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:

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

Where p_s is the estimated (sample) proportion;

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

$Var(p_s)$ 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]

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[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:

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

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:

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

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

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

Adjustment for Number of Eligible Household Members

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

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

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.

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[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 kth 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, ... w_j, denote the final analysis weights for the n completed interviews, the threshold value is calculated using the following formula:

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

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 METRO;
WEIGHT FNLWGT;
```

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                                                    var1;
PRINT      nsum      wsum      totper     setot     /     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.

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[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:

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

Non-Response Methods

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

1. Matching sample telephone numbers against commercial file against residential directory-listed numbers.

2. Advance letter stating clearly the aims, objectives and importance of the survey, with toll free number to callback. MDAC will collaborate with BTS to create a BTS approved advance letter.

3. Coordination of the mailing of advance letters with the interview calling.

4. Develop answers for the questions and objections that may arise during the interview.

5. Leaving message on answering machine with a toll free number.

6. Having multi-lingual interviewers to reduce language barriers.

7. Elimination of non-residential numbers from sample.

8. Callbacks of respondents who initially refused or broke-off interview.

9. Minimizing turnover of key and non-key personnel.

Reasons for Non-Response

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

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

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Omnibus Survey: April 2002 Month Specific Information

This report presents the results of the April 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 April 2002 survey collected data between April 6, 2002 and April 15, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,014 cases, and the total number of variables in the public-use dataset is 193. The data were collected by M. Davis and Company, under contract with the BTS.

Sample Telephone Number Selection

There were 8,200 telephone numbers for the April 2002 survey. A total of 5,011 of these numbers were identified as working residential numbers and were divided into 50 replicates. Each replicate contained approximately 100 households. Four (4) unused replicates from April's sample were used to conduct a pretest. Eleven of the 50 April replicates were not utilized in the actual interviewing, resulting in 3,511 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 3,511.

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	1.175
Standard deviation	0.501
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	1.977
Standard deviation	0.845
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	9

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)	35	10,167,034
2	Male - Non-Hispanic Black	27	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	30	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	55	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	73	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	74	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	57	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	51	11,755,768
9	Male - Non-Hispanic Other	42	4,146,032
10	Female - Hispanic (Any Race)	38	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	32	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	20	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	27	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	69	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	84	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	85	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	75	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	89	15,762,147
19	Female - Non-Hispanic Other	32	4,762,691
N/A	Missing Demographic Information	19	N/A
TOTAL		**1,014**	**200,706,700**

Data Collection Schedule

The survey was conducted over a ten-day period, from April 6, 2002 through April 15, 2002. A total of 1,014 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 40 percent.

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

Disposition Category	Number of Households
Telephone Numbers Available	**4,611**
Telephone Numbers Released	**3,511**
Telephone Numbers Not Dialed	**0**
Telephone Numbers Dialed	**3,511**
Out-of-Scope Numbers (Ineligible)	**733**
BG - Business	191
CF - Computer/Fax	153
DS - Disconnected number	336
NC - Number change	27
NQ - No one 18 years old or older in household	15
UNB - Unavailable before and during study period	11
Scope Undetermined	**818**
NA - No answer	361
BZ - Busy	0
AM - Answering machine	143
LM - Left message	14
CCC - Cannot complete call	2
PM - Privacy manager	42
NQL - Eligibility undetermined because of language problems or deafness	31
RFI - Refused to speak with interviewer (screening incomplete)	55
HRI - Hard refusal	170
OD - Maximum call attempts reached	0
In-Scope Numbers	**1960**
Complete	1,014
Partial Complete	10
CB - Callback	265
CBS - Callback Spanish	9
NAQ - No Answer Qualified	297
BZQ - Busy Qualified	1
AMQ - Answering Machine Qualified	188

Disposition Category	Number of Households
LMQ - Left Message Qualified	16
CCQ - Cannot Complete Call Qualified	3
PMQ - Privacy Manager Qualified	10
DL - Deaf/Language	59
RFQ - Respondent refusal	4
UN - Unavailable	46
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Hard refusal	38
CASRO Response Rate	**39.68%**

APRIL 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 **None this month**	Identical series each month **None this month**
M	Operating Administration Modal Questions	Change each month
D	Demographic Questions	Identical series each month
I	Interviewer Close Out Questions	Identical series each month

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [ ], such as in Question G0103, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses ( ), such as in Question F0455, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- TEXT IN ALL CAPS displays on-screen instructions to the interviewer or questions that the interviewer answers.
- *Text in italics* provides CATI system instructions or options, such as skips or fills.

Section F - INTRODUCTION AND RESPONDENT SELECTION

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

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

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

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

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" SCHEDULE CALL BACK

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

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

          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.

          **I have some questions about your transportation use, and about your
          opinions on important transportation issues such as transportation safety,
          mobility 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 CALL BACK

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 CALL BACK

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

Section G - General Transportation Core Questions

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

HIT "RETURN" TO CONTINUE

G0103.   **During March, 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____

G0150.   **During March, 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____

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

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

G0851C.   **How many days did you use it?**

ENTER NUMBER____

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

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

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

01)   Prefer my own vehicle
02)   I am retired/not working/not in school
03)   Need to make multiple stops to/from work/school
04)   Don't understand/know routes and schedules
05)   Not convenient (doesn't go where I need to)
06)   Not flexible (doesn't go when I need to)
07)   Takes too much time
08)   Distance from home to stops is too great
09)   Uncomfortable riding with strangers
10)   Costs too much
11)   Unreliable
12)   Unsafe
13)   Health/disability/physical limitations
14)   Other - SPECIFY _____

G0201.   **During March, 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____

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

_____ days

G0251.   **During March, 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____

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

_____ days

Skip to G0882

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

1)   Yes
2)   No _(Skip to G0350)_

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

1)   Yes
2)   No _(Skip to G0350)_

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

1)   Yes _(Skip to G0350)_
2)   No

G0831.   **What is the main reason you have not used AMTRAK's HIGH SPEED Acela train service?**

