

Household Survey Results

August 2002



General Methodology of the Omnibus Survey:

July 2001 to Present

INTRODUCTION AND BACKGROUND

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

This document contains the following information:

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

1. SAMPLE DESIGN

Target Population

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

Sampling Frame and Selection

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

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

Table 1: Census Bureau Regions and Divisions

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

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

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

RDD Sample

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

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

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

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

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

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

ID-PLUS

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

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

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

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

Address Matching

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

Precision of Estimates

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

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

Where p_s is the estimated (sample) proportion;

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

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

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

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

Or

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

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

n is the sample size.

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

¹ This method of confidence interval calculation is conservative.

2. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

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

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

Base Sampling Weights

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

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

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

Adjustment for Unit Non-Response

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

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

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

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

Adjustment for Households with Multiple Telephone Numbers

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

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

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

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

Adjustment for Number of Eligible Household Members

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

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

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

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

Post-Stratification Adjustments

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

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

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

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

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

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

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

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

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

Where:

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

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

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

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

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

Trimming of Final Analysis Weights

Extreme values of W_{FINAL} are trimmed to avoid over-inflation of the sampling variance. In short, the trimming process limits the relative contribution of the variance associated with the k^{th} unit to the overall variance of the weighted estimate by comparing the square of each weight to a threshold value determined as a multiple of the sum of the squared weights. Letting w_1, w_2, \dots, w_j , denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

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

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

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

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

3. VARIANCE ESTIMATION

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

Variance Estimation Methodology

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

Software

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

Methods

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

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

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

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

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

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

Degrees of Freedom and Precision

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

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

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

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

4. DATA COLLECTION METHODOLOGY

Expert Panel Review

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

Cognitive Interviews

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

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

Interview Procedures

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

Pre-Testing

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

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

Interviewer Training

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

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

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

I. ORIENTATION

Introduction to M. Davis and Company, Inc.

Welcome

MDAC Way

Organizational Chart

Your Job Description/Responsibilities

Policies and Procedures

II. TRAINING

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

A. Introduction to the Marketing and Opinion Research Industry

What is marketing and opinion research?

Types of interviews

Techniques used in data collection

Survey settings

Overview of the marketing and opinion research process

Key Terms

B. The Interviewer's Role

Appropriate Attitude

Characteristics of a successful interviewer

Recruiting Respondents

The "Art" of Interviewing

Key Terms

C. Respondents

Relating to Respondents

"Training" Respondents

Building and Maintaining Rapport

"Active Listening"

Callback Scenarios and Procedures

Terminations

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

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

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

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

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

- I. Open Discussion
 - Additional questions

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

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

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

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

Pre-Contact Letter

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

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

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

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

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

Call Attempts and Callbacks

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Disposition Codes

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

Out-of-Scope Numbers:

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

Scope Undetermined:

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

In-Scope Numbers:

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

Household Screening

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

Interviewing Methods

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

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

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

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

Data Quality Control Procedures

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

Our interviewer training for administering telephone surveys included:

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

Interviewer Performance

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

Other Procedures

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

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

Summary of Data Cleaning

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

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

Treatment of Missing Values

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

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

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

Response Rates

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

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

Non-Response Methods

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

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

Reasons for Non-Response

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

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

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

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Omnibus Survey: August 2002 Month Specific Information

This report presents the results of the August 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 August 2002 survey collected data from August 03, 2002 through August 12, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,106 cases, and the total number of variables in the public-use dataset is 174. 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 August 2002 survey. A total of 5,139 of these numbers were identified as working residential numbers and were divided into 102 replicates. Each of the 66 fielding replicates released initially contained approximately 50 households. No additional replicates were released during Fielding. Eight (8) unused replicates from August's sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Twenty-eight (28) of the 102 August replicates were not utilized in the actual interviewing, resulting in 3,339 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 261,905,600. The total number of telephone numbers in the sample (numbers dialed) is 3,339.

Specific Weight Adjustment for Households with Multiple Telephone Numbers

Some households have multiple telephone lines for voice communication.

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

Table 1: Number of Telephone Lines per Household

	Value
Mean	1.160
Standard deviation	0.455
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	4

Specific Weight Adjustment for Number of Eligible Household Members

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

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

Table 2: Number of Eligible Household Members

	Value
Mean	2.013
Standard deviation	0.933
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	11

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)	41	10,167,034
2	Male - Non-Hispanic Black	42	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	31	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	52	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	91	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	94	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	52	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	56	11,755,768
9	Male - Non-Hispanic Other	30	4,146,032
10	Female - Hispanic (Any Race)	48	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	37	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	19	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	25	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	66	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	95	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	106	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	62	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	103	15,762,147
19	Female - Non-Hispanic Other	33	4,762,691
N/A	Missing Demographic Information	23	N/A
TOTAL		1,106	200,706,700

Data Collection Schedule

The survey was conducted over a ten-day period, from August 03 through August 12. A total of 1,106 interviews were completed during the survey period.

Disposition of Sample Telephone Numbers

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used to calculate a CASRO response rate of approximately 48 percent.

Table 4: Distribution of Household Cases by Disposition (Revised 01/06/03)

Disposition Category	Number of Households
Telephone Numbers Available	4,739
Telephone Numbers Released	3,339
Telephone Numbers Not Dialed	0
Telephone Numbers Dialed	3,339
Out-of-Scope Numbers (Ineligible)	889
BG – Business	189
CF - Computer/Fax	304
DS - Disconnected number	358
NC - Number change	20
NQ - No one 18 years old or older in household	8
UNB - Unavailable before and during study period	10
Scope Undetermined	445
NA - No answer	308
BZ – Busy	0
AM - Answering machine	46
LM – Left Message	32
CCC - Cannot complete call	1
PM - Privacy manager	13
NQL - Eligibility undetermined because of language problems or deafness	28
RFI - Refused to speak with interviewer (screening incomplete)	0
HRI – Hard Refusal	10
OD - Maximum call attempts reached	7
CBU - Callback Undetermined	0
CSU - Callback Spanish Undetermined	0
In Scope Numbers	2,005
Complete	1,106
Partial Complete	22
CB - Callback	155
CBS - Callback Spanish	1
NAQ - No Answer Qualified	296
BZQ - Busy Qualified	0
AMQ - Answering Machine Qualified	146
LMQ - Left Message Qualified	17
CCQ - Cannot Complete Call Qualified	0
PMQ - Privacy Manager Qualified	3
DL - Deaf/Language	51

Disposition Category	Number of Households
RFQ - Respondent refusal	24
UN - Unavailable	60
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Hard Refusal	124
CASRO Response Rate	47.81

AUGUST 2002 FINAL ANNOTATED SURVEY QUESTIONNAIRE

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

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

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

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [], such as in Question F0080, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses (), such as in Question F0455, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- **TEXT IN ALL CAPS** displays on-screen instructions to the interviewer or questions that the interviewer answers.
- *Text in italics* provides CATI system instructions or options, such as skips or fills.

Section F – Introduction and Respondent Selection

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

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

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**

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

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*

F0455. INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICAL ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS. REPEAT F0351 IF NECESSARY. THEN SAY...

