transit within city or metropolitan area			
	Yes	4	1,239,732	7 (3.54)
	None	75	17,754,821	93 (3.54)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450F	Commercial airplane			
	Yes	0	0	0 (0.00)
	None	79	18,994,552	100 (0.00)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0450G	Charter, private or corporate airplane			
	Yes	0	0	0 (0.00)
	None	79	18,994,552	100 (0.00)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450H	Motorcycle, including motorized scooter or motorized bicycle			
	Yes	0	0	0 (0.00)
	None	79	18,994,552	100 (0.00)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450I	Bicycle			
	Yes	6	1,696,114	9 (3.66)
	None	73	17,298,438	91 (3.66)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450J	Walking, running, or jogging			
	Yes	6	1,597,917	8 (3.77)
	None	73	17,396,636	92 (3.77)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0450K	Commercial boat, ship or ferry			
	Yes	0	0	0 (0.00)
	None	79	18,994,552	100 (0.00)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0450L	Other			
	Yes	1	285,529	2 (1.49)
	None	78	18,709,024	98 (1.49)
	Subtotal valid responses	79	18,994,552	100
	Don't know	1	88,503	
	Refused	0	0	
	Appropriate skip	924	181,623,645	
	Total	1,004	200,706,700	
B0500	<b>How much time does the door-to-door trip to school usually take, one way?</b>			
	Count	79	18,994,552	
	Mean	0.4668776	0.440324	
	Standard deviation	0.5395564	0.05	
	Minimum	0.0833333	0.0833333	
	25th percentile	0.1666667	0.1666667	
	Median	0.3333333	0.3333333	
	75th percentile	0.5	0.5	
	Maximum	4	4	
B0650	<b>Have you made any changes in your transportation use since January 2001 because of gas prices?</b>			
	Yes	333	67,186,427	33 (1.73)
	No	671	133,520,273	67 (1.73)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
B0700	<b>What changes have you made?</b>			
B0700A	Drive less frequently			
	Yes	195	37,419,518	56 (3.16)
	None	138	29,766,909	44 (3.16)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0700B	Use public transit more			
	Yes	8	1,900,057	3 (1.16)
	None	325	65,286,370	97 (1.16)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700C	Walk more			
	Yes	12	2,475,483	4 (1.15)
	None	321	64,710,944	96 (1.15)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700D	Bicycle more			
	Yes	6	1,286,251	2 (0.80)
	None	327	65,900,176	98 (0.80)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700E	Combine local errand trips			
	Yes	33	7,158,630	11 (1.95)
	None	300	60,027,798	89 (1.95)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700F	Change travel plans			
	Yes	46	10,081,968	15 (2.42)
	None	287	57,104,460	85 (2.42)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0700G	Cancel vacation travel plans			
	Yes	7	1,151,772	2 (0.69)
	None	326	66,034,655	98 (0.69)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700H	Increase vehicle maintenance			
	Yes	2	423,206	1 (0.55)
	None	331	66,763,221	99 (0.55)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700I	Comparison-shop for best prices on gasoline			
	Yes	15	2,754,129	4 (1.16)
	None	318	64,432,298	96 (1.16)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700J	Change to lower octane gas			
	Yes	3	477,205	1 (0.48)
	None	330	66,709,222	99 (0.48)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	
B0700K	Drive or purchase more fuel-efficient vehicle			
	Yes	25	5,437,622	8 (1.69)