01)   Cost
02)   Does not go where I want to go
03)   Schedule not convenient
04)   Takes too long
05)   Prefer to drive
06)   Prefer to fly
07)   Do not travel
08)   Other - SPECIFY _____

G0350.   **During March, 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____

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

            _____ days

G0401.   **During March, 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____

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

            _____ days

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

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

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

            ENTER NUMBER____

G0501.   **During March, 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____

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
        6)   Some other purpose - SPECIFY _____

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

        _____ hours and _____ minutes

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

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

        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
        08)   Other - SPECIFY _____

G0551.   **During March, 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____

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)
        6)   Required for my job
        5)   Some other purpose-SPECIFY

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

　　　　　_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

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

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),
09)　　Track,
07)　　Grass, or
08)　　Other - SPECIFY _____

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

1)　　Yes
2)　　No

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

1)　　Yes
2)　　No *(Skip to G0651)*

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

　　　　　ENTER NUMBER____

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

1)　　Yes
2)　　No *(Skip to G0701)*

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

　　　　　ENTER NUMBER____

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 March, 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____

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 March, 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 instructions before G2001)*

G0851N.   **How many days did you use other means of transportation?**

ENTER NUMBER____

If G0103 = 2 and G0302=2 and G0350 = 2 then skip to B0050

G2001.   **Now I would like you to compare your perceptions and/or experiences using three major modes of transportation in March with your perceptions and/or experiences using those modes a year ago.**

HIT "RETURN" TO CONTINUE

If G0103 = 2 then skip to instruction before G2101

G2011.　　　　**You said you drove or rode in a personal vehicle last month. Considering all the costs associated with driving or riding in a personal vehicle, would you say it cost more or less in March than it did a year ago?**
[DO NOT READ LIST.　RECORD ONLY ONE ANSWER.　IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

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

G2021.　　　　**In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a personal vehicle in March than a year ago?**
[DO NOT READ LIST.　RECORD ONLY ONE ANSWER.　IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

1)　　Less secure
2)　　Same
3)　　More secure

G2041.　　　　**In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle in March than you did a year ago?**
[DO NOT READ LIST.　RECORD ONLY ONE ANSWER.　IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

1)　　Less safe
2)　　Same
3)　　More safe

G2061.　　　　**In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in March than a year ago?**
[DO NOT READ LIST.　RECORD ONLY ONE ANSWER.　IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

1)　　Less likely
2)　　Same
3)　　More likely

G2081.   **In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a personal vehicle in March than it was a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

1)   Less convenient
2)   Same
3)   More convenient

If G0302 = 2 then skip to instruction before G2201

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

G2111.   **Considering the cost of using public transit, would you say it cost more or less in March than it did a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

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

G2121.   **In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in March than a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

1)   Less secure
2)   Same
3)   More secure

G2141.   **In terms of safety from accidents, did you feel more safe or less safe using public transit in March than you did a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

1)   Less safe
2)   Same
3)   More safe

G2161.   **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in March than a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

  1)   Less likely
  2)   Same
  3)   More likely

G2181.   **In terms of quality of service, would you say the quality of service you received using public transit in March was better or worse than a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

  1)   Worse
  2)   Same
  3)   Better

If G0350 = 2 then skip to B0050

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

G2211.   **Considering the cost of flying on a commercial airline, would you say it cost more or less in March than it did a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

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

G2221.   **In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial airline in March than a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

  1)   Less secure
  2)   Same
  3)   More secure

G2241.   **In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in March than a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less safe
    2)   Same
    3)   More safe

G2261.   **In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a reasonable length of time in March than a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Less likely
    2)   Same
    3)   More likely

G2281.   **In terms of quality of service, would you say the quality of service you received flying on a commercial airline in March was better or worse than a year ago?**
[DO NOT READ LIST.   RECORD ONLY ONE ANSWER.   IF THE RESPONDENT SAYS "THE SAME", ACCEPT RESPONSE.]

    1)   Worse
    2)   Same
    3)   Better

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

_____ hours and_____ minutes

CATI system must ensure entry for both hours and minutes

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

HIT "RETURN" TO CONTINUE

If G0350 = 1 then skip to B2314

B2311.   **In what month and year was your most recent commercial airline flight?**
(READ LIST)

1)   **Enter month and year**
2)   **Less than three months ago**
3)   **More than three months ago**
4)   **More than one year ago** *(Skip to SM0050)*
5)   **Have never flown on a commercial airline**

NOTE: IF "1" IS SELECTED, THEN B2311_1 (MONTH) AND B2311_2 (YEAR) WILL APPEAR.

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

_____

B2320.   **Now, I'd like you to think of your most recent commercial airline flight. Was the primary purpose of your trip business or job related?** (IF NECESSARY, GIVE EXAMPLES SUCH AS PROFESSIONAL CONFERENCE, MEETING WITH CLIENTS.)

1)   Yes, business/job related
2)   No

B2332.   **Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in which of the following sections was your seat located:** (READ ENTIRE LIST EXCEPT DON'T KNOW)

    1)   **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**
    4)   **Other** - SPECIFY _____

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

    1)   Yes
    2)   No

B2400.   **Once more, think about your most recent flight. Did you check any baggage on this flight?**

    1)   Yes
    2)   No *(Skip go B2440)*

B2420.   **How many items did you yourself check on this flight? Items may include suitcases, laptop computers, bicycles, golf clubs, or any package too large to carry on to the plane.**

    ENTER NUMBER_____

    INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, on your most recent flight, you checked a total of _____ items that were just for you?**

B2440.   **How many items did you yourself carry on to the plane on your most recent flight? Items may include purses, brief cases, laptop computers, overnight bags, or anything else that you did not want to check.**

    ENTER NUMBER_____

    INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **So, on your most recent flight, you carried on a total of _____ items that were just for you?**

If G0350 = 2 then skip to SM0050

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

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

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 passenger screener 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 go through the checkpoint**

B2750. **Given the need for security, 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. **Given the need for security, how would you rate the intensity of screening that you received? Would you rate it...** (READ LIST)

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

B2850. **How confident were you in the ability of the screeners to keep air travel secure from individuals with hostile intentions? Were you...** (READ LIST)

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

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**

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 March?**

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

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

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 March?**

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

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

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 G0301 = 2 skip to instruction before SM1150