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

HIT "RETURN" TO CONTINUE

Skip to F0550

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

HIT "RETURN" TO SCHEDULE CALLBACK

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

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

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

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 July, 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 July, 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 July, 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 G0819*)

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

____days

G0819. **Is public transportation available in your area?**

- 1) Yes
- 2) No

If G0302 = 2 skip to G0201

G3000. **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 _____

G3050. **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
- 2) School
- 3) Shopping
- 4) Recreation (Movie, dining out, etc.)
- 5) Visit friends/relatives
- 6) Errands (post office, dry cleaning, etc.)
- 7) Other - SPECIFY _____

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

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

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

_____ days

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

_____ days

G0251. **During July, 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 access to long distance, city-to-city train service
such as AMTRAK?**

- 1) Yes
- 2) No

G0350. **During July, 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 July, did you fly on a charter, private, or corporate airplane or
helicopter?**

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

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

_____days

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

_____ days

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

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

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

____ days

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

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

G0851I. **How many days did you ride your bicycle? (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 _____

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

_____ hours and _____ minutes

CATI system must ensure an entry for both hours and minutes

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

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

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

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

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

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

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

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

- 1) Yes
- 2) No

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

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

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

____days

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

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

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

____days

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

____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

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

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

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

____ days

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

____ hours and ____ minutes

CATI system must ensure entry for both hours and minutes

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

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

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

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

____ days

Section B - BTS Topical Transportation Questions

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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?**

INTERVIEWER: 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 (*More than one year ago skip to B3000*)
- 5) Have never flown on a commercial airline (*Skip to B3000*)

If B2311 < = 06 2002 or B2311 = 08 2002 then skip to B2314

If B2311 = 07 2002 and G0350 = 1 then skip to B2314

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 REFUSED/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- SPECIFY _____**

If B2333=7, then go to B2334.

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 at the airport (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**

B2650. **How long did you wait in line to check in at the ticket counter for your most recent flight? Did you wait (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)**

- 01) Less than 15 minutes to check in**
- 02) 15 minutes to less than 30 minutes**
- 03) 30 minutes to less than 60 minutes**
- 04) 60 minutes to less than 90 minutes to check in**
- 05) 90 minutes to less than two hours**
- 06) Two hours to less than three hours**
- 07) Three hours or more to check in**
- 08) Did not check in at the ticket counter**

B2700. **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. Did you wait (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)**

- 1) Less than 15 minutes to go through the checkpoint**
- 2) 15 minutes to less than 30 minutes**
- 3) 30 minutes to less than 60 minutes**
- 4) 60 minutes to less than 90 minutes to go through the checkpoint**
- 5) 90 minutes to less than two hours**
- 6) Two hours to less than three hours**
- 7) Three hours or more to go through the checkpoint**

B2750. **How satisfied were you with the time that you waited in line 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**

B2800. **How would you rate the intensity of the passenger screening that you received? 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**

B2975. **How consistent have check-in and screening procedures been in U.S. airports you have departed from? Have they been (READ LIST)**

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

Go to B3100

B3000. On a scale of 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**
- 2) **More inclined to travel by commercial airline, or**
- 3) **Have had no effect on your commercial airline travel**

Section SM - Strategic Goal Questions

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

HIT "RETURN" TO CONTINUE

If G0103 = 2 skip to instruction before SM1050

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

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

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

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

If G0150 = 2 skip to instruction before SM1100

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

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

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

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

If G0302 = 2 skip to instruction before SM1150

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

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

SM1105. **Please tell me whether those delays caused you to...** (READ)

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

If G0201 = 2 skip to instruction before SM1200

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

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

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

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

If G0251 = 2 skip to instruction before SM1250

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

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

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

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

If G0350 = 2 skip to instruction before SM1300

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

- 1) Yes
- 2) No (*Skip to instruction before SM1300*)

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

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

SM1300. **Did you experience any significant delays while traveling on a commercial boat, ship or ferry in July?**

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

SM1305. **Please tell me whether those delays caused you to... (READ LIST)**

SM1310.	Change the time of day you traveled	Yes	No
SM1315.	Change the type of transportation you used	Yes	No
SM1320.	Change the route you took to reach your destination	Yes	No
SM1325.	Postpone your travel to another day	Yes	No
SM1330.	Cancel your trip entirely	Yes	No

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 _____

(INTERVIEWER: 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 = 4, 5 or 9 go to D0103 else go to D1101*)
- 2) No (*Skip to D0103*)

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

- 1) Yes
- 2) No (*Skip to D0103*)

D1102. **How have they changed?**

(INTERVIEWER: HIT "ESCAPE" AFTER ENTERING INFORMATION)

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

- 1) Yes
- 2) No

If D0104 = 2 and D0103 = 2 go to D0251. If D0104 = 1 and D0103 = 2 go to D0106.

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

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

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

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

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

- 1) Less than high school graduate
- 2) High school graduate (or GED)
- 3) Some college (or technical vocational school/professional business school)
- 4) Two-year college degree (AA: Associate in Arts)
- 5) Four-year college degree (BA or BS: Bachelor of Arts or 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 D0800*)
- 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

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

— — — — —

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) Text of response
- 99) No notes to add

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
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			
G0819	G0819	Public Trans - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G3000	G3000A	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			
G3000	G3000B	Public Transit - Other Reason for Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G3050	G3050A	Public Transit - Trip Purpose	1	Work	Num	8	PTPURP