	None	308	61,748,805	92 (1.69)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	

<b>Code</b>	<b>Questionnaire Item</b>	<b>Unweighted Count/Value</b>	<b>Weighted Count/Value</b>	<b>Weighted Percentage (Std. Error)</b>
B0700L	Other			
	Yes	49	10,141,052	15 (2.28)
	None	284	57,045,375	85 (2.28)
	Subtotal valid responses	333	67,186,427	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	671	133,520,273	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section SS - Strategic Goal Questions				
SS0150	<b>To what extent are you concerned about your <u>personal safety</u> while traveling due to drivers, pilots, or train operators who might be impaired by alcohol or drugs?</b>			
	No extent	98	19,448,659	10 (1.07)
	A little extent	116	22,502,104	11 (1.15)
	Some extent	218	41,500,785	21 (1.46)
	A great extent	141	29,468,543	15 (1.35)
	A very great extent	417	85,276,144	43 (1.83)
	Subtotal valid responses	990	198,196,235	100
	Don't know	14	2,510,465	
	Refused	0	0	
	Total	1,004	200,706,700	
SS0200	<b>To what extent are you concerned about your <u>personal safety</u> while traveling due to aggressive behavior by others, such as road rage or air rage?</b>			
	No extent	86	16,310,095	8 (0.95)
	A little extent	127	25,117,115	13 (1.22)
	Some extent	231	44,753,020	23 (1.54)
	A great extent	189	38,381,038	19 (1.44)
	A very great extent	355	72,069,116	37 (1.79)
	Subtotal valid responses	988	196,630,385	100
	Don't know	16	4,076,315	
	Refused	0	0	
	Total	1,004	200,706,700	
SS0250	<b>To what extent are you concerned about your <u>personal safety</u> while traveling due to the possible failure of mechanical equipment on cars, buses, trains, or airplanes?</b>			
	No extent	190	37,377,355	19 (1.41)
	A little extent	231	47,240,039	24 (1.56)
	Some extent	229	45,912,550	23 (1.55)
	A great extent	138	26,654,599	14 (1.26)
	A very great extent	198	39,768,951	20 (1.51)
	Subtotal valid responses	986	196,953,494	100
	Don't know	15	3,167,891	
	Refused	3	585,315	
	Total	1,004	200,706,700	



Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
SS0300	<b>To what extent are you concerned about your <u>personal safety</u> while traveling due to the transport of hazardous materials on trucks, trains, or airplanes?</b>			
	No extent	220	43,281,866	22 (1.49)
	A little extent	215	41,712,526	21 (1.47)
	Some extent	198	41,887,166	21 (1.53)
	A great extent	123	24,608,323	13 (1.23)
	A very great extent	234	46,118,275	23 (1.55)
	Subtotal valid responses	990	197,608,155	100
	Don't know	0	0	
	Refused	14	3,098,545	
	Total	1,004	200,706,700	
SS0350	<b>To what extent are you concerned about your <u>personal safety</u> while traveling due to crime at rest stops, rail stations, bus terminals, or airports?</b>			
	No extent	195	37,335,591	19 (1.39)
	A little extent	169	32,605,133	17 (1.35)
	Some extent	229	48,001,338	24 (1.59)
	A great extent	157	31,977,069	16 (1.38)
	A very great extent	237	46,573,741	24 (1.57)
	Subtotal valid responses	987	196,492,872	100
	Don't know	16	4,075,547	
	Refused	1	138,281	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
<b>Section T - US Department of Transportation Services Satisfaction Questions</b>				
T0100	<b>Have you contacted the government about any subject related to transportation since June 2000?</b>			
	Yes	83	16,247,870	8 (0.97)
	No	917	183,735,477	92 (0.99)