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

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

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

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 March?**

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

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

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 March?**

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

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

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 March?**

    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

If G0601 = 2 skip to instruction before MNH0500

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

    1)   Yes
    2)   No *(Skip to instruction before MNH0500)*

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

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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

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

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

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

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

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

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

1)   Yes
2)   No

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

1)   Yes
2)   No

Section D - Demographic Questions

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

HIT "RETURN" TO CONTINUE

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

ENTER NUMBER _____

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

1)   Yes
2)   No

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

1)   Yes
2)   No

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

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

_____

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

1)   Yes
2)   No

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

1)   Yes
2)   No

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

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

_____ people

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

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

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

1) Male
2) Female

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

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

D0450.   **What is the highest level of education you've completed?** (DO NOT READ LIST)
1) Less than high school graduate
2) High school graduate (or GED)
3) Some college (or technical vocational school/professional business school)
4) Two-year college degree (AA: Associate in Arts)
5) Four-year college degree (BA or BS: Bachelor of Arts of Science degree)
6) Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)

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

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

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

    1)   Yes
    2)   No

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

    INTERVIEWER NOTE: REPEAT ANSWER TO RESPONDENT: **Sir/Ma'am, you have a total of _____additional telephone numbers in your home, not including your main number, and these additional phone numbers are not used exclusively for the fax machine, the computer or a cellular phone.**

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

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

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

D0800.   **Finally, in order to classify your household for statistical purposes, what is your ZIP code?** (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
4)   Other - SPECIFY _____

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

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
	CASEID	Case Identification Number			Char	6	$TEXTVAR
	STATE	State			Char	2	$TEXTVAR
	METRO	MSA Inside Outside	1	Inside an MSA	Num	8	MSAINOUT
			2	Outside an MSA			
	CENDIV	Census Region	1	Northeast	Num	8	CENSREG
			2	Midwest			
			3	South			
			4	West			
	CREGION	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	BEST
	TIMEZONE	Time Zone	C	Central time	Char	1	$TZONE
			E	Eastern time			
			M	Mountain time			
			P	Pacific time			
			A	Alaska time			
			H	Hawaii time			
G0103	G0103	Use - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851A	G0851A	Personal Vehicle - Days		_____ days	Num	8	BEST

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0302	G0302	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851C	G0851C	Public Transit - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0801	G0801	Public Trans - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0810	G0810A	Public Transit - Reason for Not Using	01	Prefer my own vehicle	Num	8	NOPTWHY
			02	I am retired/not working/not in school			
			03	Need to make multiple stops to/from work/school			
			04	Don't understand/know routes and schedules			
			05	Not convenient (doesn't go where I need to)			
			06	Not flexible (doesn't go when I need to)			
			07	Takes too much time			
			08	Distance from home to stops is too great			
			09	Uncomfortable riding with strangers			
			10	Costs too much			

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

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			
G0882	G0882	Acela - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0827	G0827	Acela - Use	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0831	G0831A	Acela - Reason for Not Using	01	Cost	Num	8	NOHSRWHY
			02	Does not go where I want to go			
			03	Schedule not convenient			
			04	Takes too long			
			05	Prefer to drive			
			06	Prefer to fly			
			07	Do not travel			
			08	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0831	G0831B	Acela - Other Reason for Not Using	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____ days	Num	8	BEST

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	BEST
			.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	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0452	G0452	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851I	G0851I	Bicycle - Days		_____ days	Num	8	BEST

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
			6	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G1001	G1001A	Bicycle - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	01	Paved roads, not on shoulder	Num	8	ROADTYPA
			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			
			08	Other			

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1151	G1151C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202A	Walk - Type of Road	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)			
			09	Track			
			07	Grass			
			08	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0651	G0651	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
G1258	G1258C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.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			
G0851N	G0851N	Other Means of Transportation - Days		_____ days	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2011	G2011	Personal Vehicle - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2021	G2021	Personal Vehicle - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2041	G2041	Personal Vehicle - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2061	G2061	Personal Vehicle - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2081	G2081	Personal Vehicle - Convenient	1	Less convenient	Num	8	TRANCONV
			2	Same			
			3	More convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2111	G2111	Transit - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2121	G2121	Transit - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2141	G2141	Transit - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2161	G2161	Transit - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G2181	G2181	Transit - Quality of Service	1	Worse	Num	8	TRANQUAL
			2	Same			
			3	Better			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2211	G2211	Com Airlines - Costs	1	Cost less	Num	8	TRANCOST
			2	Cost the same			
			3	Cost more			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2221	G2221	Com Airlines - Security	1	Less secure	Num	8	TRANSEC
			2	Same			
			3	More secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2241	G2241	Com Airlines - Safety	1	Less safe	Num	8	TRANSAFE
			2	Same			
			3	More safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2261	G2261	Com Airlines - Travel Time	1	Less likely	Num	8	TRANTIME
			2	Same			
			3	More likely			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2281	G2281	Com Airlines - Quality of Service	1	Worse	Num	8	TRANQUAL
			2	Same			
			3	Better			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	BEST

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
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			
			4	More than one year ago			
			5	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311B	Com Airline - Most Recent Flight - Month		_____	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311C	Com Airline - Most Recent Flight - Year		_____	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2314	B2314	Com Airline - Most Recent Flight - Airport		_____	Char	250	$TEXTVAR
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B2320	B2320	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2332	B2332A	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			
			4	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2332	B2332B	Com Airline - Most Recent Flight - Other Section		_____	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2340	B2340	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2400	B2400	Com Airline - Most Recent Flight - Check Baggage	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2420	B2420	Com Airline - Most Recent Flight - Number of Baggage Checked		_____ Number	Num	8	BEST
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B2440	B2440	Com Airline - Most Recent Flight - Number of Carry-on Baggage		_____ Number	Num	8	BEST
