

# Household Survey Results

## October 2002



# General Methodology of the Omnibus Survey:

## July 2001 to Present

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### INTRODUCTION AND BACKGROUND

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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.

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## 1. SAMPLE DESIGN

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### 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>

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<sup>1</sup> This method of confidence interval calculation is conservative.

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## 2. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

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

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

### Base Sampling Weights

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

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

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

### Adjustment for Unit Non-Response

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

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

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

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

## **Adjustment for Households with Multiple Telephone Numbers**

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

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

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

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

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

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

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

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

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

## Post-Stratification Adjustments

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

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

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<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.

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### 3. VARIANCE ESTIMATION

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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.

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<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.

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## **4. DATA COLLECTION METHODOLOGY**

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### **Expert Panel Review**

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

### **Cognitive Interviews**

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

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

### **Interview Procedures**

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

#### **Pre-Testing**

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

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

#### **Interviewer Training**

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

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

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

## **I. ORIENTATION**

Introduction to M. Davis and Company, Inc.

Welcome

MDAC Way

Organizational Chart

Your Job Description/Responsibilities

Policies and Procedures

## **II. TRAINING**

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

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

What is marketing and opinion research?

Types of interviews

Techniques used in data collection

Survey settings

Overview of the marketing and opinion research process

Key Terms

### **B. The Interviewer's Role**

Appropriate Attitude

Characteristics of a successful interviewer

Recruiting Respondents

The "Art" of Interviewing

Key Terms

### **C. Respondents**

Relating to Respondents

"Training" Respondents

Building and Maintaining Rapport

"Active Listening"

Callback Scenarios and Procedures

Terminations

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

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

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

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

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

### **Pre-Contact Letter**

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

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

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

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

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



## **Call Attempts and Callbacks**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Disposition Codes**

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

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

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

**Scope Undetermined:**

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

**In-Scope Numbers:**

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

**Household Screening**

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

**Interviewing Methods**

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

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

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

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

## **Data Quality Control Procedures**

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

Our interviewer training for administering telephone surveys included:

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

## **Interviewer Performance**

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

## **Other Procedures**

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

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

## **Summary of Data Cleaning**

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

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

## **Treatment of Missing Values**

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

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

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

## Response Rates

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

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

## Non-Response Methods

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

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

## Reasons for Non-Response

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

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

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## Omnibus Survey: October 2002 Month Specific Information

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

The October 2002 survey collected data from October 05, 2002 through October 15, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,083 cases, and the total number of variables in the public-use dataset is 167. The data were collected by M. Davis and Company (MDAC), under contract with the BTS.

### Sample Telephone Number Selection

There were 8,200 telephone numbers for the October 2002 survey. A total of 5,138 of these numbers were identified as working residential numbers and were divided into 103 replicates. Each of the 64 fielding replicates released initially contained approximately 50 households. No additional replicates were released during fielding. Eight (8) unused replicates from October's sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Thirty one (31) of the 103 October replicates were not utilized in the actual interviewing, resulting in 3,190 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 266,879,000. The total number of telephone numbers in the sample (numbers dialed) is 3,190.

### 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	1.191
Standard deviation	0.514
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5



## Specific Weight Adjustment for Number of Eligible Household Members

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

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

**Table 2: Number of Eligible Household Members**

	Value
Mean	1.942
Standard deviation	0.784
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	6

## Post-Stratification Weight Adjustments

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

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

**Table 3: Post-Stratification Cells**

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (Any Race)	45	10,167,034
2	Male - Non-Hispanic Black	37	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	25	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	60	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	83	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	78	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	61	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	47	11,755,768
9	Male - Non-Hispanic Other	33	4,146,032
10	Female - Hispanic (Any Race)	43	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	39	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	33	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	32	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	58	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	102	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	92	14,513,973

17	Female - Age 55 – 64 - Non-Hispanic White	70	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	93	15,762,147
19	Female - Non-Hispanic Other	21	4,762,691
N/A	Missing Demographic Information	31	N/A
<b>TOTAL</b>		<b>1,083</b>	<b>200,706,700</b>

### Data Collection Schedule

The survey was conducted over a ten-day period, from October 05 through October 15. A total of 1,083 interviews were completed during the survey period.

### Disposition of Sample Telephone Numbers

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used in calculating an overall CASRO response rate of approximately 48.98 percent.

**Table 4: Distribution of Household Cases by Disposition**

Disposition Category	Number of Households
<b>Telephone Numbers Available</b>	<b>4,737</b>
<b>Telephone Numbers Released</b>	<b>3,190</b>
<b>Telephone Numbers Not Dialed</b>	<b>0</b>
<b>Telephone Numbers Dialed</b>	<b>3,190</b>
<b>Out-of-Scope Numbers (Ineligible)</b>	<b>830</b>
BG - Business	211
CF - Computer/Fax	230
DS - Disconnected number	335
NC - Number change	23
NQ - No one 18 years old or older in household	12
UNB - Unavailable before and during study period	19
<b>Scope Undetermined</b>	<b>485</b>
NA - No answer	247
BZ - Busy	1
AM - Answering machine	44
LM - Left message	5
CCC - Cannot complete call	0
PM - Privacy manager	12
NQL - Eligibility undetermined because of language problems or deafness	23
RFI - Refused to speak with interviewer (screening incomplete)	17
HRI - Hard refusal *	126
OD - Maximum call attempts reached	0
CBU - Callback undetermined	10
CSU - Callback Spanish undetermined	0
<b>In-Scope Numbers</b>	<b>1,875</b>
Complete	1,083
Partial complete	4
DIP - Reinterview deletion, ineligible person in household interviewed	3
DDA - Reinterview deletion, discrepancy in answers during reinterview	0
CB - Callback	128
CBS - Callback Spanish	0
NAQ - No answer qualified	362

BZQ - Busy qualified	0
AMQ - Answering machine qualified	117
LMQ - Left message qualified	11
CCQ - Cannot complete call qualified	2
PMQ - Privacy manager qualified	3
DL - Deaf/Language	39
RFQ - Respondent refusal	13
UN - Unavailable	28
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Hard refusal *	82
<b>CASRO Response Rate</b>	<b>48.98%</b>

## OCTOBER 2002 FINAL ANNOTATED SURVEY QUESTIONNAIRE

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

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

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

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [ ], such as in Question F0080, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses ( ), such as in Question F0456, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- **TEXT IN ALL CAPS** displays on-screen instructions to the interviewer or questions that the interviewer answers.
- *Text in italics* provides CATI system instructions or options, such as skips or fills.

## Section F – Introduction and Respondent Selection

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

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

HIT "RETURN" TO CONTINUE

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

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

THANK RESPONDENT AND TERMINATE

F0066. **Your household has been selected for this study, and we are very interested in your transportation use and opinions. Please remember that your input will help strengthen our nation's transportation system.**

HIT "RETURN" TO CONTINUE

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

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

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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

HIT "RETURN" TO SCHEDULE CALLBACK

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

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

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

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

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

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

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

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

- 1) Yes (*Skip to F0456*)
- 2) No INTERVIEWER: ASK "Who then is the person who will have a birthday next?" HIT RETURN AND F0351 SCREEN APPEARS; ENTER NAME

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

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

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

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

HIT "RETURN" TO CONTINUE

*Skip to F0550*

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

HIT "RETURN" TO SCHEDULE CALLBACK

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

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

HIT "RETURN" TO CONTINUE

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

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

ARRANGE A CALLBACK. HIT "RETURN" TO CONTINUE.