	Don't remember	2	476,027	100
	Subtotal valid responses	1,002	200,459,373	
	Don't know	1	91,493	
	Refused	1	155,834	
	Total	1,004	200,706,700	
T0150A	<b>Thinking back to your most recent contact, <u>primarily</u> why did you contact the government?</b>			
	Obtain information	16	3,196,195	20 (4.89)
	Lodge a complaint	12	2,326,935	15 (4.87)
	Report a problem, violation, or accident	20	4,483,470	28 (5.86)
	Order/obtain a product	23	3,968,716	25 (5.04)
	Apply for/inquire about employment	1	251,280	1 (1.56)
	Other	10	1,795,318	11 (3.68)
	Subtotal valid responses	82	16,021,913	100
	Don't know	0	0	
	Refused	1	225,956	
	Appropriate skip	921	184,458,830	
	Total	1,004	200,706,700	
T0200	<b>How did you contact the agency?</b>			
T0200A	Telephone, including a hotline			
	Yes	41	8,254,750	52 (6.31)
	None	41	7,767,164	48 (6.31)
	Subtotal valid responses	82	16,021,913	100
	Don't know	0	0	
	Refused	1	225,956	
	Appropriate skip	921	184,458,830	
	Total	1,004	200,706,700	
T0200B	Internet/world-wide web, e-mail			
	Yes	9	1,713,833	11 (3.68)
	None	73	14,308,080	89 (3.68)
	Subtotal valid responses	82	16,021,913	100
	Don't know	0	0	
	Refused	1	225,956	
	Appropriate skip	921	184,458,830	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
T0200C	(Regular) mail			
	Yes	11	1,542,060	10 (3.12)
	None	71	14,479,853	90 (3.12)
	Subtotal valid responses	82	16,021,913	100
	Don't know	0	0	
	Refused	1	225,956	
	Appropriate skip	921	184,458,830	
	Total	1,004	200,706,700	
T0200D	In person			
	Yes	28	5,519,372	34 (6.12)
	None	54	10,502,541	66 (6.12)
	Subtotal valid responses	82	16,021,913	100
	Don't know	0	0	
	Refused	1	225,956	
	Appropriate skip	921	184,458,830	
	Total	1,004	200,706,700	
T0200E	Other			
	Yes	6	1,248,379	8 (3.26)
	None	76	14,773,534	92 (3.26)
	Subtotal valid responses	82	16,021,913	100
	Don't know	0	0	
	Refused	1	225,956	
	Appropriate skip	921	184,458,830	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
T0250	<b>What was the name of the agency you contacted?</b>			
	Bureau of Transportation Statistics (BTS)	0	0	0 (0.00)
	Congress (United States Senate or House of Representatives)	1	233,609	1 (1.51)
	Federal Aviation Administration (FAA)	0	0	0 (0.00)
	Federal Railroad Administration (FRA)	0	0	0 (0.00)
	Federal Motor Carrier Safety Administration (FMCSA)	0	0	0 (0.00)
	Federal Transit Administration (FTA)	1	366,633	2 (2.34)
	Federal Highway Administration (FHWA)	0	0	0 (0.00)
	Maritime Administration (MARAD)	0	0	0 (0.00)
	National Highway Traffic Safety Administration (NHTSA)	1	709,588	5 (4.43)
	Research and Special Programs Administration (RSPA)	1	118,356	1 (0.77)
	Secretary of the US Department of Transportation (OST)	0	0	0 (0.00)
	St. Lawrence Seaway Development Corporation	0	0	0 (0.00)
	United States Coast Guard	0	0	0 (0.00)
	State Department of Motor Vehicles (DMV, MVA)	16	2,609,932	17 (4.38)
	City, County, Township or Parish Government office	9	1,584,029	10 (3.69)
	County or Local Police, Sheriff	1	130,387	1 (0.85)
	Public Transit Agency	0	0	0 (0.00)
	State Department of Transportation (State DOT)	21	3,990,527	26 (5.67)
	State Legislature (State Senate, Delegates, Representatives)	8	1,555,857	10 (3.69)
	State Police, State Patrol, Highway Patrol	1	154,997	1 (1.01)
	Some Other Agency	18	3,953,027	26 (5.53)
	Don't know/don't remember	1	225,956	0 (0.00)
	Subtotal valid responses	79	15,632,897	100