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	School			
			3	Shopping			
			4	Recreation (movie, dining out, etc.)			
			5	Visit friends/relatives			
			6	Errands (post office, dry cleaning, etc.)			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3050	G3050B	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			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO
			2	No			
			.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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
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
			.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			
G0452	G0452	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851I	G0851I	Bicycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1001	G1001A	Bicycle - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	01	Paved roads, not on shoulder	Num	8	ROADTYPA
			02	Shoulders of paved roads			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			03	Bike lanes on roads			
			04	Sidewalks			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			07	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0551	G0551	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851J	G0851J	Walk - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
G1202	G1202A	Walk - Type of Road	01	Paved roads, not on shoulder	Num	8	ROADTYPB
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			04	Sidewalks			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			07	Track			
			08	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
G0851L	G0851L	Watercraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251A	Watercraft - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851M	G0851M	Recreational Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0780	G0780	Use - Other Means of Transportation - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0851N	G0851N	Other Means of Transportation - Days		_____ days	Num	8	FORNUM
			.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			
B0152	B0152	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.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		_____	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
B2311	B2311C	Com Airline - Most Recent Flight - Year			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312A	Com Airline - Most Recent Flight - Month2			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312B	Com Airline - Most Recent Flight - Year2			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"			
			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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
B2650	B2650	Com Airline - Most Recent Flight - Ticket Counter	01	Less than 15 minutes to check in	Num	8	CHECTIME
			02	15 minutes to less than 30 minutes			
			03	30 minutes to less than 60 minutes			
			04	60 minutes to less than 90 minutes to check in			
			05	90 minutes to less than two hours			
			06	Two hours to less than three hours			
			07	Three hours or more to check in			
			08	Did not check in at the ticket counter			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2700	B2700	Com Airline - Most Recent Flight - Screening - Time	1	Less than 15 minutes to go through the checkpoint	Num	8	SCRETIME
			2	15 minutes to less than 30 minutes			
			3	30 minutes to less than 60 minutes			
			4	60 minutes to less than 90 minutes to go through the checkpoint			
			5	90 minutes to less than two hours			
			6	Two hours to less than three hours			
			7	Three hours or more to go through the checkpoint			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2750	B2750	Com Airline - Most Recent Flight - Screening - Time - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2800	B2800	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			
			.R	Refused			
			.S	Appropriate skip			
B2975	B2975	Com Airline - Screening - Consistent	1	Very inconsistent	Num	8	SCRECONS
			2	Somewhat inconsistent			
			3	Somewhat consistent			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	Very 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
			2	More inclined to travel by commercial airline			
			3	Have had no effect on your commercial airline travel			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1000	SM1000	Delays - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1010	SM1010	Delays - Personal Vehicle - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1015	SM1015	Delays - Personal Vehicle - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1020	SM1020	Delays - Personal Vehicle - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
SM1025	SM1025	Delays - Personal Vehicle - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1030	SM1030	Delays - Personal Vehicle - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1050	SM1050	Delays - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1060	SM1060	Delays - Carpool/Vanpool - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1065	SM1065	Delays - Carpool/Vanpool - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1070	SM1070	Delays - Carpool/Vanpool - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1075	SM1075	Delays - Carpool/Vanpool - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
SM1080	SM1080	Delays - Carpool/Vanpool - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1100	SM1100	Delays - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1110	SM1110	Delays - Public Transit - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1115	SM1115	Delays - Public Transit - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1120	SM1120	Delays - Public Transit - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1125	SM1125	Delays - Public Transit - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1130	SM1130	Delays - Public Transit - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SM1150	SM1150	Delays - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1160	SM1160	Delays - Bus - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1165	SM1165	Delays - Bus - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1170	SM1170	Delays - Bus - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1175	SM1175	Delays - Bus - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1180	SM1180	Delays - Bus - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1200	SM1200	Delays - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SM1210	SM1210	Delays - Train - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1215	SM1215	Delays - Train - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1220	SM1220	Delays - Train - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1225	SM1225	Delays - Train - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1230	SM1230	Delays - Train - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1250	SM1250	Delays - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1260	SM1260	Delays - Commercial Airline - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SM1265	SM1265	Delays - Commercial Airline - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1270	SM1270	Delays - Commercial Airline - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1275	SM1275	Delays - Commercial Airline - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1280	SM1280	Delays - Commercial Airline - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1300	SM1300	Delays - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1310	SM1310	Delays - Commercial Boat - Change Time	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1315	SM1315	Delays - Commercial Boat - Change Type of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
SM1320	SM1320	Delays - Commercial Boat - Change Route	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1325	SM1325	Delays - Commercial Boat - Postpone Travel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SM1330	SM1330	Delays - Commercial Boat - Cancel Trip	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
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			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D1102	D1102	Disability - Screening - Change - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
D0103	D0103	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			
D0401	D0401A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0401	D0401C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401E	Group - Native Hawaiian or Other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401F	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401H	Group - Other - 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 of 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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			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			
D0751	D0751	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
	BASEWGT	Base Weight			Num	8	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: August 2002 Marginal Frequency Distributions