**Section G - General Transportation Core Questions**

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

HIT "RETURN" TO CONTINUE

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

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

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

\_\_\_\_days

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

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

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

\_\_\_\_days

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

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

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

\_\_\_\_days



G3001. **As opposed to other means of transportation, please tell me the main reason you used public transit last month. (CODE THE FIRST REASON GIVEN) (DO NOT READ LIST)**

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

G3051. **Consider your most recent trip using public transit. What was the primary purpose of the trip? (CODE PRIMARY PURPOSE) (DO NOT READ LIST)**

- 1) Work/Work-related
- 2) Shopping
- 3) College/Other school
- 4) Medical services
- 5) Social, religious worship, personal business
- 7) Other - SPECIFY \_\_\_\_\_

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

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

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

\_\_\_\_\_ days

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

\_\_\_\_\_ days

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

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

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

\_\_\_\_\_ days

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

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

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

\_\_\_\_ days

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

\_\_\_\_ days

*Skip to G0350*

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

- 1) Yes
- 2) No

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

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

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

\_\_\_\_ days

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

\_\_\_\_ days

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

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

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

\_\_\_\_ days

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

\_\_\_\_ days

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

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

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

\_\_\_\_ days

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

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

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

\_\_\_\_ days

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

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

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

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

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

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

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

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

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

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

\_\_\_\_ days

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

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

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

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

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

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

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

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

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

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

\_\_\_\_ days

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

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

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

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

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

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

\_\_\_\_ days

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

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

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

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

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

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

\_\_\_\_days

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

- 1) Yes
- 2) No (*Skip to G0751*)

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

\_\_\_\_days

G0751. **During September, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle. (BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)**

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

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

---

---

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

HIT "RETURN" TO CONTINUE

*If G0103 = 2 then skip to instruction before G2101*

G2011. **You said you drove or rode in a personal vehicle last month. Considering all the costs associated with driving or riding in a personal vehicle, would you say it cost more or less in September than it did a year ago?**

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

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

G2021. **In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a personal vehicle in September than a year ago?**

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

- 1) Less secure
- 2) Same
- 3) More secure

G2041. **In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle in September than you did a year ago?**

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

- 1) Less safe
- 2) Same
- 3) More safe

G2061. **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in September than a year ago?**

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

- 1) Less likely
- 2) Same
- 3) More likely

G2081. **In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a personal vehicle in September than it was a year ago?**

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

- 1) Less convenient
- 2) Same
- 3) More convenient

G2091. **Now please tell me, when you travel by personal vehicle, which one of the following is most important to you? [READ LIST]**

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

*If G0302 = 2 then skip to instruction before G2201*

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

G2111. **Considering the cost of using public transit, would you say it cost more or less in September than it did a year ago?**

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

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

G2121. **In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in September than a year ago?**

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

- 1) Less secure
- 2) Same
- 3) More secure



G2141. **In terms of safety from accidents, did you feel more safe or less safe using public transit in September than you did a year ago?**

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

- 1) Less safe
- 2) Same
- 3) More safe

G2161. **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in September than a year ago?**

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

- 1) Less likely
- 2) Same
- 3) More likely

G2181. **In terms of quality of service, would you say the quality of service you received using public transit in September was better or worse than a year ago?**

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

- 1) Worse
- 2) Same
- 3) Better

G2191. **Now please tell me, when you use public transit, which one of the following is most important to you?**

[READ LIST]

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

*If G0350 = 2 then skip to B0051*

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

G2211. **Considering the cost of flying on a commercial airline, would you say it cost more or less in September than it did a year ago?**

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

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

G2221. **In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial airline in September than a year ago?**

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

- 1) Less secure
- 2) Same
- 3) More secure

G2241. **In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in September than a year ago?**

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

- 1) Less safe
- 2) Same
- 3) More safe

G2261. **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in September than a year ago?**

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

- 1) Less likely
- 2) Same
- 3) More likely

G2281. **In terms of quality of service, would you say the quality of service you received flying on a commercial airline in September was better or worse than a year ago?**

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

- 1) Worse
- 2) Same
- 3) Better

G2291. **Now please tell me, when you travel by commercial airline, which of the following is most important to you?**  
[READ LIST]

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

**Section B - BTS Topical Transportation Questions**

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

HIT "RETURN" TO CONTINUE

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

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

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

\_\_\_\_\_ days

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

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

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

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

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

\_\_\_\_\_ hours and \_\_\_\_\_ minutes (*go to B2300*)

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

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

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

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

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

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

HIT "RETURN" TO CONTINUE

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

- 1) Enter month and year
- 5) Have never flown on a commercial airline (*Skip to B3000*)

*If 1) > than one year ago skip to B3000*

*If B2311 = 10 2002 or 09 2002 and G0350 = 1 then skip to B2314*

*If B2311 = 09 2002 and G0350 = 2 then continue to B2312*

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

Month \_\_\_\_\_ Year \_\_\_\_\_ (*More than one year ago skip to B3000*)

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

\_\_\_\_\_

HIT "ESCAPE" KEY AFTER ENTERING INFORMATION

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

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

B2333. **Still thinking of your most recent flight in which of the following sections was your seat located: (READ ENTIRE LIST EXCEPT DON'T KNOW)**

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

*If B2333= 1, 2 or 3 skip to B2341*

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

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

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

- 1) **Yes**
- 2) **No**

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

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

B2701. **How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. How long did you wait?**

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

IF MORE THAN 5 HOURS, CODE AS 5

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

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

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

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

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

B2851. **On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident were you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?**

INTERVIEWER: IF NECESSARY, REMIND RESPONDENT THEY CAN USE ANY NUMBER BETWEEN 1 AND 5

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

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

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

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

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

B2976. **How consistent have check-in and screening procedures been in airports you have departed from? Have they been (READ LIST)**

- 1) **Consistent**
- 2) **Somewhat consistent**
- 3) **Not consistent**

*If B2311 = 1) < than on year ago go to B3100*

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

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

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

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



**Section SN - Strategic Goal Questions**

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Section M - Operating Administration Modal Questions**

None this month - Operating Administration Modal Questions have been incorporated into Section B.

**Section D - Demographic Questions**

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

HIT "RETURN" TO CONTINUE

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

ENTER NUMBER \_\_\_\_\_

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

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

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

D1101. **Have air travel passenger screening procedures changed for you since September 11, 2001?**

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

D1102. **How have they changed?**

\_\_\_\_\_

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

- 1) Yes
- 2) No

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

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

\_\_\_\_\_

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

\_\_\_\_\_ people

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

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

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

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

- 1) Male
- 2) Female

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

- 1) Yes
- 2) No

D0402. **Is the racial group that best describes you... (READ ENTIRE LIST. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION.) (RECORD ALL THAT APPLY)**

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

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

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

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

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

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

- 1) **Yes**
- 2) **No**

D0553. **Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.**

- 0) None (*Skip to D0801*)
- 1) One
- 2) Two
- 3) Three
- 4) Four or more

**READ AFTER RESPONDENT HAS GIVEN ANSWER: So, you have \_\_\_\_\_ additional phone numbers that are not used exclusively for fax machine, computer or cellular phone?**

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

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

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

— — — — —

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

- 1) Yes
- 2) No

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

HIT "RETURN" TO CONTINUE



**Section I - Interviewer Close Out Questions**

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

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

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

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

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

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0302	G0302	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851C	G0851C	Public Transit - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3001	G3001A	Public Transit - Reason for Using	01	Have no vehicle available	Num	8	USEPTWHY
			02	Cheaper/Costs less/Saves money/Parking too expensive			
			03	Faster than other means of transportation			
			04	More convenient than other means of transportation			
			05	Less impact on the environment than other means of transportation			
			06	Parking not available			
			07	Away from home on business or pleasure travel			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3001	G3001B	Public Transit - Other Reason for Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format	
G3051	G3051A	Public Transit - Trip Purpose	1	Work/Work-related	Num	8	PTPURP	
			2	Shopping				
			3	College/Other school				
			4	Medical services				
			5	Social, religious worship, personal business				
			7	Other				
			.D	Don't know				
			.R	Refused				
			.S	Appropriate skip				
G3051	G3051B	Public Transit - Other Trip Purpose	Text	Verbatim response	Char	250	\$TEXTVAR	
				.S	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO	
			2	No				
			.D	Don't know				
			.R	Refused				
G0851D	G0851D	Bus - Days		_____ days	Num	8	FORNUM	
				.D	Don't know			
				.R	Refused			
				.S	Appropriate skip			
G0902B	G0902B	Bus - Days - Business		_____ days	Num	8	FORNUM	
				.D	Don't know			
				.R	Refused			
				.S	Appropriate skip			
G0210	G0210	Use - Charter or Tour Bus	1	Yes	Num	8	YESNO	
			2	No				
			.D	Don't know				
			.R	Refused				
G0851O	G0851O	Charter or Tour Bus - Days		_____ days	Num	8	FORNUM	
				.D	Don't know			
				.R	Refused			
				.S	Appropriate skip			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO	
			2	No				

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
G0851E	G0851E	Train - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0880	G0880	AMTRAK - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0401	G0401	Use - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851G	G0851G	Other Aircraft - Days		_____ days	Num	8	FORNUM