			.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	1	Less than 15 minutes to check in	Num	8	CHECTIME
			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 check in			
			5	90 minutes to less than two hours			
			6	Two hours to less than three hours			
			7	Three hours or more to check in			
			8	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	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 go through the checkpoint			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B2750	B2750	Com Airline - Most Recent Flight - Screening - Time	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			
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			
B2850	B2850	Com Airline - Most Recent Flight - Screening - Confidence	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			
B2900	B2900	Com Airline - Most Recent Flight - Screening - Courtesy	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B2950	B2950	Com Airline - Most Recent Flight - Screening - Experience	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			
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			
			.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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
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			
			.S	Appropriate skip			
SM1080	SM1080	Delays - Carpool/Vanpool - Cancel Trip	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			
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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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			
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			
MNH0510	MNH0510	Driving	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
MNH0515	MNH0515	Driving at Night	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0520	MNH0520	Driving at Night - Glare - Oncoming Vehicle	1	Not noticeable - none	Num	8	GLARE
			2	Barely noticeable			

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0101	D0101	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0103	D0103	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of HH Members		_____	Num	8	BEST
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.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	BEST
			.D	Don't know			
			.R	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.D	Don't know			

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
D0401	D0401H	Group - Other - Specify	Text	Verbatim response	Char	250	$TEXTVAR
			.S	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			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			
			4	From $50,000 to less than $75,000			
			5	From $75,000 to less than $100,000			
			6	$100,000 or more			
			.D	Don't know			
			.R	Refused			
D0900	D0900	Work	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0552	D0552	Additional Phone Lines - Number	0	None	Num	8	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
	BASEWGT	Base Weight			Num	8	BEST
	NR_FACT	Nonresponse Adjustment Factor			Num	8	BEST
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	BEST
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	BEST
	CEN_FACT	Census Population Adjustment Factor			Num	8	BEST
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	BEST
	FNLWGT	Final Weight			Num	8	BEST

Omnibus Survey: April 2002 Marginal Frequency Distributions

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Section G - General Transportation Core Questions				
G0103 During March, did you drive or ride in a personal vehicle?				
Yes	979	192,676,536	96.00	0.797
No	35	8,030,164	4.00	0.797
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851A How many days did you drive or ride?				
Count	971	191,236,727		
Mean	25.960	26.273		
Standard deviation	8.168	0.278		
Minimum	1	1		
25th percentile	25	25		
Median	31	31		
75th percentile	31	31		
Maximum	31	31		
G0150 During March, did you drive or ride in an organized carpool or vanpool?				
Yes	60	13,281,555	6.62	0.959
No	953	187,370,338	93.38	0.959
Subtotal valid responses	1,013	200,651,893	100	
Don't know	1	54,807		
Refused	0	0		
Total	1,014	200,706,700		
G0851B How many days did you drive or ride?				
Count	59	12,570,297		
Mean	10.525	10.258		
Standard deviation	9.218	1.251		
Minimum	1	1		
25th percentile	3	3		
Median	7	7		
75th percentile	20	16		
Maximum	31	31		
G0302 During March, did you ride on any public transit within a city or metropolitan area? Examples of public				
Yes	125	29,378,340	14.64	1.350
No	889	171,328,360	85.36	1.350
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851C How many days did you use it?				
Count	125	29,378,340		
Mean	8.976	9.332		
Standard deviation	8.650	0.875		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Minimum	1	1		
25th percentile	2	2		
Median	5	5		
75th percentile	15	15		
Maximum	31	31		
G0801 Is public transportation available in your area?				
Yes	542	107,929,817	64.46	1.700
No	328	59,517,563	35.54	1.700
Subtotal valid responses	870	167,447,380	100	
Don't know	19	3,880,980		
Refused	0	0		
Appropriate skip	125	29,378,340		
Total	1,014	200,706,700		
G0810A Please tell me the main reason you did not use public transit last month.				
Prefer my own vehicle	212	44,337,347	41.29	2.411
I am retired/not working/not in school	20	3,493,802	3.25	0.810
Need to make multiple stops to/from work/school	6	1,203,127	1.12	0.464
Don't understand/know routes and schedules	3	681,940	0.64	0.369
Not convenient (doesn't go where I need to)	223	43,653,858	40.66	2.374
Not flexible (doesn't go when I need to)	35	6,509,760	6.06	1.115
Takes too much time	11	2,351,692	2.19	0.754
Distance from home to stops is too great	11	1,998,382	1.86	0.609
Uncomfortable riding with strangers	1	157,653	0.15	0.147
Costs too much	0	0	0.00	0.000
Unreliable	2	169,070	0.16	0.121
Unsafe	2	476,687	0.44	0.349
Health/disability/physical limitations	10	1,831,205	1.71	0.597
Other	4	510,892	0.48	0.239
Subtotal valid responses	540	107,375,415	100	
Don't know	1	212,338		
Refused	1	342,064		
Appropriate skip	472	92,776,883		
Total	1,014	200,706,700		
G0201 During March, did you ride on a city-to-city bus, such as Greyhound?				
Yes	7	1,525,417	0.76	0.323
No	1,007	199,181,283	99.24	0.323
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851D How many days did you ride on it?				
Count	7	1,525,417		
Mean	3.286	2.834		
Standard deviation	1.976	0.504		
Minimum	2	2		
25th percentile	2	2		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Median	2	2		
75th percentile	5	3		
Maximum	7	7		
G0902B And of these days, how many were for business or work?				
Count	7	1,525,417		
Mean	2.000	1.522		
Standard deviation	2.887	0.722		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	5	2		
Maximum	7	7		
G0251 During March, did you ride on a city-to-city train, such as AMTRAK?				
Yes	21	3,916,797	1.95	0.483
No	992	196,667,436	98.05	0.483
Subtotal valid responses	1,013	200,584,233	100	
Don't know	1	122,467		
Refused	0	0		
Total	1,014	200,706,700		
G0851E How many days did you ride on it?				
Count	21	3,916,797		
Mean	3.238	4.365		
Standard deviation	4.742	1.484		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	2	8		
Maximum	22	22		
G0902C And of these days, how many were for business or work?				
Count	21	3,916,797		
Mean	1.667	2.217		
Standard deviation	4.810	1.541		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	1	1		
Maximum	22	22		
G0880 In your area, do you have long distance, city to city train service such as AMTRAK?				
Yes	464	94,588,126	51.42	1.771
No	473	89,355,224	48.58	1.771
Subtotal valid responses	937	183,943,350	100	
Don't know	56	12,846,553		
Refused	0	0		
Appropriate skip	21	3,916,797		
Total	1,014	200,706,700		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G0882 Is long distance HIGH SPEED, city to city train service such as AMTRAK's Acela train service available in				
Yes	228	48,311,229	62.45	2.800
No	154	29,048,717	37.55	2.800
Subtotal valid responses	382	77,359,946	100	
Don't know	103	21,144,978		
Refused	0	0		
Appropriate skip	529	102,201,776		
Total	1,014	200,706,700		
G0827 Have you ever used AMTRAK's HIGH SPEED Acela train service?				
Yes	67	15,087,975	31.23	3.560
No	161	33,223,253	68.77	3.560
Subtotal valid responses	228	48,311,228	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	786	152,395,472		
Total	1,014	200,706,700		
G0831A What is the main reason you have not used AMTRAK's HIGH SPEED Acela train service?				
Cost	9	2,004,672	6.08	2.295
Does not go where I want to go	39	8,430,191	25.57	4.041
Schedule not convenient	11	2,206,689	6.69	2.302
Takes too long	3	462,368	1.40	0.829
Prefer to drive	33	6,893,842	20.91	3.618
Prefer to fly	21	3,944,406	11.96	2.682
Do not travel	43	8,897,442	26.98	4.179
Other	1	134,361	0.41	0.408
Subtotal valid responses	160	32,973,971	100	
Don't know	0	0		
Refused	1	249,282		
Appropriate skip	853	167,483,447		
Total	1,014	200,706,700		
G0350 During March, did you fly on a commercial airline?				
Yes	114	22,811,169	11.37	1.149
No	900	177,895,531	88.63	1.149
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851F How many days did you fly on a commercial airline?				
Count	114	22,811,169		
Mean	2.404	2.315		
Standard deviation	1.917	0.163		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	2	2		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Maximum	15	15		
G0902D And of these days, how many were for business or work?				
Count	114	22,811,169		
Mean	1.044	0.885		
Standard deviation	2.143	0.178		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	1		
Maximum	15	15		
G0401 During March, did you fly on a charter, private, or corporate airplane or helicopter?				
Yes	22	4,169,049	2.08	0.488
No	991	196,002,211	97.92	0.488
Subtotal valid responses	1,013	200,171,260	100	
Don't know	1	535,440		
Refused	0	0		
Total	1,014	200,706,700		
G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?				
Count	22	4,169,049		
Mean	2.545	2.549		
Standard deviation	1.945	0.401		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	8	8		
G0902E And of these days, how many were for business or work?				
Count	22	4,169,049		
Mean	1.136	0.904		
Standard deviation	2.167	0.399		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	1	1		