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section G - General Transportation Core Questions				
G0103 During July, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)				
Yes	1,069	192,509,161	95.92	0.829
No	37	8,197,539	4.08	0.829
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851A How many days did you drive or ride?				
Count	1,047	188,682,773		
Mean	26.049	26.133		
Standard deviation	8.389	0.291		
Minimum	1	1		
25th percentile	25	25		
Median	31	31		
75th percentile	31	31		
Maximum	31	31		
G0150 During July, did you drive or ride in an organized carpool or vanpool?				
Yes	60	11,489,406	5.73	0.850
No	1,044	188,882,927	94.27	0.850
Subtotal valid responses	1,104	200,372,333	100	
Don't know	2	334,367		
Refused	0	0		
Total	1,106	200,706,700		
G0851B How many days did you drive or ride?				
Count	59	11,441,694		
Mean	12.271	14.340		
Standard deviation	10.137	1.673		
Minimum	1	1		
25th percentile	4	4		
Median	8	12		
75th percentile	20	22		
Maximum	31	31		
G0302 During July, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.				
Yes	143	26,929,371	13.44	1.185
No	962	173,430,226	86.56	1.185
Subtotal valid responses	1,105	200,359,597	100	
Don't know	1	347,103		
Refused	0	0		
Total	1,106	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0851C How many days did you use it?				
Count	143	26,929,371		
Mean	8.573	8.745		
Standard deviation	8.841	0.840		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	15	15		
Maximum	31	31		
G0819 Is public transportation available in your area?				
Yes	739	138,471,833	70.86	1.439
No	341	56,955,519	29.14	1.439
Subtotal valid responses	1,080	195,427,352	100	
Don't know	26	5,279,348		
Refused	0	0		
Total	1,106	200,706,700		
G3000A Please tell me the main reason you used public transit last month.				
Have no vehicle available	38	8,201,823	30.46	4.756
Cheaper/Costs less/Saves money/Parking too expensive	12	2,551,284	9.47	3.180
Faster than other means of transportation	10	1,783,550	6.62	2.112
More convenient than other means of transportation	51	9,516,274	35.34	4.643
Less impact on the environment than other means of transportation	2	355,466	1.32	0.934
Parking not available	10	1,468,601	5.45	1.912
Away from home on business or pleasure travel	14	2,111,363	7.84	2.144
Other	6	941,011	3.49	1.609
Subtotal valid responses	143	26,929,372	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	963	173,777,328		
Total	1,106	200,706,700		
G3050A Consider your most recent trip using public transit. What was the primary purpose of the trip?				
Work	48	9,624,471	35.74	4.664
School	4	344,090	1.28	0.657
Shopping	14	2,679,932	9.95	3.165
Recreation (movie, dining out, etc.)	48	8,396,539	31.18	4.394
Visit friends/relatives	9	1,696,644	6.30	2.163
Errands (post office, dry cleaning, etc.)	18	4,057,833	15.07	3.747
Other	2	129,862	0.48	0.351
Subtotal valid responses	143	26,929,371	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	963	173,777,329		
Total	1,106	200,706,700		
G0201 During July, did you ride on a city-to-city bus, such as Greyhound?				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Yes	10	2,014,757	1.00	0.344
No	1,096	198,691,943	99.00	0.344
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851D How many days did you ride on it?				
Count	10	2,014,757		
Mean	1.900	1.916		
Standard deviation	0.738	0.282		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	2	3		
Maximum	3	3		
G0902B And of these days, how many were for business or work?				
Count	10	2,014,757		
Mean	0.400	0.663		
Standard deviation	0.966	0.415		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	0	1		
Maximum	3	3		
G0251 During July, did you ride on a city-to-city train, such as AMTRAK?				
Yes	26	4,062,381	2.02	0.430
No	1,080	196,644,319	97.98	0.430
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851E How many days did you ride on it?				
Count	26	4,062,381		
Mean	3.385	3.326		
Standard deviation	3.930	0.619		
Minimum	1	1		
25th percentile	1	1		
Median	2	3		
75th percentile	4	4		
Maximum	20	20		
G0902C And of these days, how many were for business or work?				
Count	26	4,062,381		
Mean	1.846	1.975		
Standard deviation	4.076	0.681		
Minimum	0	0		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
25th percentile	0	0		
Median	0	0		
75th percentile	3	3		
Maximum	20	20		
G0880 In your area, do you have access to long distance, city-to-city train service such as AMTRAK?				
Yes	532	99,936,854	53.67	1.683
No	491	86,267,447	46.33	1.683
Subtotal valid responses	1,023	186,204,301	100	
Don't know	57	10,440,018		
Refused	0	0		
Appropriate skip	26	4,062,381		
Total	1,106	200,706,700		
G0350 During July, did you fly on a commercial airline?				
Yes	126	19,316,657	9.64	0.925
No	979	181,052,666	90.36	0.925
Subtotal valid responses	1,105	200,369,323	100	
Don't know	1	337,377		
Refused	0	0		
Total	1,106	200,706,700		
G0851F How many days did you fly on a commercial airline?				
Count	126	19,316,657		
Mean	2.714	2.632		
Standard deviation	2.003	0.164		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	3		
Maximum	14	14		
G0902D And of these days, how many were for business or work?				
Count	126	19,316,657		
Mean	1.254	1.160		
Standard deviation	2.078	0.184		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	12	12		
G0401 During July, did you fly on a charter, private, or corporate airplane or helicopter?				
Yes	16	2,555,955	1.27	0.337
No	1,090	198,150,745	98.73	0.337
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?				
Count	16	2,555,955		
Mean	2.813	2.492		
Standard deviation	4.665	0.778		
Minimum	1	1		
25th percentile	1	1		
Median	1.5	2		
75th percentile	2	2		
Maximum	20	20		
G0902E And of these days, how many were for business or work?				
Count	16	2,555,955		
Mean	1.875	1.489		
Standard deviation	4.924	0.836		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	1.5	1		
Maximum	20	20		
G0452 During July, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle (such as a moped) or an ATV?				
Yes	109	20,156,677	10.05	1.052
No	996	180,426,968	89.95	1.052
Subtotal valid responses	1,105	200,583,645	100	
Don't know	1	123,055		
Refused	0	0		
Total	1,106	200,706,700		
G0851H How many days did you drive or ride one of these vehicles?				
Count	109	20,156,677		
Mean	6.339	6.094		
Standard deviation	6.773	0.632		
Minimum	1	1		
25th percentile	2	2		
Median	3	3		
75th percentile	8	8		
Maximum	31	31		
G0501 During July, did you ride a bicycle? Please do not include stationary bicycles.				
Yes	231	42,614,434	21.23	1.391
No	875	158,092,266	78.77	1.391
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851I How many days did you ride your bicycle?				
Count	231	42,614,434		
Mean	7.597	7.182		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Standard deviation	7.192	0.509		
Minimum	1	1		
25th percentile	2	2		
Median	5	5		
75th percentile	10	10		
Maximum	31	31		
G0952A Primarily for what purpose did you use it?				
Commuting to work or school	11	1,741,864	4.09	1.341
Recreation	129	23,520,316	55.19	3.691
Exercise/for my health	73	13,681,593	32.11	3.426
Personal errands (to the store, post office, and so on)	17	3,562,271	8.36	2.341
Required for my job	1	108,390	0.25	0.255
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	231	42,614,434	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	875	158,092,266		
Total	1,106	200,706,700		
G1001C And on a typical day that you rode your bicycle, about how much time did you spend bicycling?				
Count	230	42,387,486		
Mean	1.102	1.076		
Standard deviation	0.864	0.064		
Minimum	0.083	0.083		
25th percentile	0.5	0.5		
Median	1	1		
75th percentile	1.5	1		
Maximum	5	5		
G1051A Did you bicycle mostly on:				
Paved roads, not on shoulder	106	19,482,481	45.72	3.685
Shoulders of paved roads	33	6,570,195	15.42	2.657
Bike lanes on roads	9	1,463,088	3.43	1.237
Sidewalks	19	4,209,635	9.88	2.384
Bike paths, walking paths or trails	48	8,373,055	19.65	2.854
Unpaved roads (for example dirt, gravel, sand)	14	2,174,758	5.10	1.442
Grass	2	341,222	0.80	0.566
Other	0	0	0.00	0.000
Subtotal valid responses	231	42,614,434	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	875	158,092,266		
Total	1,106	200,706,700		
G0551 During July, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)				
Yes	776	142,869,437	71.46	1.517
No	326	57,055,152	28.54	1.517

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Subtotal valid responses	1,102	199,924,589	100	
Don't know	3	660,042		
Refused	1	122,069		
Total	1,106	200,706,700		
G0851J How many days did you walk, run or jog?				
Count	765	140,660,498		
Mean	14.319	13.908		
Standard deviation	9.806	0.398		
Minimum	1	1		
25th percentile	5	5		
Median	12	10		
75th percentile	20	20		
Maximum	31	31		
G1102A Primarily for what purpose did you walk, run, or jog?				
Commuting to work or school	49	9,014,838	6.31	1.025
Recreation	145	26,441,363	18.51	1.524
Exercise/for my health	459	84,478,392	59.13	2.000
Personal errands (to the store, post office, walking the dog, and so on)	108	20,460,568	14.32	1.520
Required for my job	14	2,291,370	1.60	0.473
Some other purpose	1	182,905	0.13	0.128
Subtotal valid responses	776	142,869,436	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	330	57,837,264		
Total	1,106	200,706,700		
G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?				
Count	768	141,384,727		
Mean	0.970	0.975		
Standard deviation	1.383	0.064		
Minimum	0.167	0.167		
25th percentile	0.417	0.417		
Median	0.5	0.5		
75th percentile	1	1		
Maximum	16	16		
G1202A Did you walk, run, or jog mostly on:				
Paved roads, not on shoulder	195	35,786,881	25.25	1.736
Shoulders of paved roads	75	13,456,436	9.49	1.138
Bike lanes on roads	4	837,392	0.59	0.337
Sidewalks	302	56,872,621	40.12	1.989
Bike paths, walking paths or trails	74	13,803,641	9.74	1.225
Unpaved roads (for example dirt, gravel, sand)	61	10,317,864	7.28	1.015
Track	18	3,306,999	2.33	0.619
Grass	39	6,726,374	4.75	0.820
Other	4	640,240	0.45	0.229