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0453	G0453	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0852I	G0852I	Bicycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G1002	G1002A	Bicycle - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1002	G1002B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1002	G1002C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052A	Bicycle - Type of Road	01	Paved roads (not on shoulders of paved roads)	Num	8	ROADTYPA
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			04	Sidewalks			
			07	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0551	G0551	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851J	G0851J	Walk - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, walking the dog, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102B	Walk - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1151	G1151A	Walk - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151B	Walk - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1203	G1203A	Walk - Type of Road	01	Paved roads (not on shoulders of paved roads)	Num	8	ROADTYPB
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			04	Sidewalks			
			07	Track			
			08	Grass			
			97	Other			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1203	G1203B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0852M	G0852M	Recreational Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0652	G0652	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0852L	G0852L	Watercraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G1252	G1252A	Watercraft - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851P	G0851P	Cruise Ship - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0751	G0751	Use - Other Means of Transportation	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			
G0780	G0780	Use - Other Means of Transportation - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G2011	G2011	Personal Vehicle - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2021	G2021	Personal Vehicle - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2041	G2041	Personal Vehicle - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2061	G2061	Personal Vehicle - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2081	G2081	Personal Vehicle - Convenient	1	Less convenient	Num	8	TRANCONV
			2	Same			
			3	More convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G2091	G2091	Personal Vehicle - Most Important Thing	1	The cost of the travel	Num	8	TRANIMPO
			2	Your safety from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of customer service you receive			
			.D	Don't know			
			.R	Refused			
.S	Appropriate skip						
G2111	G2111	Transit - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2121	G2121	Transit - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2141	G2141	Transit - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2161	G2161	Transit - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2181	G2181	Transit - Quality of Service	1	Worse	Num	8	TRANQUAL
			2	Same			
			3	Better			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2191	G2191	Transit - Most Important Thing	1	The cost of the travel	Num	8	TRANIMPO
			2	Your safety from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of customer service you receive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2211	G2211	Com Airline - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2221	G2221	Com Airline - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2241	G2241	Com Airline - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2261	G2261	Com Airline - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G2281	G2281	Com Airline - Quality of Service	1	Worse	Num	8	TRANQUAL
			2	Same			
			3	Better			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2291	G2291	Com Airline - Most Important Thing	1	The cost of the travel	Num	8	TRANIMPO
			2	Your safety from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of customer service you receive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0103	B0103	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0153	B0153	Commute - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	FORNUM

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311A	Com Airline - Most Recent Flight - When	1	Enter month and year	Num	8	TRIPTIME
			2	Less than three months ago			
			3	More than three months ago but less than one year ago			
			4	More than one year ago			
			5	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			
B2311	B2311B	Com Airline - Most Recent Flight - Month		Month _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B2311	B2311C	Com Airline - Most Recent Flight - Year		Year _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312A	Com Airline - Most Recent Flight - Month2		Month _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312B	Com Airline - Most Recent Flight - Year2		Year _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2314	B2314	Com Airline - Most Recent Flight - Airport	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
B2321	B2321	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2333	B2333	Com Airline - Most Recent Flight - Section	1	Economy or coach section (also sometimes called the main cabin)	Num	8	TRIPSECT
			2	First class section			
			3	There were no sections in the plane; all seats were in the same section			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2334	B2334	Com Airline - Most Recent Flight - Section - Area	1	Business class section	Num	8	TRIPAREA
			2	Flight attendant's			
			3	Flight crew section or "cockpit"			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	None of the sections			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2341	B2341	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2600	B2600	Com Airline - Most Recent Flight - Time Before Flight	1	Less than 30 minutes before your flight	Num	8	TRIPARR
			2	30 minutes to less than 60 minutes			
			3	60 minutes to less than 90 minutes			
			4	90 minutes to less than two hours before your flight			
			5	Two hours to less than three hours			
			6	Three hours or more before your flight			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701A	Com Airline - Most Recent Flight - Screening - Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701B	Com Airline - Most Recent Flight - Screening - Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701C	Com Airline - Most Recent Flight - Screening - Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B2751	B2751	Com Airline - Most Recent Flight - Screening - Time - Satisfaction	1	Less than you expected	Num	8	SCRETIME
			2	About what you expected			
			3	More than you expected			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2801	B2801	Com Airline - Most Recent Flight - Screening - Intensity	1	Inadequate	Num	8	SCREINTE
			2	Adequate			
			3	Excessive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2851	B2851	Com Airline - Most Recent Flight - Screening - Confidence	1	Not confident	Num	8	SCRECNFB
			2				
			3				
			4				
			5	Very confident			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2900	B2900	Com Airline - Most Recent Flight - Screening - Courtesy - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2950	B2950	Com Airline - Most Recent Flight - Screening - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B2976	B2976	Com Airline - Screening - Consistent	1	Consistent	Num	8	SCRECONS
			2	Somewhat consistent			
			3	Not consistent			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B3000	B3000	Com Airline - Screening - Confidence	1	Not confident	Num	8	SCRECNFB
			2				
			3				
			4				
			5	Very confident			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B3100	B3100	Com Airline - Screening - Recent Changes	1	Less inclined to travel by commercial airline	Num	8	AIRIMPCT
			3	Have had no effect on your commercial airline travel			
			2	More inclined to travel by commercial airline			
			.D	Don't know			
			.R	Refused			
SN1100	SN1100	Concern - Oil	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1110	SN1110	Concern - Terrorism - Air Traffic Control	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1120	SN1120	Concern - Terrorism - Travel by Air Outside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
SN1130	SN1130	Concern - Terrorism - Travel by Air Inside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1140	SN1140	Concern - Terrorism - Travel Inside the US	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1150	SN1150	Concern - Illegal Immigration	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1160	SN1160	Concern - Illegal Drugs	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Not at all concerned			
			.D	Don't know			
			.R	Refused			
SN1200	SN1200	Satisfaction - Oil	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1210	SN1210	Satisfaction - Terrorism - Air Traffic Control	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1220	SN1220	Satisfaction - Terrorism - Travel by Air Outside the US	1	Very satisfied	Num	8	SATISFY

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1230	SN1230	Satisfaction - Terrorism - Travel by Air Inside the US	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1240	SN1240	Satisfaction - Terrorism - Travel Inside the US	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1250	SN1250	Satisfaction - Illegal Immigration	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
SN1260	SN1260	Satisfaction - Illegal Drugs	1	Very satisfied	Num	8	SATISFY
			2	Somewhat satisfied			
			3	Not at all satisfied			
			.D	Don't know			
			.R	Refused			
D0061	D0061	Registered Vehicles			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
D0104	D0104	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D1101	D1101	Disability - Screening - Change	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			
D1102	D1102	Disability - Screening - Change - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
D0110	D0110	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of Other HH Members			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0107	D0107	Disability - Contact Again	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0251	D0251	Nb of People 18+ in HH		_____ people	Num	8	FORNUM
			.D	Don't know			
			.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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			
D0404	D0404	Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402D	Group - Native Hawaiian or Other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402E	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402F	Group - Other	1	Yes	Num	8	YESNO
			2	No			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
D0402	D0402G	Group - Other - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts or Science degree)			
			6	Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)			
			.D	Don't know			
			.R	Refused			
D0501	D0501	HH Income	1	Under \$15,000	Num	8	INCOME
			2	From \$15,000 to less than \$30,000			
			3	From \$30,000 to less than \$50,000			
			4	From \$50,000 to less than \$75,000			
			5	From \$75,000 to less than \$100,000			
			6	\$100,000 or more			
			.D	Don't know			
			.R	Refused			
D0900	D0900	Work	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0553	D0553	Additional Phone Lines - Number	0	None	Num	8	ADPHONE
			1	One			
			2	Two			
			3	Three			
			4	Four or more			
			.D	Don't know			
			.R	Refused			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0751	D0751	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0810	D0810	Advance Notice	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
	BASEWGT	Base Weight			Num	8	FORNUM
	NR_FACT	Nonresponse Adjustment Factor			Num	8	FORNUM
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	FORNUM
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	FORNUM
	CEN_FACT	Census Population Adjustment Factor			Num	8	FORNUM
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	FORNUM
	FNLWGT	Final Weight			Num	8	FORNUM
	BTRIWGT	Weight Before Trimming			Num	8	FORNUM
	ISTRIM	Weight was Trimmed			Num	8	FORNUM