Maximum	8	8		
G0452 During March, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle				
Yes	80	15,915,976	7.93	0.948
No	934	184,790,724	92.07	0.948
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851H How many days did you drive or ride one of these vehicles?				
Count	79	15,793,576		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Mean	4.544	4.378		
Standard deviation	6.346	0.658		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	5	5		
Maximum	31	31		
G0501 During March, did you ride a bicycle? Please do not include stationary bicycles.				
Yes	135	29,327,122	14.61	1.292
No	879	171,379,578	85.39	1.292
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851I How many days did you ride your bicycle?				
Count	135	29,327,122		
Mean	5.970	5.734		
Standard deviation	6.937	0.616		
Minimum	1	1		
25th percentile	2	2		
Median	3	3		
75th percentile	7	6		
Maximum	31	31		
G0952A Primarily for what purpose did you use it?				
Commuting to work or school	4	1,014,852	3.46	1.921
Recreation	72	15,075,784	51.41	4.833
Exercise/for my health	41	9,198,035	31.36	4.479
Personal errands (to the store, post office, and so on)	16	3,524,253	12.02	3.359
Required for my job	2	514,198	1.75	1.240
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	135	29,327,122	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	879	171,379,578		
Total	1,014	200,706,700		
G1001C And on a typical day that you rode your bicycle, about how much time did you spend bicycling?				
Count	135	29,327,122		
Mean	1.103	1.068		
Standard deviation	1.142	0.095		
Minimum	0.05	0.05		
25th percentile	0.5	0.5		
Median	1	0.75		
75th percentile	1	1		
Maximum	10	10		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
G1051A Did you bicycle mostly on:				
Paved roads, not on shoulder	67	15,186,284	51.78	4.802
Shoulders of paved roads	18	3,471,488	11.84	2.892
Bike lanes on roads	7	1,399,473	4.77	1.917
Sidewalks	10	2,760,974	9.41	3.097
Bike paths, walking paths or trails	24	4,983,312	16.99	3.485
Unpaved roads (for example dirt, gravel, sand)	9	1,525,591	5.20	1.813
Grass	0	0	0.00	0.000
Other	0	0	0.00	0.000
Subtotal valid responses	135	29,327,122	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	879	171,379,578		
Total	1,014	200,706,700		
G0551 During March, did you walk, run, or jog at least one time outside for 10 minutes or more?				
Yes	718	145,842,888	72.73	1.557
No	295	54,681,689	27.27	1.557
Subtotal valid responses	1,013	200,524,577	100	
Don't know	1	182,123		
Refused	0	0		
Total	1,014	200,706,700		
G0851J How many days did you walk, run or jog?				
Count	712	144,768,067		
Mean	13.035	13.148		
Standard deviation	9.454	0.400		
Minimum	1	1		
25th percentile	5	5		
Median	10	10		
75th percentile	20	20		
Maximum	31	31		
G1102A Primarily for what purpose did you walk, run, or jog?				
Commuting to work or school	24	5,942,518	4.09	0.937
Recreation	125	23,944,259	16.48	1.522
Exercise/for my health	432	88,576,699	60.95	2.067
Personal errands (to the store, post office, walking the dog, and so on)	98	19,131,700	13.16	1.441
Required for my job	35	7,403,323	5.09	0.961
Some other purpose	2	331,699	0.23	0.170
Subtotal valid responses	716	145,330,198	100	
Don't know	2	512,690		
Refused	0	0		
Appropriate skip	296	54,863,812		
Total	1,014	200,706,700		
G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking,				
Count	708	143,283,083		
Mean	0.863	0.884		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Standard deviation	1.383	0.060		
Minimum	0.167	0.167		
25th percentile	0.333	0.333		
Median	0.5	0.5		
75th percentile	1	1		
Maximum	20	20		
G1202A Did you walk, run, or jog mostly on:				
Paved roads, not on shoulder	209	41,625,429	28.66	1.897
Shoulders of paved roads	47	8,660,607	5.96	0.948
Bike lanes on roads	1	219,136	0.15	0.151
Sidewalks	290	59,821,010	41.19	2.064
Bike paths, walking paths or trails	62	12,641,113	8.70	1.178
Unpaved roads (for example dirt, gravel, sand)	41	8,528,865	5.87	0.976
Track	26	5,232,397	3.60	0.832
Grass	32	7,155,058	4.93	0.998
Other	7	1,353,230	0.93	0.363
Subtotal valid responses	715	145,236,845	100	
Don't know	3	606,043		
Refused	0	0		
Appropriate skip	296	54,863,812		
Total	1,014	200,706,700		
G0555 During March, did you ride as a passenger on a cruise ship?				
Yes	5	835,453	0.42	0.201
No	1,009	199,871,247	99.58	0.201
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0601 During March, did you ride on a commercial boat, ship or ferry?				
Yes	27	5,280,900	2.63	0.602
No	987	195,425,800	97.37	0.602
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851K How many days did you ride on a commercial boat, ship, or ferry?				
Count	27	5,280,900		
Mean	3.000	2.572		
Standard deviation	5.407	0.470		
Minimum	1	1		
25th percentile	1	1		
Median	1	2		
75th percentile	2	3		
Maximum	28	28		
G0651 During March, did you operate or ride on a personal watercraft such as a jetski or skidoo?				

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Yes	17	3,036,633	1.51	0.402
No	997	197,670,067	98.49	0.402
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851L How many days did you operate or ride on a personal watercraft?				
Count	17	3,036,633		
Mean	2.235	2.154		
Standard deviation	1.786	0.347		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	2	2		
Maximum	8	8		
G1251C In total, about how much time did you spend using personal watercraft last month?				
Count	16	2,807,221		
Mean	4.109	4.443		
Standard deviation	2.518	0.629		
Minimum	0.25	0.25		
25th percentile	2.5	3		
Median	4	4		
75th percentile	5	5		
Maximum	10	10		
G0701 During March, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?				
Yes	26	5,109,457	2.55	0.539
No	988	195,597,243	97.45	0.539
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
G0851M How many days did you operate or ride on a recreational boat?				
Count	26	5,109,457		
Mean	2.462	2.484		
Standard deviation	1.772	0.385		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	4		
Maximum	8	8		
G1258C In total, about how much time did you spend using a recreational boat last month?				
Count	26	5,109,457		
Mean	12.269	11.886		
Standard deviation	15.617	2.653		
Minimum	1	1		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
25th percentile	4	3		
Median	7.5	8		
75th percentile	15	15		
Maximum	64	64		
G0750 During March, did you use any other means of transportation? For example a taxi, limousine, charter or				
Yes	138	28,574,683	14.26	1.287
No	875	171,797,660	85.74	1.287
Subtotal valid responses	1,013	200,372,343	100	
Don't know	1	334,357		
Refused	0	0		
Total	1,014	200,706,700		
G0851N How many days did you use other means of transportation?				
Count	138	28,574,683		
Mean	3.580	3.653		
Standard deviation	4.095	0.417		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	5		
Maximum	31	31		
G2011 You said you drove or rode in a personal vehicle last month. Considering all the costs associated with				
Cost less	183	36,633,842	20.00	1.492
Cost the same	189	33,567,416	18.33	1.361
Cost more	559	112,969,390	61.67	1.774
Subtotal valid responses	931	183,170,648	100	
Don't know	48	9,505,888		
Refused	0	0		
Appropriate skip	35	8,030,164		
Total	1,014	200,706,700		
G2021 In terms of security from crime or terrorism, did you feel more secure or less secure driving or riding in a				
Less secure	175	35,413,206	18.70	1.421
Same	598	112,997,274	59.68	1.811
More secure	186	40,920,625	21.61	1.561
Subtotal valid responses	959	189,331,105	100	
Don't know	20	3,345,431		
Refused	0	0		
Appropriate skip	35	8,030,164		
Total	1,014	200,706,700		
G2041 In terms of safety from accidents, did you feel more safe or less safe driving or riding in a personal vehicle				
Less safe	244	47,098,173	24.73	1.555
Same	533	102,706,154	53.94	1.820
More safe	186	40,617,223	21.33	1.544
Subtotal valid responses	963	190,421,550	100	
Don't know	16	2,254,986		
Refused	0	0		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Appropriate skip	35	8,030,164		
Total	1,014	200,706,700		
G2061 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a				
Less likely	231	45,512,445	24.06	1.544
Same	504	95,217,168	50.34	1.818
More likely	227	48,437,149	25.61	1.638
Subtotal valid responses	962	189,166,762	100	
Don't know	17	3,509,774		
Refused	0	0		
Appropriate skip	35	8,030,164		
Total	1,014	200,706,700		
G2081 In terms of convenience, would you say it was more convenient or less convenient to drive or ride in a				
Less convenient	161	31,630,527	16.54	1.347
Same	525	99,307,281	51.92	1.812
More convenient	284	60,319,050	31.54	1.725
Subtotal valid responses	970	191,256,858	100	
Don't know	9	1,419,678		
Refused	0	0		
Appropriate skip	35	8,030,164		
Total	1,014	200,706,700		
G2111 Considering the cost of using public transit, would you say it cost more or less in March than it did a year				
Cost less	15	3,782,755	13.72	3.647
Cost the same	55	11,450,281	41.52	5.269
Cost more	45	12,343,932	44.76	5.529
Subtotal valid responses	115	27,576,968	100	
Don't know	9	1,717,783		
Refused	1	83,589		
Appropriate skip	889	171,328,360		
Total	1,014	200,706,700		
G2121 In terms of security from crime or terrorism, did you feel more secure or less secure using public transit in				
Less secure	50	12,995,456	45.82	5.380
Same	44	8,406,957	29.64	4.526
More secure	25	6,960,306	24.54	4.869
Subtotal valid responses	119	28,362,719	100	
Don't know	5	932,032		
Refused	1	83,589		
Appropriate skip	889	171,328,360		
Total	1,014	200,706,700		
G2141 In terms of safety from accidents, did you feel more safe or less safe using public transit in March than you				
Less safe	31	8,000,415	28.06	4.880
Same	55	11,739,630	41.17	5.195
More safe	33	8,774,054	30.77	5.046
Subtotal valid responses	119	28,514,099	100	
Don't know	5	780,652		
Refused	1	83,589		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Appropriate skip	889	171,328,360		
Total	1,014	200,706,700		
G2161 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a				
Less likely	38	8,905,682	31.59	4.961
Same	48	9,900,041	35.12	4.960
More likely	33	9,387,432	33.30	5.286
Subtotal valid responses	119	28,193,155	100	
Don't know	5	1,101,596		
Refused	1	83,589		