	Refused	4	614,972	
	Appropriate skip	921	184,458,830	
	Total	1,004	200,706,700	
T0350	<b>To what extent was it easy for you to locate the right source for the information or services you needed?</b>			
	No extent	1	118,356	8 (9.01)
	A little extent	0	0	0 (0.00)
	Some extent	1	366,633	26 (23.43)
	A great extent	0	0	0 (0.00)
	A very great extent	2	943,196	66 (25.17)
	Subtotal valid responses	4	1,428,186	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	1,000	199,278,514	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
T0400	<b>To what extent were the service providers courteous and professional?</b>			
	No extent	0	0	0 (0.00)
	A little extent	0	0	0 (0.00)
	Some extent	1	366,633	26 (23.43)
	A great extent	2	351,965	24 (19.49)
	A very great extent	1	709,588	50 (29.50)
	Subtotal valid responses	4	1,428,186	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	1,000	199,278,514	
	Total	1,004	200,706,700	
T0450	<b>To what extent was the response timely?</b>			
	No extent	0	0	0 (0.00)
	A little extent	1	366,633	26 (23.43)
	Some extent	0	0	0 (0.00)
	A great extent	2	943,196	66 (25.17)
	A very great extent	1	118,356	8 (9.01)
	Subtotal valid responses	4	1,428,186	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	1,000	199,278,514	
	Total	1,004	200,706,700	
T0500	<b>Overall, to what extent were you satisfied with the service you received?</b>			
	No extent	1	233,609	16 (16.52)
	A little extent	0	0	0 (0.00)
	Some extent	1	366,633	26 (23.43)
	A great extent	1	709,588	50 (29.50)
	A very great extent	1	118,356	8 (9.01)
	Subtotal valid responses	4	1,428,186	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	1,000	199,278,514	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
<b>Section M - Operating Administration Modal Questions</b>				
MCG0100	<b>Are you aware of the kinds of services the Coast Guard provides?</b>			
	Yes	506	98,253,391	49 (1.83)
	No	494	101,721,316	51 (1.83)
	Subtotal valid responses	1,000	199,974,707	100
	Don't know	4	731,993	
	Refused	0	0	
	Total	1,004	200,706,700	
MCG0150	<b>What kinds of services are you aware of?</b>			
MCG0150A	<b>Boating safety</b>			
	Yes	176	30,996,921	33 (2.31)
	None	313	63,633,146	67 (2.31)
	Subtotal valid responses	489	94,630,067	100
	Don't know	17	3,623,324	
	Refused	0	0	
	Appropriate skip	498	102,453,309	
	Total	1,004	200,706,700	
MCG0150B	<b>Icebreaking</b>			
	Yes	7	1,635,478	2 (0.75)
	None	482	92,994,589	98 (0.75)
	Subtotal valid responses	489	94,630,067	100
	Don't know	17	3,623,324	
	Refused	0	0	
	Appropriate skip	498	102,453,309	
	Total	1,004	200,706,700	
MCG0150C	<b>Law enforcement</b>			
	Yes	177	33,450,148	35 (2.40)
	None	312	61,179,919	65 (2.40)
	Subtotal valid responses	489	94,630,067	100
	Don't know	17	3,623,324	
	Refused	0	0	
	Appropriate skip	498	102,453,309	
	Total	1,004	200,706,700	
MCG0150D	<b>Marine environmental protection</b>			
	Yes	22	4,321,647	5 (1.06)
	None	467	90,308,420	95 (1.06)
	Subtotal valid responses	489	94,630,067	100
	Don't know	17	3,623,324	
	Refused	0	0	
	Appropriate skip	498	102,453,309	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
MCG0150E	Navigation aids and information			
	Yes	17	2,742,223	3 (0.76)
	None	472	91,887,844	97 (0.76)
	Subtotal valid responses	489	94,630,067	100
	Don't know	17	3,623,324	
	Refused	0	0	
	Appropriate skip	498	102,453,309	