# Omnibus Survey: October 2002 Marginal Frequency Distributions

Survey Period: October 5, 2002 - October 15, 2002

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section G - General Transportation Core Questions</b>				
<b>G0103 During September, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)</b>				
Yes	1,023	187,962,591	93.65	0.917
No	60	12,744,109	6.35	0.917
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851A How many days did you drive or ride?</b>				
Count	1,014	186,461,457		
Mean	25.619	25.693		
Standard deviation	7.794	0.267		
Minimum	2	2		
25th percentile	25	25		
Median	30	30		
75th percentile	30	30		
Maximum	30	30		
<b>G0150 During September, did you drive or ride in an organized carpool or vanpool?</b>				
Yes	51	11,461,733	5.71	0.902
No	1,032	189,244,967	94.29	0.902
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851B How many days did you drive or ride?</b>				
Count	51	11,461,733		
Mean	11.961	12.024		
Standard deviation	9.219	1.641		
Minimum	1	1		
25th percentile	5	4		
Median	8	10		
75th percentile	20	20		
Maximum	30	30		
<b>G0302 During September, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.</b>				
Yes	132	26,125,647	13.02	1.210
No	951	174,581,053	86.98	1.210
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851C How many days did you use it?</b>				
Count	131	25,645,950		
Mean	9.344	9.678		
Standard deviation	9.426	0.949		
Minimum	1	1		
25th percentile	2	2		
Median	4	5		
75th percentile	18	20		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Maximum	30	30		
<b>G3001A As opposed to other means of transportation, please tell me the main reason you used public transit last month.</b>				
Have no vehicle available	26	6,081,598	23.57	4.778
Cheaper/Costs less/Saves money/Parking too expensive	16	2,926,877	11.34	3.071
Faster than other means of transportation	6	1,239,166	4.80	2.068
More convenient than other means of transportation	57	11,382,584	44.11	5.170
Less impact on the environment than other means of transportation	2	347,077	1.35	1.000
Parking not available	8	1,782,510	6.91	2.608
Away from home on business or pleasure travel	12	1,787,450	6.93	2.103
Other	3	257,457	1.00	0.581
Subtotal valid responses	130	25,804,719	100	
Don't know	1	236,783		
Refused	1	84,145		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G3051A Consider your most recent trip using public transit. What was the primary purpose of the trip?</b>				
Work/Work-related	52	11,654,574	45.80	5.277
Shopping	14	1,732,025	6.81	2.018
College/Other school	6	2,157,198	8.48	3.653
Medical services	2	201,460	0.79	0.565
Social, religious worship, personal business	54	9,699,579	38.12	4.903
Other	0	0	0.00	0.000
Subtotal valid responses	128	25,444,836	100	
Don't know	1	216,112		
Refused	3	464,699		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G0201 During September, did you ride on a city-to-city bus, such as Greyhound?</b>				
Yes	10	1,804,936	0.90	0.322
No	1,073	198,901,764	99.10	0.322
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851D How many days did you ride on it?</b>				
Count	10	1,804,936		
Mean	5.500	5.444		
Standard deviation	8.708	2.596		
Minimum	1	1		
25th percentile	2	2		
Median	3	3		
75th percentile	4	4		
Maximum	30	30		
<b>G0902B And of these days, how many were for business or work?</b>				
Count	10	1,804,936		
Mean	4.200	4.292		
Standard deviation	9.175	2.746		
Minimum	0	0		
25th percentile	0	0		
Median	1.5	1		
75th percentile	3	3		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Maximum	30	30		
<b>G0210 During September, did you ride on a charter or tour bus line?</b>				
Yes	15	2,702,241	1.35	0.435
No	1,068	198,004,459	98.65	0.435
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851O How many days did you ride on it?</b>				
Count	15	2,702,241		
Mean	3.333	3.737		
Standard deviation	2.127	0.682		
Minimum	1	1		
25th percentile	2	2		
Median	3	3		
75th percentile	5	6		
Maximum	8	8		
<b>G0251 During September, did you ride on a city-to-city train, such as AMTRAK?</b>				
Yes	20	3,232,507	1.61	0.393
No	1,063	197,474,193	98.39	0.393
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851E How many days did you ride on it?</b>				
Count	20	3,232,507		
Mean	5.100	3.983		
Standard deviation	8.026	1.333		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	30	30		
<b>G0902C And of these days, how many were for business or work?</b>				
Count	20	3,232,507		
Mean	3.800	2.719		
Standard deviation	8.545	1.379		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	1.5	1		
Maximum	30	30		
<b>G0880 In your area, do you have access to long distance, city-to-city train service such as AMTRAK?</b>				
Yes	519	97,150,144	52.11	1.696
No	484	89,277,222	47.89	1.696
Subtotal valid responses	1,003	186,427,366	100	
Don't know	60	11,046,827		
Refused	0	0		
Appropriate skip	20	3,232,507		
Total	1,083	200,706,700		
<b>G0350 During September, did you fly on a commercial airline?</b>				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Yes	124	20,054,079	9.99	0.935
No	959	180,652,621	90.01	0.935
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851F How many days did you fly on a commercial airline?</b>				
Count	124	20,054,079		
Mean	2.790	2.684		
Standard deviation	2.104	0.179		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	2		
Maximum	12	12		
<b>G0902D And of these days, how many were for business or work?</b>				
Count	124	20,054,079		
Mean	1.355	1.228		
Standard deviation	2.366	0.200		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	12	12		
<b>G0401 During September, did you fly on a charter, private, or corporate airplane or helicopter?</b>				
Yes	20	3,377,888	1.68	0.409
No	1,063	197,328,812	98.32	0.409
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?</b>				
Count	20	3,377,888		
Mean	5.400	5.432		
Standard deviation	7.358	1.892		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	6	6		
Maximum	28	28		
<b>G0902E And of these days, how many were for business or work?</b>				
Count	20	3,377,888		
Mean	4.300	4.292		
Standard deviation	7.875	1.989		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	4.5	3		
Maximum	28	28		
<b>G0453 During September, did you drive or ride on a motorcycle, a motorized scooter, motorized bicycle, moped or all terrain vehicle?</b>				
Yes	98	17,821,080	8.88	0.977