Appropriate skip	889	171,328,360		
Total	1,014	200,706,700		
G2181 In terms of quality of service, would you say the quality of service you received using public transit in				
Worse	17	4,417,229	15.83	4.048
Same	58	12,339,220	44.22	5.332
Better	42	11,145,650	39.95	5.387
Subtotal valid responses	117	27,902,099	100	
Don't know	7	1,392,652		
Refused	1	83,589		
Appropriate skip	889	171,328,360		
Total	1,014	200,706,700		
G2211 Considering the cost of flying on a commercial airline, would you say it cost more or less in March than it				
Cost less	44	8,787,755	40.82	5.479
Cost the same	19	3,089,280	14.35	3.509
Cost more	42	9,653,263	44.84	5.638
Subtotal valid responses	105	21,530,298	100	
Don't know	9	1,280,871		
Refused	0	0		
Appropriate skip	900	177,895,531		
Total	1,014	200,706,700		
G2221 In terms of security from crime or terrorism, did you feel more secure or less secure flying on a commercial				
Less secure	35	6,246,090	27.49	4.689
Same	21	4,065,737	17.90	3.988
More secure	57	12,406,854	54.61	5.351
Subtotal valid responses	113	22,718,681	100	
Don't know	1	92,489		
Refused	0	0		
Appropriate skip	900	177,895,531		
Total	1,014	200,706,701		
G2241 In terms of safety from accidents, did you feel more safe or less safe flying on a commercial airline in				
Less safe	27	5,765,151	25.61	4.769
Same	45	7,688,797	34.16	4.971
More safe	40	9,054,652	40.23	5.475
Subtotal valid responses	112	22,508,600	100	
Don't know	2	302,569		
Refused	0	0		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Appropriate skip	900	177,895,531		
Total	1,014	200,706,700		
G2261 In terms of travel time, would you say you were more likely or less likely to get where you wanted to go in a				
Less likely	52	9,819,694	43.63	5.314
Same	27	5,362,933	23.83	4.729
More likely	33	7,325,973	32.55	5.291
Subtotal valid responses	112	22,508,600	100	
Don't know	2	302,569		
Refused	0	0		
Appropriate skip	900	177,895,531		
Total	1,014	200,706,700		
G2281 In terms of quality of service, would you say the quality of service you received flying on a commercial				
Worse	34	6,027,212	26.96	4.603
Same	40	8,319,472	37.22	5.298
Better	38	8,007,645	35.82	5.309
Subtotal valid responses	112	22,354,329	100	
Don't know	2	456,840		
Refused	0	0		
Appropriate skip	900	177,895,531		
Total	1,014	200,706,700		
Section B - BTS Topical Transportation Questions				

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B0103 Last month did you commute, that is, travel routinely from home to work?				
Yes	627	128,294,092	64.14	1.679
No	385	71,740,976	35.86	1.679
Subtotal valid responses	1,012	200,035,068	100	
Don't know	1	459,294		
Refused	1	212,338		
Total	1,014	200,706,700		
B0152 Altogether, about how many days did you commute last month?				
29-31 days/month	68	15,265,784	11.94	1.563
22-28 days/month	175	34,797,701	27.22	2.010
15-21 days/month	325	66,500,321	52.01	2.280
8-14 days/month	34	6,626,962	5.18	0.968
1-7 days/month	22	4,665,123	3.65	0.881
Subtotal valid responses	624	127,855,891	100	
Don't know	0	0		
Refused	3	438,202		
Appropriate skip	387	72,412,607		
Total	1,014	200,706,700		
B0310 Did you work at the same location on most days?				
Yes	562	114,300,878	89.09	1.476

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
No	65	13,993,215	10.91	1.476
Subtotal valid responses	627	128,294,093	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	387	72,412,607		
Total	1,014	200,706,700		
B0315 Did you work at more than one location on a typical day?				
Yes	46	9,698,079	69.31	6.712
No	19	4,295,136	30.69	6.712
Subtotal valid responses	65	13,993,215	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	949	186,713,485		
Total	1,014	200,706,700		
B0320C On a typical day, how much time did you spend traveling from worksite to worksite?				
Count	46	9,698,079		
Mean	1.759	1.603		
Standard deviation	2.010	0.275		
Minimum	0.083	0.083		
25th percentile	0.333	0.333		
Median	1	0.833		
75th percentile	2	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	578	117,994,780		
Mean	0.407	0.409		
Standard deviation	0.331	0.015		
Minimum	0.017	0.017		
25th percentile	0.2	0.2		
Median	0.333	0.333		
75th percentile	0.5	0.5		
Maximum	2.667	2.667		
B2311A In what month and year was your most recent commercial airline flight?				
Less than three months ago	59	10,700,918	6.05	0.872
More than three months ago	192	36,533,196	20.66	1.498
More than one year ago	514	101,149,631	57.19	1.878
Have never flown on a commercial airline	130	28,473,695	16.10	1.447
Subtotal valid responses	895	176,857,440	100	
Don't know	4	845,372		
Refused	1	192,719		
Appropriate skip	114	22,811,169		
Total	1,014	200,706,700		
B2320 Was the primary purpose of your trip business or job related?				
Yes, business/job related	75	14,271,849	20.38	2.362
No	290	55,773,435	79.62	2.362

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Subtotal valid responses	365	70,045,284	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2332A Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in				
Economy or coach section (also sometimes called the main cabin)	289	56,265,055	80.99	2.309
First class section	16	2,642,072	3.80	1.036
There were no sections in the plane; all seats were in the same section	54	10,435,337	15.02	2.132
Other	1	133,208	0.19	0.192
Subtotal valid responses	360	69,475,672	100	
Don't know	5	569,612		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2340 Did the price you paid for the airline ticket carry any restrictions? For example, did you have to book your				
Yes	221	42,040,739	67.67	3.012
No	105	20,089,193	32.33	3.012
Subtotal valid responses	326	62,129,932	100	
Don't know	39	7,915,352		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2400 Did you check any baggage on this flight?				
Yes	306	59,394,861	84.79	2.124
No	59	10,650,423	15.21	2.124
Subtotal valid responses	365	70,045,284	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2420 How many items did you yourself check on this flight? Items may include suitcases, laptop computers,				
Count	304	59,025,815		
Mean	1.487	1.525		
Standard deviation	0.717	0.049		
Minimum	0	0		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	5	5		
B2440 How many items did you yourself carry on to the plane on your most recent flight? Items may include				
Count	364	69,857,729		
Mean	1.209	1.197		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Standard deviation	0.599	0.036		
Minimum	0	0		
25th percentile	1	1		
Median	1	1		
75th percentile	2	2		
Maximum	4	4		
B2600 How soon before your most recent flight did you arrive at the airport? Did you arrive…				
Less than 30 minutes before your flight	7	1,599,632	2.32	0.965
30 minutes to less than 60 minutes	32	6,332,393	9.20	1.873
60 minutes to less than 90 minutes	96	17,161,649	24.94	2.514
90 minutes to less than two hours before your flight	78	15,127,489	21.99	2.515
Two hours to less than three hours	117	22,419,564	32.58	2.787
Three hours or more before your flight	31	6,164,415	8.96	1.751
Subtotal valid responses	361	68,805,142	100	
Don't know	4	1,240,142		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	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	145	28,874,351	41.26	2.967
15 minutes to less than 30 minutes	96	18,251,532	26.08	2.644
30 minutes to less than 60 minutes	63	12,028,289	17.19	2.207
60 minutes to less than 90 minutes to check in	19	4,201,561	6.00	1.556
90 minutes to less than two hours	11	1,728,499	2.47	0.810
Two hours to less than three hours	3	612,956	0.88	0.576
Three hours or more to check in	1	279,928	0.40	0.399
Did not check in at the ticket counter	26	4,010,983	5.73	1.226
Subtotal valid responses	364	69,988,099	100	
Don't know	1	57,185		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2700 How long did you wait in line to go through passenger screener checkpoint for your most recent flight?				
Less than 15 minutes to go through the checkpoint	229	44,112,628	63.67	2.916
15 minutes to less than 30 minutes	71	12,593,956	18.18	2.251
30 minutes to less than 60 minutes	39	7,872,896	11.36	1.972
60 minutes to less than 90 minutes to go through the checkpoint	14	3,194,945	4.61	1.443
90 minutes to less than two hours	5	1,226,385	1.77	0.857
Two hours to less than three hours	2	282,489	0.41	0.294
Three hours or more to go through the checkpoint	0	0	0.00	0.000
Subtotal valid responses	360	69,283,299	100	
Don't know	5	761,985		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
B2750 Given the need for security, how satisfied were you with the time that you waited in line at the passenger				
Very unsatisfied	16	2,934,026	4.26	1.195
Somewhat unsatisfied	19	3,794,921	5.51	1.312
Neither unsatisfied nor satisfied	55	9,419,415	13.68	1.906
Somewhat satisfied	119	22,905,192	33.27	2.816
Very satisfied	152	29,788,630	43.27	2.998
Subtotal valid responses	361	68,842,184	100	
Don't know	3	1,041,923		
Refused	1	161,177		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2800 Given the need for security, how would you rate the intensity of screening that you received? Would you				
Inadequate	66	13,788,804	19.92	2.424
Adequate	274	50,445,113	72.89	2.763
Excessive	22	4,972,454	7.18	1.788
Subtotal valid responses	362	69,206,371	100	
Don't know	3	838,913		
Refused	0	0		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2850 How confident were you in the ability of the screeners to keep air travel secure from individuals with				
Very unsatisfied	36	6,318,142	9.29	1.647
Somewhat unsatisfied	73	13,993,355	20.57	2.390
Neither unsatisfied nor satisfied	61	10,602,365	15.59	2.059
Somewhat satisfied	127	25,494,849	37.48	2.966
Very satisfied	60	11,606,272	17.06	2.321
Subtotal valid responses	357	68,014,983	100	
Don't know	7	1,869,124		
Refused	1	161,177		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were				
Very unsatisfied	12	2,329,736	3.41	1.049
Somewhat unsatisfied	20	3,390,676	4.96	1.201
Neither unsatisfied nor satisfied	45	7,912,361	11.58	1.790
Somewhat satisfied	125	23,863,984	34.92	2.893
Very satisfied	154	30,842,219	45.13	3.013
Subtotal valid responses	356	68,338,976	100	
Don't know	8	1,545,131		
Refused	1	161,177		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		