	Total	1,004	200,706,700	
MCG0150F	Search and rescue			
	Yes	362	71,225,393	75 (2.14)
	None	127	23,404,674	25 (2.14)
	Subtotal valid responses	489	94,630,067	100
	Don't know	17	3,623,324	
	Refused	0	0	
	Appropriate skip	498	102,453,309	
	Total	1,004	200,706,700	
MCG0150G	Other			
	Yes	73	13,842,158	15 (1.75)
	None	416	80,787,908	85 (1.75)
	Subtotal valid responses	489	94,630,067	100
	Don't know	17	3,623,324	
	Refused	0	0	
	Appropriate skip	498	102,453,309	
	Total	1,004	200,706,700	
MNH0250	<b>To what extent do you agree that in order to increase seat belt usage, vehicles should be equipped with reminder lights or audible signals, that periodically display or sound while the vehicle is in motion, to remind occupants that they are not wearing their seat belts?</b>			
	No extent	152	29,698,548	15 (1.27)
	A little extent	63	12,184,431	6 (0.83)
	Some extent	133	28,086,794	14 (1.31)
	A great extent	182	38,014,127	19 (1.52)
	A very great extent	462	90,441,195	46 (1.82)
	Subtotal valid responses	992	198,425,096	100
	Don't know	11	2,133,759	
	Refused	1	147,845	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
MNH0300	<b>To what extent do you agree that an indicator light in your vehicle that warns the driver about under-inflation in any of the vehicles' tires would allow you to be less concerned with routinely maintaining the recommended tire pressure?</b>			
	No extent	98	20,048,274	10 (1.12)
	A little extent	73	14,209,526	7 (0.94)
	Some extent	178	36,287,872	18 (1.44)
	A great extent	242	48,843,955	25 (1.56)
	A very great extent	404	79,389,235	40 (1.78)
	Subtotal valid responses	995	198,778,862	100
	Don't know	9	1,927,838	
	Refused	0	0	
	Total	1,004	200,706,700	



Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section D - Demographic Questions				
D0100	<b>Do you <u>currently</u> have a disability or health condition that limits your use of transportation?</b>			
	Yes	83	14,078,965	7 (0.85)
	No	916	185,546,214	93 (0.85)
	Subtotal valid responses	999	199,625,179	100
	Don't know	2	282,099	
	Refused	3	799,422	
	Total	1,004	200,706,700	
D0150	<b>What kinds of transportation cause problems for you?</b>			
D0150A	Personal vehicle			
	Yes	23	4,661,879	38 (6.78)
	None	46	7,505,894	62 (6.78)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150B	Organized carpool or vanpool			
	Yes	1	317,714	3 (2.57)
	None	68	11,850,059	97 (2.57)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150C	City-to-city bus			
	Yes	11	1,429,488	12 (3.86)
	None	58	10,738,285	88 (3.86)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150D	City-to-city train			
	Yes	9	1,253,024	10 (3.74)
	None	60	10,914,750	90 (3.74)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0150E	Public transit within city or metropolitan area			
	Yes	16	2,304,359	19 (5.00)
	None	53	9,863,415	81 (5.00)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150F	Commercial airplane			
	Yes	8	1,144,784	9 (3.86)
	None	61	11,022,989	91 (3.86)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150G	Charter, private or corporate airplane			
	Yes	0	0	0 (0.00)
	None	69	12,167,773	0 (0.00)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150H	Motorcycle, including motorized scooter or motorized bicycle			
	Yes	1	103,310	1 (0.85)
	None	68	12,064,464	99 (0.85)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150I	Bicycle			