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
No	985	182,885,620	91.12	0.977
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851H How many days did you drive or ride one of these vehicles?</b>				
Count	98	17,821,080		
Mean	4.561	4.670		
Standard deviation	4.346	0.508		
Minimum	1	1		
25th percentile	1	1		
Median	3	3		
75th percentile	6	7		
Maximum	20	20		
<b>G0501 During September, did you ride a bicycle? Please do not include stationary bicycles.</b>				
Yes	195	36,508,617	18.19	1.328
No	888	164,198,083	81.81	1.328
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0852I How many days did you ride a bicycle?</b>				
Count	195	36,508,617		
Mean	6.333	6.837		
Standard deviation	6.469	0.640		
Minimum	1	1		
25th percentile	2	2		
Median	4	5		
75th percentile	8	10		
Maximum	30	30		
<b>G0952A Primarily for what purpose did you use it?</b>				
Commuting to work or school	6	1,992,214	5.46	2.488
Recreation	108	18,212,048	49.88	4.038
Exercise/for my health	64	12,622,077	34.57	3.849
Personal errands (to the store, post office, and so on)	15	3,113,941	8.53	2.491
Required for my job	1	369,909	1.01	1.006
Some other purpose	1	198,428	0.54	0.543
Subtotal valid responses	195	36,508,617	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	888	164,198,083		
Total	1,083	200,706,700		
<b>G1002C And on a typical day that you rode a bicycle, about how much time did you spend bicycling?</b>				
Count	195	36,508,617		
Mean	1.006	0.999		
Standard deviation	0.828	0.065		
Minimum	0.083	0.083		
25th percentile	0.5	0.5		
Median	0.75	0.75		
75th percentile	1	1		
Maximum	6	6		
<b>G1052A Did you bicycle mostly on:</b>				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Paved roads (not on shoulders of paved roads)	92	16,902,089	46.30	4.047
Shoulders of paved roads	31	5,058,432	13.86	2.575
Bike lanes on roads	2	668,372	1.83	1.317
Bike paths, walking paths or trails	41	7,451,213	20.41	3.147
Unpaved roads (for example dirt, gravel, sand)	9	1,437,132	3.94	1.372
Sidewalks	20	4,991,380	13.67	3.224
Grass	0	0	0.00	0.000
Other	0	0	0.00	0.000
Subtotal valid responses	195	36,508,618	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	888	164,198,082		
Total	1,083	200,706,700		
<b>G0551 During September, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)</b>				
Yes	764	141,923,752	70.83	1.560
No	317	58,454,295	29.17	1.560
Subtotal valid responses	1,081	200,378,047	100	
Don't know	2	328,653		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851J How many days did you walk, run or jog?</b>				
Count	758	141,125,963		
Mean	12.759	12.782		
Standard deviation	8.907	0.366		
Minimum	1	1		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	30	30		
<b>G1102A Primarily for what purpose did you walk, run, or jog?</b>				
Commuting to work or school	30	6,194,562	4.36	0.859
Recreation	141	25,329,035	17.85	1.553
Exercise/for my health	466	85,647,060	60.35	2.016
Personal errands (to the store, post office, walking the dog, and so on)	109	21,915,402	15.44	1.548
Required for my job	18	2,837,693	2.00	0.495
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	764	141,923,752	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	319	58,782,948		
Total	1,083	200,706,700		
<b>G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?</b>				
Count	756	140,544,702		
Mean	0.801	0.834		
Standard deviation	0.955	0.050		
Minimum	0.167	0.167		
25th percentile	0.417	0.467		
Median	0.5	0.5		
75th percentile	1	1		
Maximum	13	13		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G1203A Did you walk, run, or jog mostly on:</b>				
Paved roads (not on shoulders of paved roads)	239	43,804,128	30.99	1.855
Shoulders of paved roads	63	11,426,402	8.08	1.113
Bike lanes on roads	3	491,404	0.35	0.210
Bike paths, walking paths or trails	80	15,276,441	10.81	1.262
Unpaved roads (for example dirt, gravel, sand)	49	7,919,145	5.60	0.904
Sidewalks	265	51,029,470	36.10	1.949
Track	24	4,072,929	2.88	0.669
Grass	36	6,784,363	4.80	0.885
Other	3	564,577	0.40	0.247
Subtotal valid responses	762	141,368,859	100	
Don't know	2	554,893		
Refused	0	0		
Appropriate skip	319	58,782,948		
Total	1,083	200,706,700		
<b>G0701 During September, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?</b>				
Yes	122	22,113,423	11.02	1.032
No	961	178,593,277	88.98	1.032
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0852M How many days did you use a recreational boat?</b>				
Count	122	22,113,423		
Mean	3.262	3.342		
Standard deviation	2.760	0.295		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		
Maximum	14	14		
<b>G1259C On a typical day that you went recreational boating, about how much time did you spend using the recreational boat?</b>				
Count	122	22,113,423		
Mean	5.076	4.837		
Standard deviation	4.277	0.338		
Minimum	0.75	0.75		
25th percentile	2.5	2		
Median	4	4		
75th percentile	6	6		
Maximum	24	24		
<b>G0652 During September, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?</b>				
Yes	20	3,941,611	1.96	0.483
No	1,063	196,765,089	98.04	0.483
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0852L How many days did you use a personal watercraft?</b>				
Count	20	3,941,611		
Mean	2.300	2.219		



Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Standard deviation	1.625	0.316		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	7	7		
<b>G1252C On a typical day that you went personal watercrafting, about how much time did you spend using the personal watercraft?</b>				
Count	20	3,941,611		
Mean	2.872	2.384		
Standard deviation	2.283	0.496		
Minimum	0.1	0.1		
25th percentile	0.75	0.5		
Median	2.5	2		
75th percentile	5	4		
Maximum	6.5	6.5		
<b>G0601 During September, did you ride on a commercial boat, ship or ferry?</b>				
Yes	36	6,317,455	3.15	0.575
No	1,047	194,389,245	96.85	0.575
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851K How many days did you ride on a commercial boat, ship, or ferry?</b>				
Count	36	6,317,455		
Mean	1.972	1.678		
Standard deviation	3.525	0.367		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	1		
Maximum	22	22		
<b>G0555 During September, did you ride as a passenger on a cruise ship?</b>				
Yes	8	1,521,361	0.76	0.289
No	1,075	199,185,339	99.24	0.289
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>G0851P How many days did you ride as a passenger on a cruise ship?</b>				
Count	8	1,521,361		
Mean	5.875	4.900		
Standard deviation	5.083	1.234		
Minimum	1	1		
25th percentile	2.5	1		
Median	5	4		
75th percentile	7	6		
Maximum	17	17		
<b>G0751 During September, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle?</b>				
Yes	137	23,313,204	11.63	1.055
No	945	177,099,894	88.37	1.055

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Subtotal valid responses	1,082	200,413,098	100	
Don't know	1	293,602		
Refused	0	0		
Total	1,083	200,706,700		
<b>G2011 You said you drove or rode in a personal vehicle last month. Considering all the costs associated with driving or riding in a personal vehicle, would you say it cost more or less in September than it did a year ago?</b>				
Cost less	106	17,706,411	10.08	1.017
Cost the same	257	45,334,154	25.82	1.558
Cost more	589	112,551,701	64.10	1.705
Subtotal valid responses	952	175,592,266	100	
Don't know	69	11,862,561		
Refused	2	507,764		
Appropriate skip	60	12,744,109		
Total	1,083	200,706,700		
<b>G2021 In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a personal vehicle in September than a year ago?</b>				
Less secure	182	34,539,503	18.75	1.408
Same	586	105,681,436	57.37	1.760
More secure	234	43,978,712	23.88	1.520
Subtotal valid responses	1,002	184,199,651	100	
Don't know	19	3,317,969		
Refused	2	444,971		
Appropriate skip	60	12,744,109		
Total	1,083	200,706,700		
<b>G2041 In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle in September than you did a year ago?</b>				
Less safe	236	45,845,222	24.54	1.566
Same	555	100,491,786	53.79	1.769
More safe	223	40,495,409	21.67	1.432
Subtotal valid responses	1,014	186,832,417	100	
Don't know	9	1,130,174		
Refused	0	0		
Appropriate skip	60	12,744,109		
Total	1,083	200,706,700		
<b>G2061 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in September than a year ago?</b>				
Less likely	271	52,631,424	28.24	1.612
Same	476	84,845,833	45.52	1.740
More likely	267	48,911,945	26.24	1.550
Subtotal valid responses	1,014	186,389,202	100	
Don't know	9	1,573,389		
Refused	0	0		
Appropriate skip	60	12,744,109		
Total	1,083	200,706,700		
<b>G2081 In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a personal vehicle in September than it was a year ago?</b>				
Less convenient	202	39,028,527	20.82	1.477
Same	502	87,089,958	46.46	1.746
More convenient	314	61,351,041	32.73	1.682
Subtotal valid responses	1,018	187,469,526	100	
Don't know	5	493,065		
Refused	0	0		
Appropriate skip	60	12,744,109		
Total	1,083	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G2091 Now please tell me, when you travel by personal vehicle, which one of the following is most important to you?</b>				
The cost of the travel	109	20,930,597	11.47	1.138
Your safety from terrorism or crime	93	16,747,639	9.18	1.013
Your safety from accidents	480	88,480,892	48.50	1.783
The amount of time it takes to complete the travel	286	51,734,531	28.36	1.600
The level of customer service you receive	22	4,533,320	2.49	0.575
Subtotal valid responses	990	182,426,979	100	
Don't know	27	4,330,071		
Refused	6	1,205,541		
Appropriate skip	60	12,744,109		
Total	1,083	200,706,700		
<b>G2111 Considering the cost of using public transit, would you say it cost more or less in September than it did a year ago?</b>				
Cost less	5	1,280,728	5.45	2.522
Cost the same	65	13,540,114	57.58	5.246
Cost more	51	8,696,359	36.98	5.067
Subtotal valid responses	121	23,517,201	100	
Don't know	11	2,608,446		
Refused	0	0		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G2121 In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in September than a year ago?</b>				
Less secure	37	6,622,639	25.64	4.439
Same	54	10,605,427	41.07	5.099
More secure	39	8,596,572	33.29	5.003
Subtotal valid responses	130	25,824,638	100	
Don't know	2	301,009		
Refused	0	0		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G2141 In terms of safety from accidents, did you feel more safe or less safe using public transit in September than you did a year ago?</b>				
Less safe	28	5,191,959	20.10	4.043
Same	60	11,126,941	43.09	5.109
More safe	42	9,505,738	36.81	5.179
Subtotal valid responses	130	25,824,638	100	
Don't know	2	301,009		
Refused	0	0		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G2161 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in September than a year ago?</b>				
Less likely	28	5,985,254	23.57	4.681
Same	68	12,599,429	49.63	5.277
More likely	31	6,804,145	26.80	4.728
Subtotal valid responses	127	25,388,828	100	
Don't know	5	736,819		
Refused	0	0		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G2181 In terms of quality of service, would you say the quality of service you received using public transit in September was better or worse than a year ago?</b>				
Worse	16	4,025,727	15.86	4.402
Same	53	9,927,901	39.11	5.074