B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you…				
Very unsatisfied	13	2,379,990	3.45	1.056
Somewhat unsatisfied	31	5,921,360	8.58	1.598
Neither unsatisfied nor satisfied	51	8,222,180	11.91	1.723

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Somewhat satisfied	156	30,140,842	43.66	2.977
Very satisfied	111	22,374,493	32.41	2.868
Subtotal valid responses	362	69,038,865	100	
Don't know	2	845,242		
Refused	1	161,177		
Appropriate skip	649	130,661,416		
Total	1,014	200,706,700		

Section SM - Strategic Goal Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1000 Did you experience any significant delays while traveling in a personal vehicle in March?				
Yes	182	37,050,926	19.27	1.453
No	795	155,216,926	80.73	1.453
Subtotal valid responses	977	192,267,852	100	
Don't know	2	408,684		
Refused	0	0		
Appropriate skip	35	8,030,164		
Total	1,014	200,706,700		
SM1005 Please tell me whether those delays caused you to…				
SM1010 Change the time of day you traveled				
Yes	78	16,919,228	45.66	4.244
No	104	20,131,698	54.34	4.244
Subtotal valid responses	182	37,050,926	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	832	163,655,774		
Total	1,014	200,706,700		
SM1015 Change the type of transportation you used				
Yes	7	1,163,859	3.14	1.300
No	175	35,887,067	96.86	1.300
Subtotal valid responses	182	37,050,926	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	832	163,655,774		
Total	1,014	200,706,700		
SM1020 Change the route you took to reach your destination				
Yes	103	22,815,108	61.58	4.010
No	79	14,235,818	38.42	4.010
Subtotal valid responses	182	37,050,926	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	832	163,655,774		
Total	1,014	200,706,700		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1025 Postpone your travel to another day				
Yes	24	5,110,360	13.86	2.940
No	157	31,749,062	86.14	2.940
Subtotal valid responses	181	36,859,422	100	
Don't know	1	191,504		
Refused	0	0		
Appropriate skip	832	163,655,774		
Total	1,014	200,706,700		
SM1030 Cancel your trip entirely				
Yes	10	2,189,143	5.94	2.039
No	171	34,675,866	94.06	2.039
Subtotal valid responses	181	36,865,009	100	
Don't know	1	185,917		
Refused	0	0		
Appropriate skip	832	163,655,774		
Total	1,014	200,706,700		
SM1050 Did you experience any significant delays while traveling in an organized carpool or vanpool in March?				
Yes	6	1,004,429	7.56	3.146
No	54	12,277,127	92.44	3.146
Subtotal valid responses	60	13,281,556	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	954	187,425,144		
Total	1,014	200,706,700		
SM1055 Please tell me whether those delays caused you to…				
SM1060 Change the time of day you traveled				
Yes	2	418,160	41.63	21.333
No	4	586,269	58.37	21.333
Subtotal valid responses	6	1,004,429	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,008	199,702,271		
Total	1,014	200,706,700		
SM1065 Change the type of transportation you used				
Yes	0	0	0.00	0.000
No	6	1,004,429	100.00	0.000
Subtotal valid responses	6	1,004,429	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,008	199,702,271		
Total	1,014	200,706,700		
SM1070 Change the route you took to reach your destination				
Yes	4	739,158	73.59	17.001
No	2	265,271	26.41	17.001
Subtotal valid responses	6	1,004,429	100	

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,008	199,702,271		
Total	1,014	200,706,700		
SM1075 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	6	1,004,429	100.00	0.000
Subtotal valid responses	6	1,004,429	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,008	199,702,271		
Total	1,014	200,706,700		
SM1080 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	6	1,004,429	100.00	0.000
Subtotal valid responses	6	1,004,429	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,008	199,702,271		
Total	1,014	200,706,700		
SM1100 Did you experience any significant delays while traveling on public transit in March?				
Yes	19	3,950,805	13.49	3.268
No	105	25,343,946	86.51	3.268
Subtotal valid responses	124	29,294,751	100	
Don't know	0	0		
Refused	1	83,589		
Appropriate skip	889	171,328,360		
Total	1,014	200,706,700		
SM1105 Please tell me whether those delays caused you to…				
SM1110 Change the time of day you traveled				
Yes	8	1,681,847	42.57	12.485
No	11	2,268,958	57.43	12.485
Subtotal valid responses	19	3,950,805	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,755,895		
Total	1,014	200,706,700		
SM1115 Change the type of transportation you used				
Yes	8	1,814,621	45.93	12.651
No	11	2,136,184	54.07	12.651
Subtotal valid responses	19	3,950,805	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,755,895		
Total	1,014	200,706,700		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
SM1120 Change the route you took to reach your destination				
Yes	2	308,869	7.82	5.757
No	17	3,641,936	92.18	5.757
Subtotal valid responses	19	3,950,805	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,755,895		
Total	1,014	200,706,700		
SM1125 Postpone your travel to another day				
Yes	2	225,007	5.70	4.089
No	17	3,725,798	94.30	4.089
Subtotal valid responses	19	3,950,805	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,755,895		
Total	1,014	200,706,700		
SM1130 Cancel your trip entirely				
Yes	3	529,445	13.40	7.669
No	16	3,421,360	86.60	7.669
Subtotal valid responses	19	3,950,805	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	995	196,755,895		
Total	1,014	200,706,700		
SM1150 Did you experience any significant delays while traveling on city-to-city buses in March?				
Yes	1	283,614	18.59	16.729
No	6	1,241,803	81.41	16.729
Subtotal valid responses	7	1,525,417	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,007	199,181,283		
Total	1,014	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	1	283,614	1000.00	0.000
Subtotal valid responses	1	283,614	1,000	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,423,086		
Total	1,014	200,706,700		
SM1165 Change the type of transportation you used				
Yes	1	283,614	100.00	0.000
No	0	0	0.00	0.000

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Subtotal valid responses	1	283,614	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,423,086		
Total	1,014	200,706,700		
SM1170 Change the route you took to reach your destination				
Yes	0	0	0.00	0.000
No	1	283,614	100.00	0.000
Subtotal valid responses	1	283,614	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,423,086		
Total	1,014	200,706,700		
SM1175 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	1	283,614	100.00	0.000
Subtotal valid responses	1	283,614	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,423,086		
Total	1,014	200,706,700		
SM1180 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	1	283,614	100.00	0.000
Subtotal valid responses	1	283,614	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,423,086		
Total	1,014	200,706,700		
SM1200 Did you experience any significant delays while traveling on city-to-city trains in March?				
Yes	4	530,830	13.55	6.873
No	17	3,385,967	86.45	6.873
Subtotal valid responses	21	3,916,797	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	993	196,789,903		
Total	1,014	200,706,700		
SM1205 Please tell me whether those delays caused you to…				
SM1210 Change the time of day you traveled				
Yes	1	190,208	35.83	26.589
No	3	340,622	64.17	26.589
Subtotal valid responses	4	530,830	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,010	200,175,870		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,014	200,706,700		
SM1215 Change the type of transportation you used				
Yes	0	0	0.00	0.000
No	4	530,830	100.00	0.000
Subtotal valid responses	4	530,830	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,010	200,175,870		
Total	1,014	200,706,700		
SM1220 Change the route you took to reach your destination				
Yes	0	0	0.00	0.000
No	4	530,830	100.00	0.000
Subtotal valid responses	4	530,830	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,010	200,175,870		
Total	1,014	200,706,700		
SM1225 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	4	530,830	100.00	0.000
Subtotal valid responses	4	530,830	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,010	200,175,870		
Total	1,014	200,706,700		
SM1230 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	4	530,830	100.00	0.000
Subtotal valid responses	4	530,830	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,010	200,175,870		
Total	1,014	200,706,700		
SM1250 Did you experience any significant delays while traveling on commercial airlines in March?				
Yes	27	4,715,821	21.47	4.197
No	84	17,247,891	78.53	4.197
Subtotal valid responses	111	21,963,712	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	903	178,742,988		
Total	1,014	200,706,700		
SM1255 Please tell me whether those delays caused you to…				
SM1260 Change the time of day you traveled				
Yes	9	1,647,627	34.94	10.114

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
No	18	3,068,194	65.06	10.114
Subtotal valid responses	27	4,715,821	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	987	195,990,879		
Total	1,014	200,706,700		
SM1265 Change the type of transportation you used				
Yes	2	515,808	10.94	7.270
No	25	4,200,013	89.06	7.270
Subtotal valid responses	27	4,715,821	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	987	195,990,879		
Total	1,014	200,706,700		
SM1270 Change the route you took to reach your destination				
Yes	5	878,939	18.64	7.936
No	22	3,836,882	81.36	7.936
Subtotal valid responses	27	4,715,821	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	987	195,990,879		
Total	1,014	200,706,700		
SM1275 Postpone your travel to another day				
Yes	3	414,022	8.78	5.102
No	24	4,301,799	91.22	5.102
Subtotal valid responses	27	4,715,821	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	987	195,990,879		
Total	1,014	200,706,700		
SM1280 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	27	4,715,821	100.00	0.000
Subtotal valid responses	27	4,715,821	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	987	195,990,879		
Total	1,014	200,706,700		
SM1300 Did you experience any significant delays while traveling on a commercial boat, ship or ferry in March?				