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Subtotal valid responses	772	141,748,448	100	
Don't know	3	953,079		
Refused	1	167,909		
Appropriate skip	330	57,837,264		
Total	1,106	200,706,700		
G0555 During July, did you ride as a passenger on a cruise ship?				
Yes	8	1,261,244	0.63	0.231
No	1,098	199,445,456	99.37	0.231
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0601 During July, did you ride on a commercial boat, ship or ferry?				
Yes	58	10,483,474	5.22	0.767
No	1,048	190,223,226	94.78	0.767
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851K How many days did you ride on a commercial boat, ship, or ferry?				
Count	58	10,483,474		
Mean	2.086	1.965		
Standard deviation	2.273	0.262		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	15	15		
G0652 During July, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?				
Yes	49	9,713,225	4.84	0.751
No	1,057	190,993,475	95.16	0.751
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851L How many days did you operate or ride on a personal watercraft?				
Count	49	9,713,225		
Mean	4.224	3.881		
Standard deviation	5.482	0.566		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	4	4		
Maximum	31	31		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1251C In total, about how much time did you spend using a personal watercraft last month?				
Count	49	9,713,225		
Mean	10.740	9.863		
Standard deviation	18.118	1.605		
Minimum	0.25	0.25		
25th percentile	2	2		
Median	5	6		
75th percentile	16	16		
Maximum	120	120		
G0701 During July, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?				
Yes	149	26,971,838	13.44	1.147
No	957	173,734,862	86.56	1.147
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851M How many days did you operate or ride on a recreational boat?				
Count	149	26,971,838		
Mean	4.128	4.004		
Standard deviation	4.427	0.316		
Minimum	1	1		
25th percentile	1	1		
Median	2	3		
75th percentile	5	5		
Maximum	31	31		
G1258C In total, about how much time did you spend using a recreational boat last month?				
Count	149	26,971,838		
Mean	12.842	12.503		
Standard deviation	15.871	1.060		
Minimum	0.5	0.5		
25th percentile	3.5	4		
Median	8	10		
75th percentile	16	16		
Maximum	120	120		
G0750 During July, did you use any other means of transportation? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.				
Yes	161	27,998,657	13.95	1.151
No	945	172,708,043	86.05	1.151
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
G0851N How many days did you use other means of transportation?				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Count	159	27,133,711		
Mean	3.384	3.472		
Standard deviation	4.224	0.428		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		
Maximum	31	31		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section B - BTS Topical Transportation Questions				
B0103 Last month did you commute, that is, travel routinely from home to work?				
Yes	666	124,873,242	62.28	1.626
No	439	75,617,153	37.72	1.626
Subtotal valid responses	1,105	200,490,395	100	
Don't know	1	216,305		
Refused	0	0		
Total	1,106	200,706,700		
B0152 Altogether, about how many days did you commute last month?				
29-31 days/month	56	11,267,408	9.09	1.311
22-28 days/month	218	40,895,205	32.99	2.083
15-21 days/month	324	60,500,927	48.80	2.217
8-14 days/month	36	6,741,928	5.44	1.014
1-7 days/month	26	4,568,587	3.69	0.784
Subtotal valid responses	660	123,974,055	100	
Don't know	6	899,187		
Refused	0	0		
Appropriate skip	440	75,833,458		
Total	1,106	200,706,700		
B0310 Did you work at the same location on most days?				
Yes	590	110,510,343	88.50	1.416
No	76	14,362,899	11.50	1.416
Subtotal valid responses	666	124,873,242	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	440	75,833,458		
Total	1,106	200,706,700		
B0315 Did you work at more than one location on a typical day?				
Yes	55	10,806,295	75.24	5.427
No	21	3,556,604	24.76	5.427
Subtotal valid responses	76	14,362,899	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,030	186,343,801		
Total	1,106	200,706,700		
B0320C On a typical day, how much time did you spend traveling from worksite to worksite?				
Count	53	10,468,587		
Mean	1.399	1.409		
Standard deviation	1.603	0.205		
Minimum	0.05	0.05		
25th percentile	0.333	0.5		
Median	0.75	1		
75th percentile	1.5	2		
Maximum	8	8		
B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?				
Count	607	113,137,980		
Mean	0.453	0.484		
Standard deviation	0.490	0.040		
Minimum	0.017	0.017		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
25th percentile	0.2	0.25		
Median	0.333	0.333		
75th percentile	0.5	0.5		
Maximum	6	6		
B2311A In what month and year was your most recent commercial airline flight?				
Less than three months ago	217	35,751,762	20.20	1.390
More than three months ago but less than one year ago	208	38,550,459	21.78	1.479
More than one year ago	403	73,816,512	41.71	1.780
Have never flown on a commercial airline	145	28,848,858	16.30	1.399
Subtotal valid responses	973	176,967,591	100	
Don't know	133	23,739,109		
Refused	0	0		
Total	1,106	200,706,700		
B2321 Was the primary purpose of your trip business or work related?				
Yes, business/job related	105	17,648,576	23.75	2.248
No	320	56,653,645	76.25	2.248
Subtotal valid responses	425	74,302,221	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2333 Still thinking of your most recent flight in which of the following sections was your seat located:				
Economy or coach section (also sometimes called the main cabin)	333	58,254,800	79.86	2.225
First class section	31	4,820,439	6.61	1.270
There were no sections in the plane; all seats were in the same section	50	9,328,226	12.79	1.927
Other	5	546,260	0.75	0.374
Subtotal valid responses	419	72,949,725	100	
Don't know	6	1,352,496		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2334 Was your seat located in any of the following areas:				
Business class section	3	213,943	39.17	22.835
Flight attendant's	0	0	0.00	0.000
Flight crew section or "cockpit"	0	0	0.00	0.000
None of the sections	2	332,317	60.83	22.835
Subtotal valid responses	5	546,260	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,101	200,160,440		
Total	1,106	200,706,700		
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?				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Yes	214	35,075,293	53.90	2.944
No	154	30,004,403	46.10	2.944
Subtotal valid responses	368	65,079,696	100	
Don't know	57	9,222,525		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2600 How soon before your most recent flight did you arrive at the airport? Did you arrive at the airport				
Less than 30 minutes before your flight	7	915,626	1.24	0.592
30 minutes to less than 60 minutes	41	8,113,430	10.99	1.723
60 minutes to less than 90 minutes	125	21,730,405	29.43	2.452
90 minutes to less than two hours before your flight	99	17,480,706	23.68	2.311
Two hours to less than three hours	136	21,919,908	29.69	2.462
Three hours or more before your flight	15	3,671,161	4.97	1.393
Subtotal valid responses	423	73,831,236	100	
Don't know	2	470,985		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2650 How long did you wait in line to check in at the ticket counter for your most recent flight? Did you wait				
Less than 15 minutes to check in	188	33,690,126	45.58	2.731
15 minutes to less than 30 minutes	110	19,951,909	26.99	2.427
30 minutes to less than 60 minutes	73	11,117,729	15.04	1.803
60 minutes to less than 90 minutes to check in	13	2,466,507	3.34	1.107
90 minutes to less than two hours	3	871,102	1.18	0.714
Two hours to less than three hours	4	800,129	1.08	0.585
Three hours or more to check in	1	136,811	0.19	0.185
Did not check in at the ticket counter	31	4,878,944	6.60	1.270
Subtotal valid responses	423	73,913,257	100	
Don't know	2	388,964		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2700 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. Did you wait				
Less than 15 minutes to go through the checkpoint	263	46,737,406	63.44	2.626
15 minutes to less than 30 minutes	103	17,142,949	23.27	2.251
30 minutes to less than 60 minutes	46	8,010,083	10.87	1.739
60 minutes to less than 90 minutes to go through the checkpoint	5	1,135,602	1.54	0.883
90 minutes to less than two hours	2	354,169	0.48	0.343
Two hours to less than three hours	3	287,645	0.39	0.240
Three hours or more to go through the checkpoint	0	0	0.00	0.000
Subtotal valid responses	422	73,667,854	100	
Don't know	3	634,367		
Refused	0	0		
Appropriate skip	681	126,404,479		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,106	200,706,700		
B2750 How satisfied were you with the time that you waited in line at the passenger screening checkpoint? Were you				
Very unsatisfied	13	2,186,461	2.98	0.896
Somewhat unsatisfied	17	3,339,279	4.55	1.243
Neither unsatisfied nor satisfied	51	8,886,698	12.10	1.835
Somewhat satisfied	129	22,876,283	31.15	2.561
Very satisfied	211	36,144,066	49.22	2.728
Subtotal valid responses	421	73,432,787	100	
Don't know	2	364,364		
Refused	2	505,070		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2800 How would you rate the intensity of the passenger screening that you received? Would you rate it				
Inadequate	54	9,452,446	12.83	1.793
Adequate	341	59,686,773	80.99	2.101
Excessive	27	4,560,541	6.19	1.259
Subtotal valid responses	422	73,699,760	100	
Don't know	3	602,461		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
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?				
1 Not confident	46	7,403,529	10.05	1.587
2	48	9,042,274	12.28	1.840
3	127	20,196,238	27.42	2.352
4	110	21,974,409	29.84	2.595
5 Very confident	89	15,035,405	20.41	2.152
Subtotal valid responses	420	73,651,855	100	
Don't know	5	650,366		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you				
Very unsatisfied	11	1,630,957	2.20	0.716
Somewhat unsatisfied	21	3,562,254	4.81	1.174
Neither unsatisfied nor satisfied	78	13,747,384	18.56	2.153
Somewhat satisfied	152	26,917,711	36.33	2.636
Very satisfied	162	28,227,610	38.10	2.642
Subtotal valid responses	424	74,085,916	100	
Don't know	1	216,305		
Refused	0	0		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you				
Very unsatisfied	14	1,993,361	2.70	0.780
Somewhat unsatisfied	22	3,648,152	4.94	1.179
Neither unsatisfied nor satisfied	69	11,271,872	15.25	1.883
Somewhat satisfied	183	33,023,349	44.68	2.719
Very satisfied	135	23,976,523	32.44	2.565
Subtotal valid responses	423	73,913,257	100	
Don't know	1	154,446		
Refused	1	234,518		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
B2975 How consistent have check-in and screening procedures been in U.S. airports you have departed from? Have they been				
Very inconsistent	34	5,163,160	7.41	1.316
Somewhat inconsistent	115	19,505,406	28.00	2.481
Somewhat consistent	155	27,580,255	39.59	2.761
Very consistent	97	17,421,622	25.01	2.443
Subtotal valid responses	401	69,670,443	100	
Don't know	22	4,102,610		
Refused	2	529,168		
Appropriate skip	681	126,404,479		
Total	1,106	200,706,700		
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	115	21,843,779	18.65	1.796
2	101	17,430,341	14.88	1.526
3	197	37,115,586	31.69	2.123
4	100	19,069,215	16.28	1.658
5 Very confident	111	21,654,202	18.49	1.776
Subtotal valid responses	624	117,113,123	100	
Don't know	54	8,355,767		
Refused	3	935,589		
Appropriate skip	425	74,302,221		
Total	1,106	200,706,700		
B3100 Have the changes in passenger screening procedures since September 11 made you				
Less inclined to travel by commercial airline	227	39,008,143	20.01	1.340
More inclined to travel by commercial airline	60	11,975,901	6.14	0.868
Have had no effect on your commercial airline travel	788	143,961,956	73.85	1.496
Subtotal valid responses	1,075	194,946,000	100	
Don't know	26	4,508,712		
Refused	5	1,251,988		
Total	1,106	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section SM - Strategic Goal Questions				
SM1000 Did you experience any significant delays while traveling in a personal vehicle in July?				
Yes	237	43,747,031	22.76	1.448
No	830	148,456,634	77.24	1.448
Subtotal valid responses	1,067	192,203,665	100	
Don't know	2	305,496		
Refused	0	0		
Appropriate skip	37	8,197,539		
Total	1,106	200,706,700		
SM1005 Please tell me whether those delays caused you to...				
SM1010 Change the time of day you traveled				
Yes	101	18,502,492	42.29	3.611
No	136	25,244,539	57.71	3.611
Subtotal valid responses	237	43,747,031	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	869	156,959,669		
Total	1,106	200,706,700		
SM1015 Change the type of transportation you used				
Yes	18	3,331,961	7.62	1.901
No	219	40,415,070	92.38	1.901
Subtotal valid responses	237	43,747,031	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	869	156,959,669		
Total	1,106	200,706,700		
SM1020 Change the route you took to reach your destination				
Yes	145	26,838,177	61.84	3.537
No	91	16,561,751	38.16	3.537
Subtotal valid responses	236	43,399,928	100	
Don't know	1	347,103		
Refused	0	0		
Appropriate skip	869	156,959,669		
Total	1,106	200,706,700		
SM1025 Postpone your travel to another day				
Yes	29	4,797,781	10.97	2.139
No	208	38,949,250	89.03	2.139
Subtotal valid responses	237	43,747,031	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	869	156,959,669		
Total	1,106	200,706,700		
SM1030 Cancel your trip entirely				
Yes	13	2,651,831	6.06	1.790
No	224	41,095,200	93.94	1.790
Subtotal valid responses	237	43,747,031	100	
Don't know	0	0		
Refused	0	0		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Appropriate skip	869	156,959,669		
Total	1,106	200,706,700		
SM1050 Did you experience any significant delays while traveling in an organized carpool or vanpool in July?				
Yes	10	2,736,684	23.82	7.509
No	50	8,752,722	76.18	7.509
Subtotal valid responses	60	11,489,406	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,046	189,217,294		
Total	1,106	200,706,700		
SM1055 Please tell me whether those delays caused you to...				
SM1060 Change the time of day you traveled				
Yes	4	540,806	19.76	11.687
No	6	2,195,878	80.24	11.687
Subtotal valid responses	10	2,736,684	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,096	197,970,016		
Total	1,106	200,706,700		
SM1065 Change the type of transportation you used				
Yes	3	558,650	20.41	12.952
No	7	2,178,034	79.59	12.952
Subtotal valid responses	10	2,736,684	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,096	197,970,016		
Total	1,106	200,706,700		
SM1070 Change the route you took to reach your destination				
Yes	7	2,289,140	83.65	10.326
No	3	447,544	16.35	10.326
Subtotal valid responses	10	2,736,684	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,096	197,970,016		
Total	1,106	200,706,700		
SM1075 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	10	2,736,684	100.00	0.000
Subtotal valid responses	10	2,736,684	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,096	197,970,016		
Total	1,106	200,706,700		
SM1080 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	10	2,736,684	100.00	0.000