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Better	59	11,430,607	45.03	5.179
Subtotal valid responses	128	25,384,235	100	
Don't know	4	741,412		
Refused	0	0		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G2191 Now please tell me, when you use public transit, which one of the following is most important to you?</b>				
The cost of the travel	13	2,689,880	10.53	3.355
Your safety from terrorism or crime	23	5,383,865	21.07	4.542
Your safety from accidents	25	4,501,698	17.62	3.904
The amount of time it takes to complete the travel	54	9,873,280	38.64	4.972
The level of customer service you receive	13	3,102,383	12.14	3.609
Subtotal valid responses	128	25,551,106	100	
Don't know	4	574,541		
Refused	0	0		
Appropriate skip	951	174,581,053		
Total	1,083	200,706,700		
<b>G2211 Considering the cost of flying on a commercial airline, would you say it cost more or less in September than it did a year ago?</b>				
Cost less	39	6,794,249	35.46	4.876
Cost the same	19	2,620,363	13.68	3.244
Cost more	61	9,746,287	50.87	5.029
Subtotal valid responses	119	19,160,899	100	
Don't know	5	893,180		
Refused	0	0		
Appropriate skip	959	180,652,621		
Total	1,083	200,706,700		
<b>G2221 In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial airline in September than a year ago?</b>				
Less secure	27	4,001,221	20.22	3.833
Same	24	4,637,360	23.43	4.404
More secure	72	11,154,217	56.35	4.903
Subtotal valid responses	123	19,792,798	100	
Don't know	1	261,281		
Refused	0	0		
Appropriate skip	959	180,652,621		
Total	1,083	200,706,700		
<b>G2241 In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in September than a year ago?</b>				
Less safe	25	4,075,440	20.50	3.977
Same	56	9,885,944	49.73	4.944
More safe	42	5,917,916	29.77	4.319
Subtotal valid responses	123	19,879,300	100	
Don't know	1	174,779		
Refused	0	0		
Appropriate skip	959	180,652,621		
Total	1,083	200,706,700		
<b>G2261 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in September than a year ago?</b>				
Less likely	52	8,253,760	41.16	4.843
Same	35	5,677,928	28.31	4.441
More likely	37	6,122,391	30.53	4.530
Subtotal valid responses	124	20,054,079	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	959	180,652,621		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,083	200,706,700		
<b>G2281 In terms of quality of service, would you say the quality of service you received flying on a commercial airline in September was better or worse than a year ago?</b>				
Worse	44	6,363,493	31.73	4.497
Same	34	6,414,194	31.98	4.743
Better	46	7,276,392	36.28	4.674
Subtotal valid responses	124	20,054,079	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	959	180,652,621		
Total	1,083	200,706,700		
<b>G2291 Now please tell me, when you travel by commercial airline, which of the following is most important to you?</b>				
The cost of the travel	25	4,192,397	21.25	4.044
Your safety from terrorism or crime	40	6,074,826	30.79	4.525
Your safety from accidents	21	3,347,305	16.97	3.730
The amount of time it takes to complete the travel	31	5,183,799	26.27	4.343
The level of customer service you receive	6	931,584	4.72	2.122
Subtotal valid responses	123	19,729,911	100	
Don't know	1	324,168		
Refused	0	0		
Appropriate skip	959	180,652,621		
Total	1,083	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section B - BTS Topical Transportation Questions</b>				
<b>B0103 Last month did you commute, that is, travel routinely from home to work?</b>				
Yes	691	128,776,388	64.21	1.651
No	391	71,787,392	35.79	1.651
Subtotal valid responses	1,082	200,563,780	100	
Don't know	0	0		
Refused	1	142,920		
Total	1,083	200,706,700		
<b>B0153 Altogether, about how many days did you commute to work last month?</b>				
Count	684	127,255,538		
Mean	20.415	20.692		
Standard deviation	5.131	0.228		
Minimum	2	2		
25th percentile	20	20		
Median	20	20		
75th percentile	22	24		
Maximum	30	30		
<b>B0310 Did you work at the same location on most days?</b>				
Yes	618	114,166,793	88.66	1.417
No	73	14,609,595	11.34	1.417
Subtotal valid responses	691	128,776,388	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	392	71,930,312		
Total	1,083	200,706,700		
<b>B0315 Did you work at more than one location on a typical day?</b>				
Yes	48	8,988,879	61.53	6.608
No	25	5,620,716	38.47	6.608
Subtotal valid responses	73	14,609,595	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,010	186,097,105		
Total	1,083	200,706,700		
<b>B0320C On a typical day, how much time did you spend traveling from worksite to worksite?</b>				
Count	44	8,247,795		
Mean	1.676	1.753		
Standard deviation	1.625	0.286		
Minimum	0.083	0.083		
25th percentile	0.333	0.333		
Median	1.125	1.5		
75th percentile	2	2		
Maximum	7	7		
<b>B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?</b>				
Count	641	119,393,155		
Mean	0.455	0.480		
Standard deviation	0.375	0.018		
Minimum	0.017	0.017		
25th percentile	0.200	0.25		
Median	0.333	0.417		
75th percentile	0.583	0.583		
Maximum	2.5	2.5		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B2311A In what month and year was your most recent commercial airline flight?</b>				
Less than three months ago	210	35,248,590	19.52	1.348
More than three months ago but less than one year ago	187	33,672,905	18.65	1.394
More than one year ago	404	76,298,266	42.26	1.781
Have never flown on a commercial airline	171	35,345,241	19.57	1.477
Subtotal valid responses	972	180,565,002	100	
Don't know	109	19,704,257		
Refused	2	437,441		
Total	1,083	200,706,700		
<b>B2321 Was the primary purpose of your trip business or work related?</b>				
Yes, business/job related	92	14,669,689	21.28	2.241
No	305	54,251,806	78.72	2.241
Subtotal valid responses	397	68,921,495	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2333 Still thinking of your most recent flight in which of the following sections was your seat located:</b>				
Economy or coach section (also sometimes called the main cabin)	304	52,211,873	76.62	2.458
First class section	22	3,544,450	5.20	1.241
There were no sections in the plane; all seats were in the same section	62	11,702,858	17.17	2.229
Other	5	686,261	1.01	0.524
Subtotal valid responses	393	68,145,442	100	
Don't know	4	776,053		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2334 Was your seat located in any of the following areas:</b>				
Business class section	2	279,263	40.69	25.750
Flight attendant's	1	53,610	7.81	8.251
Flight crew section or "cockpit"	0	0	0.00	0.000
None of the sections	2	353,387	51.49	25.994
Subtotal valid responses	5	686,260	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,078	200,020,440		
Total	1,083	200,706,700		
<b>B2341 Did the price paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?</b>				
Yes	235	40,635,071	70.23	2.788
No	99	17,226,667	29.77	2.788
Subtotal valid responses	334	57,861,738	100	
Don't know	63	11,059,757		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2600 How soon before your most recent flight did you arrive at the airport? Did you arrive</b>				
Less than 30 minutes before your flight	10	1,647,444	2.41	0.807
30 minutes to less than 60 minutes	24	3,850,305	5.64	1.263

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
60 minutes to less than 90 minutes	106	19,398,718	28.42	2.565
90 minutes to less than two hours before your flight	123	19,851,860	29.08	2.587
Two hours to less than three hours	113	19,969,549	29.25	2.567
Three hours or more before your flight	19	3,547,921	5.20	1.269
Subtotal valid responses	395	68,265,797	100	
Don't know	2	655,698		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2701C How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. How long did you wait?</b>				
Count	393	68,344,004		
Mean	0.294	0.308		
Standard deviation	0.409	0.023		
Minimum	0.017	0.017		
25th percentile	0.083	0.083		
Median	0.167	0.167		
75th percentile	0.333	0.333		
Maximum	5	5		
<b>B2751 How did you feel about the amount of time spent waiting in line at the passenger screening checkpoint? Did you feel the amount of time was</b>				
Less than you expected	189	33,394,088	48.52	2.823
About what you expected	176	30,419,661	44.20	2.812
More than you expected	31	5,016,717	7.29	1.404
Subtotal valid responses	396	68,830,466	100	
Don't know	0	0		
Refused	1	91,029		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2801 How would you rate the thoroughness of the screening process? Would you rate it</b>				
Inadequate	55	9,029,206	13.19	1.867
Adequate	301	52,065,080	76.05	2.444
Excessive	39	7,371,191	10.77	1.867
Subtotal valid responses	395	68,465,477	100	
Don't know	2	456,018		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2851 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident were you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?</b>				
1 Not confident	35	6,042,872	8.85	1.580
2	61	9,933,592	14.55	2.000
3	141	24,706,846	36.19	2.722
4	90	15,786,194	23.12	2.367
5 Very confident	68	11,796,293	17.28	2.197
Subtotal valid responses	395	68,265,797	100	
Don't know	2	655,698		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		



Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you</b>				
Very unsatisfied	15	2,250,880	3.29	0.939
Somewhat unsatisfied	28	5,407,791	7.91	1.663
Neither unsatisfied nor satisfied	60	10,227,180	14.97	1.922
Somewhat satisfied	121	21,409,464	31.33	2.655
Very satisfied	171	29,036,856	42.49	2.792
Subtotal valid responses	395	68,332,171	100	
Don't know	2	589,324		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you</b>				
Very unsatisfied	16	2,545,284	3.72	0.995
Somewhat unsatisfied	40	7,692,048	11.24	1.797
Neither unsatisfied nor satisfied	51	8,601,325	12.56	1.878
Somewhat satisfied	165	28,582,891	41.75	2.801
Very satisfied	123	21,033,687	30.73	2.604
Subtotal valid responses	395	68,455,235	100	
Don't know	2	466,260		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B2976 How consistent have check-in and screening procedures been in airports you have departed from? Have they been</b>				
Consistent	185	32,151,594	48.48	2.851
Somewhat consistent	110	20,051,447	30.23	2.741
Not consistent	90	14,115,775	21.28	2.218
Subtotal valid responses	385	66,318,816	100	
Don't know	12	2,602,679		
Refused	0	0		
Appropriate skip	686	131,785,205		
Total	1,083	200,706,700		
<b>B3000 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident are you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?</b>				
1 Not confident	120	22,375,152	18.33	1.696
2	81	14,887,801	12.20	1.371
3	237	46,376,509	38.00	2.172
4	107	19,312,145	15.82	1.609
5 Very confident	89	19,102,421	15.65	1.718
Subtotal valid responses	634	122,054,028	100	
Don't know	48	8,704,212		
Refused	4	1,026,965		
Appropriate skip	397	68,921,495		
Total	1,083	200,706,700		
<b>B3100 Have the changes in passenger screening procedures since September 11 made you</b>				
Less inclined to travel by commercial airline	290	54,140,715	27.47	1.562
Have had no effect on your commercial airline travel	697	129,404,748	65.65	1.650
More inclined to travel by commercial airline	75	13,552,710	6.88	0.855
Subtotal valid responses	1,062	197,098,173	100	
Don't know	14	2,620,577		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Refused	7	987,950		
Total	1,083	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section SN - Strategic Goal Questions</b>				
<b>SN1100 Are you very concerned, somewhat concerned, or not at all concerned about U.S. dependence on oil from the Middle East?</b>				
Very concerned	442	84,587,185	43.61	1.723
Somewhat concerned	462	81,715,617	42.13	1.690
Not at all concerned	148	27,654,444	14.26	1.213
Subtotal valid responses	1,052	193,957,246	100	
Don't know	29	6,515,728		
Refused	2	233,726		
Total	1,083	200,706,700		
<b>SN1110 Are you very concerned, somewhat concerned, or not at all concerned about keeping computerized systems like air traffic control secure from terrorism?</b>				
Very concerned	729	136,913,259	69.27	1.573
Somewhat concerned	249	45,088,473	22.81	1.414
Not at all concerned	84	15,657,800	7.92	0.929
Subtotal valid responses	1,062	197,659,532	100	
Don't know	20	2,891,232		
Refused	1	155,936		
Total	1,083	200,706,700		
<b>SN1120 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air outside the U.S.?</b>				
Very concerned	682	130,129,577	65.18	1.601
Somewhat concerned	308	53,572,160	26.84	1.461
Not at all concerned	88	15,930,439	7.98	0.933
Subtotal valid responses	1,078	199,632,176	100	
Don't know	4	710,406		
Refused	1	364,118		
Total	1,083	200,706,700		
<b>SN1130 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by air inside the U.S.?</b>				
Very concerned	546	104,462,200	52.33	1.702
Somewhat concerned	417	74,388,809	37.27	1.624
Not at all concerned	114	20,765,398	10.40	1.046
Subtotal valid responses	1,077	199,616,407	100	
Don't know	4	831,942		
Refused	2	258,351		
Total	1,083	200,706,700		
<b>SN1140 Are you very concerned, somewhat concerned, or not at all concerned about the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?</b>				
Very concerned	396	78,159,298	39.16	1.697
Somewhat concerned	467	81,786,770	40.98	1.676
Not at all concerned	212	39,621,053	19.85	1.377
Subtotal valid responses	1,075	199,567,121	100	
Don't know	8	1,139,579		
Refused	0	0		
Total	1,083	200,706,700		
<b>SN1150 Are you very concerned, somewhat concerned, or not at all concerned about illegal immigration across U.S. borders?</b>				
Very concerned	606	113,711,471	57.02	1.699
Somewhat concerned	348	63,945,125	32.06	1.598
Not at all concerned	120	21,768,583	10.92	1.062
Subtotal valid responses	1,074	199,425,179	100	
Don't know	9	1,281,521		
Refused	0	0		
Total	1,083	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>SN1160 Are you very concerned, somewhat concerned, or not at all concerned about the transport of illegal drugs across U.S. borders?</b>				
Very concerned	766	142,626,540	71.42	1.532
Somewhat concerned	232	41,251,673	20.66	1.361
Not at all concerned	78	15,827,214	7.93	0.941
Subtotal valid responses	1,076	199,705,427	100	
Don't know	6	828,174		
Refused	1	173,099		
Total	1,083	200,706,700		
<b>SN1200 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address U.S. dependence on oil from the Middle East?</b>				
Very satisfied	102	21,974,895	11.70	1.232
Somewhat satisfied	570	105,203,821	56.00	1.753
Not at all satisfied	343	60,682,036	32.30	1.628
Subtotal valid responses	1,015	187,860,752	100	
Don't know	64	11,943,652		
Refused	4	902,296		
Total	1,083	200,706,700		
<b>SN1210 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address keeping computerized systems like air traffic control secure from terrorism?</b>				
Very satisfied	211	41,809,032	23.04	1.566
Somewhat satisfied	611	112,930,085	62.24	1.764
Not at all satisfied	148	26,702,076	14.72	1.244
Subtotal valid responses	970	181,441,193	100	
Don't know	108	18,367,263		
Refused	5	898,244		
Total	1,083	200,706,700		
<b>SN1220 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air outside the U.S.?</b>				
Very satisfied	225	44,540,812	24.30	1.603
Somewhat satisfied	609	111,404,996	60.78	1.765
Not at all satisfied	152	27,359,127	14.93	1.244
Subtotal valid responses	986	183,304,935	100	
Don't know	91	16,194,651		
Refused	6	1,207,114		
Total	1,083	200,706,700		
<b>SN1230 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by air inside the U.S.?</b>				
Very satisfied	314	62,346,860	31.89	1.666
Somewhat satisfied	609	110,671,082	56.62	1.722
Not at all satisfied	133	22,457,938	11.49	1.030
Subtotal valid responses	1,056	195,475,880	100	
Don't know	26	5,075,137		
Refused	1	155,683		
Total	1,083	200,706,700		
<b>SN1240 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.?</b>				
Very satisfied	241	49,561,237	26.15	1.621
Somewhat satisfied	600	108,277,919	57.13	1.771
Not at all satisfied	174	31,700,705	16.73	1.323
Subtotal valid responses	1,015	189,539,861	100	
Don't know	64	10,504,878		
Refused	4	661,961		
Total	1,083	200,706,700		
<b>SN1250 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address illegal immigration across U.S. borders?</b>				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Very satisfied	130	27,234,060	14.04	1.292
Somewhat satisfied	482	92,221,123	47.56	1.747
Not at all satisfied	429	74,462,357	38.40	1.671
Subtotal valid responses	1,041	193,917,540	100	
Don't know	40	6,413,363		
Refused	2	375,797		
Total	1,083	200,706,700		
<b>SN1260 Are you very satisfied, somewhat satisfied, or not at all satisfied with what the Federal government is doing to address the transport of illegal drugs across U.S. borders?</b>				
Very satisfied	134	29,356,118	15.12	1.335
Somewhat satisfied	475	89,536,551	46.11	1.737
Not at all satisfied	435	75,287,325	38.77	1.675
Subtotal valid responses	1,044	194,179,994	100	
Don't know	38	6,371,023		
Refused	1	155,683		
Total	1,083	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section D - Demographic Questions</b>				
<b>D0061 How many registered road vehicles are available for regular use by members of your household?</b>				
Count	1,070	197,463,678		
Mean	2.019	2.110		
Standard deviation	1.167	0.040		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	10	10		
<b>D0104 Do you have any kind of disability or health impairment?</b>				
Yes	132	24,233,912	12.26	1.126
No	941	173,382,729	87.74	1.126
Subtotal valid responses	1,073	197,616,641	100	
Don't know	2	740,376		
Refused	8	2,349,683		
Total	1,083	200,706,700		
<b>D1101 Have air travel passenger screening procedures changed for you since September 11, 2001?</b>				
Yes	17	2,633,838	50.27	10.218
No	13	2,605,545	49.73	10.218
Subtotal valid responses	30	5,239,383	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,053	195,467,317		
Total	1,083	200,706,700		
<b>D0110 Does anyone else currently living in your household, including children, have any kind of disability or health impairment?</b>				
Yes	86	19,408,809	9.80	1.095
No	988	178,584,090	90.20	1.095
Subtotal valid responses	1,074	197,992,899	100	
Don't know	0	0		
Refused	9	2,713,801		
Total	1,083	200,706,700		
<b>D0105 How many other people (besides yourself)?</b>				
Count	84	19,084,048		
Mean	1.321	1.376		
Standard deviation	0.697	0.102		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	4	4		
<b>D0106 Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?</b>				
Yes	8	1,726,477	4.64	1.799
No	184	35,482,637	95.36	1.799
Subtotal valid responses	192	37,209,114	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	891	163,497,586		
Total	1,083	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0107 We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?</b>				
Yes	142	28,433,086	77.37	3.443
No	46	8,316,240	22.63	3.443
Subtotal valid responses	188	36,749,326	100	
Don't know	3	374,823		
Refused	1	84,965		
Appropriate skip	891	163,497,586		
Total	1,083	200,706,700		
<b>D0251 How many people aged 18 or older live in your household, including yourself?</b>				
Count	1,070	197,007,002		
Mean	1.943	2.214		
Standard deviation	0.789	0.037		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	6	6		
<b>D0300 Please stop me when I reach the category that includes your age:</b>				
18 to 24 years	85	24,059,364	12.25	1.345
25 to 34	177	34,241,435	17.43	1.287
35 to 44	248	44,396,861	22.60	1.415
45 to 54	221	37,954,118	19.32	1.306
55 to 64	157	22,089,427	11.25	0.964
65 to 74	97	19,466,578	9.91	1.084
75 or older	83	14,214,312	7.24	0.865
Subtotal valid responses	1,068	196,422,095	100	
Don't know	0	0		
Refused	15	4,284,605		
Total	1,083	200,706,700		
<b>D0350 Are you male or female?</b>				
Male	476	93,928,067	46.80	1.722
Female	607	106,778,633	53.20	1.722
Subtotal valid responses	1,083	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,083	200,706,700		
<b>D0404 Do you consider yourself to be Hispanic or Latino?</b>				
Yes	89	20,104,628	10.29	1.124
No	975	175,310,447	89.71	1.124
Subtotal valid responses	1,064	195,415,075	100	
Don't know	4	657,521		
Refused	15	4,634,104		
Total	1,083	200,706,700		
<b>D0402 Is the racial group that best describes you...</b>				
<b>D0402A American Indian (Native American) or Alaska Native</b>				
Yes	33	5,182,941	2.90	0.568
No	962	173,786,712	97.10	0.568
Subtotal valid responses	995	178,969,653	100	
Don't know	3	659,925		
Refused	85	21,077,122		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,083	200,706,700		
<b>D0402B Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)</b>				
Yes	23	4,502,652	2.52	0.630
No	972	174,467,001	97.48	0.630
Subtotal valid responses	995	178,969,653	100	
Don't know	3	659,925		
Refused	85	21,077,122		
Total	1,083	200,706,700		
<b>D0402C Black or African-American</b>				
Yes	113	22,196,935	12.40	1.236
No	882	156,772,718	87.60	1.236
Subtotal valid responses	995	178,969,653	100	
Don't know	3	659,925		
Refused	85	21,077,122		
Total	1,083	200,706,700		
<b>D0402D Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)</b>				
Yes	3	344,684	0.19	0.112
No	992	178,624,969	99.81	0.112
Subtotal valid responses	995	178,969,653	100	
Don't know	3	659,925		
Refused	85	21,077,122		
Total	1,083	200,706,700		
<b>D0402E White (Caucasian, Anglo)</b>				
Yes	830	147,596,593	82.47	1.416
No	165	31,373,060	17.53	1.416
Subtotal valid responses	995	178,969,653	100	
Don't know	3	659,925		
Refused	85	21,077,122		
Total	1,083	200,706,700		
<b>D0402F Other</b>				
Yes	4	947,778	0.53	0.268
No	991	178,021,875	99.47	0.268
Subtotal valid responses	995	178,969,653	100	
Don't know	3	659,925		
Refused	85	21,077,122		
Total	1,083	200,706,700		
<b>D0450 What is the highest level of education you have completed?</b>				
Less than high school graduate	86	18,909,102	9.65	1.111
High school graduate (or GED)	304	57,176,970	29.18	1.580
Some college (or technical vocational school/professional business school)	180	33,743,542	17.22	1.294
Two-year college degree (AA: Associate in Arts)	113	20,577,722	10.50	1.052
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	229	40,171,673	20.50	1.353
Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)	152	25,370,762	12.95	1.104
Subtotal valid responses	1,064	195,949,771	100	
Don't know	0	0		
Refused	19	4,756,929		
Total	1,083	200,706,700		



Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0501 Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:</b>				
Under \$15,000	71	13,143,406	7.72	1.001
From \$15,000 to less than \$30,000	178	33,744,952	19.83	1.526
From \$30,000 to less than \$50,000	250	44,732,977	26.29	1.594
From \$50,000 to less than \$75,000	200	35,977,028	21.14	1.473
From \$75,000 to less than \$100,000	106	18,918,949	11.12	1.124
\$100,000 or more	129	23,631,580	13.89	1.268
Subtotal valid responses	934	170,148,892	100	
Don't know	44	9,853,246		
Refused	105	20,704,562		
Total	1,083	200,706,700		
<b>D0900 Last month, did you do any work for pay or profit?</b>				
Yes	643	118,168,600	60.26	1.696
No	422	77,923,577	39.74	1.696
Subtotal valid responses	1,065	196,092,177	100	
Don't know	1	148,854		
Refused	17	4,465,669		
Total	1,083	200,706,700		
<b>D0553 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.</b>				
None	899	177,405,180	90.84	0.790
One	128	14,850,718	7.60	0.731
Two	26	2,346,087	1.20	0.264
Three	5	353,524	0.18	0.083
Four or more	3	335,879	0.17	0.108
Subtotal valid responses	1,061	195,291,388	100	
Don't know	1	71,748		
Refused	21	5,343,564		
Total	1,083	200,706,700		
<b>D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?</b>				
Household use only	88	9,964,246	56.12	4.328
Business use only	27	2,823,413	15.90	3.191
Both household and business use	46	4,967,908	27.98	3.853
Subtotal valid responses	161	17,755,567	100	
Don't know	0	0		
Refused	1	130,641		
Appropriate skip	921	182,820,492		
Total	1,083	200,706,700		
<b>D0810 Did your household receive an advance notice in the mail concerning this study?</b>				
Yes	336	57,805,998	32.77	1.663
No	635	118,593,235	67.23	1.663
Subtotal valid responses	971	176,399,233	100	
Don't know	90	18,267,588		
Refused	22	6,039,879		
Appropriate skip	0	0		
Total	1,083	200,706,700		