	Yes	0	0	0 (0.00)
	None	69	12,167,773	0 (0.00)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0150J	Walking, running, or jogging			
	Yes	3	534,619	4 (2.58)
	None	66	11,633,154	96 (2.58)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150K	Commercial boat, ship or ferry			
	Yes	1	317,714	3 (2.57)
	None	68	11,850,059	97 (2.57)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0150L	Other			
	Yes	17	3,063,598	25 (6.02)
	None	52	9,104,175	75 (6.02)
	Subtotal valid responses	69	12,167,773	100
	Don't know	12	1,736,177	
	Refused	2	175,014	
	Appropriate skip	921	186,627,735	
	Total	1,004	200,706,700	
D0200	<b>What problems do you experience?</b>			
D0200A	Difficulty/inability to get to transportation stop/station			
	Yes	2	305,889	8 (5.62)
	None	25	3,456,475	92 (5.62)
	Subtotal valid responses	27	3,762,364	100
	Don't know	0	0	
	Refused	1	137,909	
	Appropriate skip	976	196,806,428	
	Total	1,004	200,706,700	
D0200B	Transportation not equipped to accommodate condition			
	Yes	7	1,210,522	32 (10.32)
	None	20	2,551,841	68 (10.32)
	Subtotal valid responses	27	3,762,364	100
	Don't know	0	0	
	Refused	1	137,909	
	Appropriate skip	976	196,806,428	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0200C	Transportation operators not trained to accommodate condition			
	Yes	1	120,073	3 (3.16)
	None	26	3,642,290	97 (3.16)
	Subtotal valid responses	27	3,762,364	100
	Don't know	0	0	
	Refused	1	137,909	
	Appropriate skip	976	196,806,428	
	Total	1,004	200,706,700	
D0200D	Crowded conditions on transportation			
	Yes	1	110,648	3 (2.93)
	None	26	3,651,716	97 (2.93)
	Subtotal valid responses	27	3,762,364	100
	Don't know	0	0	
	Refused	1	137,909	
	Appropriate skip	976	196,806,428	
	Total	1,004	200,706,700	
D0200E	Other			
	Yes	10	1,241,646	33 (9.47)
	None	17	2,520,718	67 (9.47)
	Subtotal valid responses	27	3,762,364	100
	Don't know	0	0	
	Refused	1	137,909	
	Appropriate skip	976	196,806,428	
	Total	1,004	200,706,700	
D0250	Including yourself, how many people aged 18 or older live in your household?			
	Count	994	197,935,078	
	Mean	1.958753	2.351881	
	Standard deviation	0.949537	0.06	
	Minimum	1	1	
	25th percentile	1	2	
	Median	2	2	
	75th percentile	2	3	
	Maximum	15	15	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0300	<b>Please stop me when I reach the category that includes your age:</b>			
	18 to 24 years	102	30,295,255	15 (1.56)
	25 to 34	173	34,017,074	17 (1.36)
	35 to 44	203	42,034,864	21 (1.48)
	45 to 54	182	37,009,760	19 (1.42)
	55 to 64	139	22,877,589	12 (1.07)
	65 to 74	107	18,687,278	9 (0.98)
	75 or older	90	12,947,223	7 (0.76)
	Subtotal valid responses	996	197,869,043	100
	Don't know	0	0	
	Refused	8	2,837,657	
	Total	1,004	200,706,700	
D0350	<b>Are you male or female?</b>			
	Male	441	96,438,528	48 (1.83)
	Female	563	104,268,172	52 (1.83)
	Subtotal valid responses	1,004	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,004	200,706,700	
D0400	<b>Is the group that best describes you:</b>			
D0400A	American Indian or Alaska native			
	Yes	23	2,829,072	1 (0.37)
	None	962	192,397,588	99 (0.37)
	Subtotal valid responses	985	195,226,660	100
	Don't know	3	563,480	
	Refused	16	4,916,560	
	Total	1,004	200,706,700	
D0400B	Asian			
	Yes	17	2,368,966	1 (0.33)
	None	968	192,857,695	99 (0.33)
	Subtotal valid responses	985	195,226,660	100
	Don't know	3	563,480	