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Subtotal valid responses	10	2,736,684	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,096	197,970,016		
Total	1,106	200,706,700		
SM1100 Did you experience any significant delays while traveling on public transit in July?				
Yes	39	7,698,667	28.59	4.600
No	104	19,230,704	71.41	4.600
Subtotal valid responses	143	26,929,371	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	963	173,777,329		
Total	1,106	200,706,700		
SM1105 Please tell me whether those delays caused you to...				
SM1110 Change the time of day you traveled				
Yes	14	2,837,233	37.92	9.623
No	24	4,645,129	62.08	9.623
Subtotal valid responses	38	7,482,362	100	
Don't know	1	216,305		
Refused		0		
Appropriate skip	1,067	193,008,033		
Total	1,106	200,706,700		
SM1115 Change the type of transportation you used				
Yes	12	1,955,922	25.66	7.568
No	26	5,666,106	74.34	7.568
Subtotal valid responses	38	7,622,028	100	
Don't know	1	76,639		
Refused	0	0		
Appropriate skip	1,067	193,008,033		
Total	1,106	200,706,700		
SM1120 Change the route you took to reach your destination				
Yes	8	1,448,985	18.82	6.802
No	31	6,249,682	81.18	6.802
Subtotal valid responses	39	7,698,667	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,067	193,008,033		
Total	1,106	200,706,700		
SM1125 Postpone your travel to another day				
Yes	5	675,784	8.78	4.197
No	34	7,022,883	91.22	4.197
Subtotal valid responses	39	7,698,667	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,067	193,008,033		
Total	1,106	200,706,700		
SM1130 Cancel your trip entirely				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Yes	4	485,005	6.30	3.423
No	35	7,213,662	93.70	3.423
Subtotal valid responses	39	7,698,667	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,067	193,008,033		
Total	1,106	200,706,700		
SM1150 Did you experience any significant delays while traveling on city-to-city buses in July?				
Yes	2	364,631	18.10	11.975
No	8	1,650,126	81.90	11.975
Subtotal valid responses	10	2,014,757	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,096	198,691,943		
Total	1,106	200,706,700		
SM1155 Please tell me whether those delays caused you to...				
SM1160 Change the time of day you traveled				
Yes	0	0	0.00	0.000
No	2	364,631	100.00	0.000
Subtotal valid responses	2	364,631	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,104	200,342,069		
Total	1,106	200,706,700		
SM1165 Change the type of transportation you used				
Yes	1	190,397	52.22	35.286
No	1	174,234	47.78	35.286
Subtotal valid responses	2	364,631	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,104	200,342,069		
Total	1,106	200,706,700		
SM1170 Change the route you took to reach your destination				
Yes	1	190,397	52.22	35.286
No	1	174,234	47.78	35.286
Subtotal valid responses	2	364,631	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,104	200,342,069		
Total	1,106	200,706,700		
SM1175 Postpone your travel to another day				
Yes	1	190,397	52.22	35.286
No	1	174,234	47.78	35.286
Subtotal valid responses	2	364,631	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,104	200,342,069		
Total	1,106	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1180 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	2	364,631	100.00	0.000
Subtotal valid responses	2	364,631	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,104	200,342,069		
Total	1,106	200,706,700		
SM1200 Did you experience any significant delays while traveling on city-to-city trains in July?				
Yes	1	119,641	2.95	2.928
No	25	3,942,740	97.05	2.928
Subtotal valid responses	26	4,062,381	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,080	196,644,319		
Total	1,106	200,706,700		
SM1205 Please tell me whether those delays caused you to...				
SM1210 Change the time of day you traveled				
Yes	0	0	0.00	0.000
No	1	119,641	100.00	0.000
Subtotal valid responses	1	119,641	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,587,059		
Total	1,106	200,706,700		
SM1215 Change the type of transportation you used				
Yes	0	0	0.00	0.000
No	1	119,641	100.00	0.000
Subtotal valid responses	1	119,641	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,587,059		
Total	1,106	200,706,700		
SM1220 Change the route you took to reach your destination				
Yes	1	119,641	100.00	0.000
No	0	0	0.00	0.000
Subtotal valid responses	1	119,641	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,587,059		
Total	1,106	200,706,700		
SM1225 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	1	119,641	100.00	0.000
Subtotal valid responses	1	119,641	100	
Don't know	0	0		
Refused	0	0		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Appropriate skip	1,105	200,587,059		
Total	1,106	200,706,700		
SM1230 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	1	119,641	100.00	0.000
Subtotal valid responses	1	119,641	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,587,059		
Total	1,106	200,706,700		
SM1250 Did you experience any significant delays while traveling on commercial airlines in July?				
Yes	32	4,858,076	25.15	4.265
No	94	14,458,581	74.85	4.265
Subtotal valid responses	126	19,316,657	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	980	181,390,043		
Total	1,106	200,706,700		
SM1255 Please tell me whether those delays caused you to...				
SM1260 Change the time of day you traveled				
Yes	12	1,991,788	41.00	9.638
No	20	2,866,288	59.00	9.638
Subtotal valid responses	32	4,858,076	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,074	195,848,624		
Total	1,106	200,706,700		
SM1265 Change the type of transportation you used				
Yes	2	388,215	7.99	5.495
No	30	4,469,861	92.01	5.495
Subtotal valid responses	32	4,858,076	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,074	195,848,624		
Total	1,106	200,706,700		
SM1270 Change the route you took to reach your destination				
Yes	6	683,701	14.07	6.225
No	26	4,174,375	85.93	6.225
Subtotal valid responses	32	4,858,076	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,074	195,848,624		
Total	1,106	200,706,700		
SM1275 Postpone your travel to another day				
Yes	6	971,809	20.00	8.043
No	26	3,886,267	80.00	8.043
Subtotal valid responses	32	4,858,076	100	

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,074	195,848,624		
Total	1,106	200,706,700		
SM1280 Cancel your trip entirely				
Yes	1	291,037	5.99	5.741
No	31	4,567,039	94.01	5.741
Subtotal valid responses	32	4,858,076	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,074	195,848,624		
Total	1,106	200,706,700		
SM1300 Did you experience any significant delays while traveling on a commercial boat, ship or ferry in July?				
Yes	1	229,181	2.19	2.166
No	57	10,254,293	97.81	2.166
Subtotal valid responses	58	10,483,474	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,048	190,223,226		
Total	1,106	200,706,700		
SM1305 Please tell me whether those delays caused you to...				
SM1310 Change the time of day you traveled				
Yes	1	229,181	100.00	0.000
No	0	0	0.00	0.000
Subtotal valid responses	1	229,181	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,477,519		
Total	1,106	200,706,700		
SM1315 Change the type of transportation you used				
Yes	0	0	0.00	0.000
No	1	229,181	100.00	0.000
Subtotal valid responses	1	229,181	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,477,519		
Total	1,106	200,706,700		
SM1320 Change the route you took to reach your destination				
Yes	0	0	0.00	0.000
No	1	229,181	100.00	0.000
Subtotal valid responses	1	229,181	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,477,519		
Total	1,106	200,706,700		
SM1325 Postpone your travel to another day				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Yes	0	0	0.00	0.000
No	1	229,181	100.00	0.000
Subtotal valid responses	1	229,181	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,477,519		
Total	1,106	200,706,700		
SM13330 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	1	229,181	100.00	0.000
Subtotal valid responses	1	229,181	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,105	200,477,519		
Total	1,106	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section D - Demographic Questions				
D0061 How many registered road vehicles are available for regular use by members of your household?				
Count	1,102	199,466,728		
Mean	2.042	2.211		
Standard deviation	1.159	0.045		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	8	8		
D0104 Do you have any kind of disability or health impairment?				
Yes	136	22,692,155	11.35	1.058
No	965	177,165,139	88.65	1.058
Subtotal valid responses	1,101	199,857,294	100	
Don't know	2	237,520		
Refused	3	611,886		
Total	1,106	200,706,700		
D1101 Have air travel passenger screening procedures changed for you since September 11, 2001?				
Yes	10	1,527,194	43.88	12.266
No	12	1,953,162	56.12	12.266
Subtotal valid responses	22	3,480,356	100	
Don't know	1	190,145		
Refused	0	0		
Appropriate skip	1,083	197,036,199		
Total	1,106	200,706,700		
D0103 Does anyone else currently living there, including children, have any kind of disability or health impairment?				
Yes	76	14,837,511	7.41	0.897
No	1,027	185,406,345	92.59	0.897
Subtotal valid responses	1,103	200,243,856	100	
Don't know	0	0		
Refused	3	462,844		
Total	1,106	200,706,700		
D0105 How many other people (beside yourself)?				
Count	76	14,837,511		
Mean	1.342	1.361		
Standard deviation	0.722	0.106		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1.5	2		
Maximum	5	5		
D0106 Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?				
Yes	9	1,063,729	3.31	1.151