	Refused	16	4,916,560	
	Total	1,004	200,706,700	
D0400C	Black or African-American			
	Yes	100	21,688,623	11 (1.19)
	None	885	173,538,038	89 (1.19)
	Subtotal valid responses	985	195,226,660	100
	Don't know	3	563,480	
	Refused	16	4,916,560	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0400D	Hispanic or Latino			
	Yes	59	20,184,109	10 (1.37)
	None	926	175,042,552	90 (1.37)
	Subtotal valid responses	985	195,226,660	100
	Don't know	3	563,480	
	Refused	16	4,916,560	
	Total	1,004	200,706,700	
D0400E	Native Hawaiian or other Pacific Islander			
	Yes	4	398,648	0 (0.11)
	None	981	194,828,012	100 (0.11)
	Subtotal valid responses	985	195,226,660	100
	Don't know	3	563,480	
	Refused	16	4,916,560	
	Total	1,004	200,706,700	
D0400F	White			
	Yes	756	145,800,798	75 (1.67)
	None	229	49,425,862	25 (1.67)
	Subtotal valid responses	985	195,226,660	100
	Don't know	3	563,480	
	Refused	16	4,916,560	
	Total	1,004	200,706,700	
D0400G	Other			
	Yes	18	2,685,856	1 (0.38)
	None	967	192,540,804	99 (0.38)
	Subtotal valid responses	985	195,226,660	100
	Don't know	3	563,480	
	Refused	16	4,916,560	
	Total	1,004	200,706,700	
D0450	<b>What is the highest level of education you have completed?</b>			
	Less than high school graduate	84	17,088,253	9 (1.01)
	High school graduate	304	64,521,906	33 (1.75)
	Some college	191	39,110,725	20 (1.52)
	Two-year college degree	91	16,758,445	8 (0.95)
	Four-year college degree	203	38,328,172	19 (1.41)
	Graduate degree	121	21,840,239	11 (1.05)
	Subtotal valid responses	994	197,647,740	100
	Don't know	2	570,596	
	Refused	8	2,488,364	
	Total	1,004	200,706,700	

Code	Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0500	<b>Please stop me when I reach the category that includes your household's total annual income for last calendar year (that is, 2000):</b>			
	Under \$15,000	111	18,104,115	11 (1.15)
	From \$15,000 to \$29,000	150	27,642,896	17 (1.42)
	From \$30,000 to \$49,000	244	48,329,864	29 (1.82)
	From \$50,000 to \$74,000	169	37,326,820	22 (1.75)
	From \$75,000 to \$99,000	77	17,680,903	11 (1.28)
	\$100,000 or more	92	17,217,968	10 (1.17)
	Subtotal valid responses	843	166,302,567	100
	Don't know	32	7,884,791	
	Refused	129	26,519,342	
	Total	1,004	200,706,700	
D0550	<b>Not including the telephone line you are using right now, are there any other lines in your household? Please do not count cellular phones, or phone lines that are <u>only</u> for computer or fax use.</b>			
	Yes	156	18,864,683	10 (0.87)
	No	838	178,750,080	90 (0.87)
	Subtotal valid responses	994	197,614,762	100
	Don't know	1	282,327	
	Refused	9	2,809,611	
	Total	1,004	200,706,700	
D0700	<b>How many additional lines do you have?</b>			
	One	100	13,708,758	73 (3.70)
	Two	45	4,160,470	22 (3.41)
	Three	8	706,238	4 (1.59)
	Four or more	2	121,642	1 (0.48)
	Subtotal valid responses	155	18,697,108	100
	Don't know	0	0	
	Refused	1	167,575	
	Appropriate skip	848	181,842,017	
	Total	1,004	200,706,700	
D0750	<b>Is the <u>primary use</u> of the additional line(s) for household use, business use, or both?</b>			
	Household use only	100	12,107,205	65 (4.40)
	Business use only	23	2,889,930	15 (3.23)
	Both household and business use	32	3,699,972	20 (3.65)
	Subtotal valid responses	155	18,697,108	100
	Don't know	0	0	
	Refused	1	167,575	
	Appropriate skip	848	181,842,017	
	Total	1,004	200,706,700	