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
No	175	31,119,382	96.69	1.151
Subtotal valid responses	184	32,183,111	100	
Don't know	1	162,034		
Refused	0	0		
Appropriate skip	921	168,361,555		
Total	1,106	200,706,700		
D0107 We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?				
Yes	137	22,700,423	71.96	3.930
No	46	8,843,917	28.04	3.930
Subtotal valid responses	183	31,544,340	100	
Don't know	1	152,163		
Refused	1	648,642		
Appropriate skip	921	168,361,555		
Total	1,106	200,706,700		
D0251 How many people aged 18 or older live in your household, including yourself?				
Count	1,097	198,764,175		
Mean	2.015	2.380		
Standard deviation	0.937	0.054		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	11	11		
D0300 Please stop me when I reach the category that includes your age:				
18 to 24 years	90	24,277,367	12.21	1.336
25 to 34	189	38,862,387	19.55	1.394
35 to 44	248	41,961,159	21.11	1.328
45 to 54	254	40,356,472	20.30	1.310
55 to 64	138	23,348,978	11.75	1.041
65 to 74	95	17,121,023	8.61	0.935
75 or older	85	12,833,923	6.46	0.744
Subtotal valid responses	1,099	198,761,309	100	
Don't know	0	0		
Refused	7	1,945,391		
Total	1,106	200,706,700		
D0350 Are you male or female?				
Male	501	96,000,011	47.83	1.697
Female	605	104,706,689	52.17	1.697
Subtotal valid responses	1,106	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,106	200,706,700		
D0401 Is the racial or ethnic group that best describes you...				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
D0401A American Indian (Native American) or Alaska Native				
Yes	25	3,364,240	1.72	0.364
No	1,062	192,720,923	98.28	0.364
Subtotal valid responses	1,087	196,085,163	100	
Don't know	0	0		
Refused	19	4,621,537		
Total	1,106	200,706,700		
D0401B Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)				
Yes	23	3,118,659	1.59	0.359
No	1,064	192,966,504	98.41	0.359
Subtotal valid responses	1,087	196,085,163	100	
Don't know	0	0		
Refused	19	4,621,537		
Total	1,106	200,706,700		
D0401C Black or African-American				
Yes	104	22,905,676	11.68	1.199
No	983	173,179,487	88.32	1.199
Subtotal valid responses	1,087	196,085,163	100	
Don't know	0	0		
Refused	19	4,621,537		
Total	1,106	200,706,700		
D0401D Hispanic or Latino				
Yes	89	20,175,191	10.29	1.154
No	998	175,909,972	89.71	1.154
Subtotal valid responses	1,087	196,085,163	100	
Don't know	0	0		
Refused	19	4,621,537		
Total	1,106	200,706,700		
D0401E Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)				
Yes	3	222,879	0.11	0.079
No	1,084	195,862,284	99.89	0.079
Subtotal valid responses	1,087	196,085,163	100	
Don't know	0	0		
Refused	19	4,621,537		
Total	1,106	200,706,700		
D0401F White (Caucasian, Anglo)				
Yes	847	146,266,511	74.59	1.556
No	240	49,818,652	25.41	1.556
Subtotal valid responses	1,087	196,085,163	100	
Don't know	0	0		
Refused	19	4,621,537		
Total	1,106	200,706,700		
D0401G Other				
Yes	13	2,032,096	1.04	0.318

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
No	1,074	194,053,067	98.96	0.318
Subtotal valid responses	1,087	196,085,163	100	
Don't know	0	0		
Refused	19	4,621,537		
Total	1,106	200,706,700		
D0450 What is the highest level of education you have completed?				
Less than high school graduate	92	17,658,912	8.90	1.043
High school graduate (or GED)	350	66,005,354	33.27	1.618
Some college (or technical vocational school/professional business school)	217	39,090,986	19.70	1.377
Two-year college degree (AA: Associate in Arts)	98	17,251,584	8.69	0.908
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	226	39,240,232	19.78	1.316
Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)	117	19,173,395	9.66	0.931
Subtotal valid responses	1,100	198,420,463	100	
Don't know	3	1,015,382		
Refused	3	1,270,855		
Total	1,106	200,706,700		
D0501 Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:				
Under \$15,000	95	14,562,909	8.63	1.038
From \$15,000 to less than \$30,000	171	30,909,506	18.33	1.455
From \$30,000 to less than \$50,000	255	46,413,914	27.52	1.664
From \$50,000 to less than \$75,000	184	33,348,615	19.77	1.436
From \$75,000 to less than \$100,000	110	22,506,063	13.34	1.295
\$100,000 or more	119	20,929,367	12.41	1.158
Subtotal valid responses	934	168,670,374	100	
Don't know	54	10,199,358		
Refused	118	21,836,968		
Total	1,106	200,706,700		
D0900 Last month, did you do any work for pay or profit?				
Yes	647	119,055,320	60.13	1.663
No	447	78,937,398	39.87	1.663
Subtotal valid responses	1,094	197,992,718	100	
Don't know	2	300,611		
Refused	10	2,413,371		
Total	1,106	200,706,700		
D0553 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.				
None	955	182,556,777	82.32	3.334
One	112	12,891,215	14.63	3.054
Two	25	2,290,407	3.05	1.529
Three	5	477,633	0.00	0.000
Four or more	0	0	0.00	0.000
Subtotal valid responses	1,097	198,216,032	100	

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Don't know	0	0		
Refused	9	2,490,668		
Total	1,106	200,706,700		
D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?				
Household use only	92	10,879,260	69.47	4.118
Business use only	32	3,065,491	19.58	3.472
Both household and business use	18	1,714,504	10.95	2.750
Subtotal valid responses	142	15,659,255	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	964	185,047,445		
Total	1,106	200,706,700		