Yes	1	251,578	4.76	4.671
No	26	5,029,322	95.24	4.671
Subtotal valid responses	27	5,280,900	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	987	195,425,800		

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,014	200,706,700		
SM1305 Please tell me whether those delays caused you to…				
SM1310 Change the time of day you traveled				
Yes	1	251,578	100.00	0.000
No	0	0	0.00	0.000
Subtotal valid responses	1	251,578	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,455,122		
Total	1,014	200,706,700		
SM1315 Change the type of transportation you used				
Yes	0	0	0.00	0.000
No	1	251,578	100.00	0.000
Subtotal valid responses	1	251,578	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,455,122		
Total	1,014	200,706,700		
SM1320 Change the route you took to reach your destination				
Yes	0	0	0.00	0.000
No	1	251,578	100.00	0.000
Subtotal valid responses	1	251,578	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,455,122		
Total	1,014	200,706,700		
SM1325 Postpone your travel to another day				
Yes	0	0	0.00	0.000
No	1	251,578	100.00	0.000
Subtotal valid responses	1	251,578	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,455,122		
Total	1,014	200,706,700		
SM13330 Cancel your trip entirely				
Yes	0	0	0.00	0.000
No	1	251,578	100.00	0.000
Subtotal valid responses	1	251,578	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	200,455,122		
Total	1,014	200,706,700		
Section M - Operating Administration Modal Questions				

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
MNH0510 Have you driven a vehicle in the last twelve months?				
Yes	944	184,602,252	91.98	1.102
No	70	16,104,448	8.02	1.102
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
MNH0515 Do you drive at night?				
Yes	836	164,897,482	89.41	1.088
No	107	19,537,107	10.59	1.088
Subtotal valid responses	943	184,434,589	100	
Don't know	1	167,663		
Refused	0	0		
Appropriate skip	70	16,104,448		
Total	1,014	200,706,700		
MNH0520 In the last 12 months, while driving at night, has the glare from the headlights of an oncoming vehicle				
Not noticeable - none	58	11,555,606	7.05	0.967
Barely noticeable	39	8,043,567	4.91	0.838
Noticeable but acceptable	494	100,580,291	61.39	1.873
Disturbing	234	42,769,279	26.11	1.663
Caused crash or near miss	5	882,226	0.54	0.247
Subtotal valid responses	830	163,830,969	100	
Don't know	5	942,987		
Refused	1	123,527		
Appropriate skip	178	35,809,217		
Total	1,014	200,706,700		
MNH0540 In the last 12 months, while driving at night, has the glare from the headlights of a vehicle behind you				
Not noticeable - none	64	12,479,868	7.61	1.000
Barely noticeable	61	13,137,641	8.02	1.095
Noticeable but acceptable	477	94,767,621	57.82	1.930
Disturbing	227	43,091,708	26.29	1.712
Caused crash or near miss	2	424,540	0.26	0.183
Subtotal valid responses	831	163,901,378	100	
Don't know	5	996,105		
Refused	0	0		
Appropriate skip	178	35,809,217		
Total	1,014	200,706,700		
MNH0560 In the last 12 months, while driving during the day, has the glare from the daytime running lights on				
Not noticeable - none	330	62,924,079	34.48	1.724
Barely noticeable	194	38,714,865	21.21	1.545
Noticeable but acceptable	385	76,551,659	41.94	1.813
Disturbing	23	4,222,771	2.31	0.536

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Caused crash or near miss	1	98,149	0.05	0.054
Subtotal valid responses	933	182,511,523	100	
Don't know	10	1,905,859		
Refused	1	184,870		
Appropriate skip	70	16,104,448		
Total	1,014	200,706,700		
MNH0580 In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?				
Yes	65	13,009,470	7.05	0.964
No	879	171,592,782	92.95	0.964
Subtotal valid responses	944	184,602,252	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	70	16,104,448		
Total	1,014	200,706,700		
MNH0600 In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?				
Yes	230	45,132,249	24.45	1.597
No	714	139,470,003	75.55	1.597
Subtotal valid responses	944	184,602,252	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	70	16,104,448		
Total	1,014	200,706,700		
Section D - Demographic Questions				
Variable Name / Question Text or Variable Label / Value Labels	**Unweighted Count/Value**	**Weighted Count/Value**	**Weighted Percentage**	**Standard Error**
D0061 How many registered road vehicles are available for regular use by members of your household?				
Count	1,010	199,549,295		
Mean	2.045	2.207		
Standard deviation	1.193	0.045		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	10	10		
D0101 Do you have any kind of disability or health impairment?				
Yes	129	23,441,733	11.74	1.125
No	882	176,255,162	88.26	1.125
Subtotal valid responses	1,011	199,696,895	100	
Don't know	0	0		
Refused	3	1,009,805		
Total	1,014	200,706,700		
D0103 Does anyone else currently living there, including children, have any kind of disability or health				
Yes	80	18,641,091	9.36	1.095

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
No	930	180,592,034	90.64	1.095
Subtotal valid responses	1,010	199,233,125	100	
Don't know	1	463,770		
Refused	3	1,009,805		
Total	1,014	200,706,700		
D0105 How many other people (beside yourself)?				
Count	80	18,641,091		
Mean	1.175	1.168		
Standard deviation	0.414	0.046		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	3	3		
D0106 Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls,				
Yes	9	1,740,532	4.73	1.633
No	180	35,068,248	95.27	1.633
Subtotal valid responses	189	36,808,780	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	825	163,897,920		
Total	1,014	200,706,700		
D0107 We may conduct another study soon that focuses on transportation use among persons with disabilities or				
Yes	145	28,996,037	79.60	3.332
No	42	7,431,923	20.40	3.332
Subtotal valid responses	187	36,427,960	100	
Don't know	2	380,820		
Refused	0	0		
Appropriate skip	825	163,897,920		
Total	1,014	200,706,700		
D0251 How many people aged 18 or older live in your household, including yourself?				
Count	1,007	198,744,643		
Mean	1.977	2.283		
Standard deviation	0.847	0.038		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	9	9		
D0300 Please stop me when I reach the category that includes your age:				
18 to 24 years	90	26,276,098	13.27	1.412
25 to 34	175	35,826,982	18.10	1.379
35 to 44	211	43,229,383	21.84	1.475
45 to 54	206	38,731,519	19.56	1.411
55 to 64	153	22,055,840	11.14	0.959

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
65 to 74	84	17,034,238	8.60	0.976
75 or older	84	14,811,022	7.48	0.898
Subtotal valid responses	1,003	197,965,082	100	
Don't know	1	166,515		
Refused	10	2,575,103		
Total	1,014	200,706,700		
D0350 Are you male or female?				
Male	450	94,968,758	47.32	1.791
Female	564	105,737,942	52.68	1.791
Subtotal valid responses	1,014	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,014	200,706,700		
D0401 Is the racial or ethnic group that best describes you...				
D0401A American Indian or Alaska Native				
Yes	33	3,711,391	1.89	0.364
No	966	192,527,870	98.11	0.364
Subtotal valid responses	999	196,239,261	100	
Don't know	0	0		
Refused	15	4,467,440		
Total	1,014	200,706,701		
D0401B Asian				
Yes	25	3,528,119	1.80	0.385
No	974	192,711,141	98.20	0.385
Subtotal valid responses	999	196,239,260	100	
Don't know	0	0		
Refused	15	4,467,440		
Total	1,014	200,706,700		
D0401C Black or African-American				
Yes	82	22,206,393	11.32	1.316
No	917	174,032,867	88.68	1.316
Subtotal valid responses	999	196,239,260	100	
Don't know	0	0		
Refused	15	4,467,440		
Total	1,014	200,706,700		
D0401D Hispanic or Latino				
Yes	73	20,215,508	10.30	1.235
No	926	176,023,752	89.70	1.235
Subtotal valid responses	999	196,239,260	100	
Don't know	0	0		
Refused	15	4,467,440		
Total	1,014	200,706,700		
D0401E Native Hawaiian or other Pacific Islander				
Yes	7	760,192	0.39	0.153

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
No	992	195,479,068	99.61	0.153
Subtotal valid responses	999	196,239,260	100	
Don't know	0	0		
Refused	15	4,467,440		
Total	1,014	200,706,700		
D0401F White				
Yes	784	146,883,221	74.85	1.674
No	215	49,356,039	25.15	1.674
Subtotal valid responses	999	196,239,260	100	
Don't know	0	0		
Refused	15	4,467,440		
Total	1,014	200,706,700		
D0401G Other				
Yes	8	509,491	0.26	0.096
No	991	195,729,769	99.74	0.096
Subtotal valid responses	999	196,239,260	100	
Don't know	0	0		
Refused	15	4,467,440		
Total	1,014	200,706,700		
D0450 What is the highest level of education you have completed?				
Less than high school graduate	85	18,602,183	9.36	1.098
High school graduate (or GED)	295	61,794,024	31.10	1.689
Some college (or technical vocational school/professional business school)	149	31,524,214	15.86	1.354
Two-year college degree (AA: Associate in Arts)	130	23,942,105	12.05	1.101
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	206	40,057,168	20.16	1.406
Graduate degree (Masters, PhD., Lawyer, Medical Doctor)	141	22,788,641	11.47	1.028
Subtotal valid responses	1,006	198,708,335	100	
Don't know	1	184,870		
Refused	7	1,813,495		
Total	1,014	200,706,700		
D0501 Please stop me when I reach the category that includes your household's total annual income for last				
Under $15,000	87	16,539,698	9.58	1.140
From $15,000 to less than $30,000	173	34,549,694	20.01	1.555
From $30,000 to less than $50,000	213	40,510,420	23.46	1.614
From $50,000 to less than $75,000	205	40,567,241	23.49	1.603
From $75,000 to less than $100,000	104	21,657,905	12.54	1.273
$100,000 or more	96	18,874,072	10.93	1.179
Subtotal valid responses	878	172,699,030	100	
Don't know	29	7,509,923		
Refused	107	20,497,747		
Total	1,014	200,706,700		
D0900 Last month, did you do any work for pay or profit?				

Variable Name / Question Text or Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Yes	653	130,236,756	65.83	1.693
No	348	67,602,586	34.17	1.693
Subtotal valid responses	1,001	197,839,342	100	
Don't know	3	510,562		
Refused	10	2,356,796		
Total	1,014	200,706,700		
D0552 Not including the telephone number which I called you on, how many additional phone numbers do you				
None	872	182,635,590	91.89	0.793
One	99	12,491,698	6.29	0.713
Two	24	2,583,237	1.30	0.319
Three	10	1,042,303	0.52	0.174
Four or more	0	0	0.00	0.000
Subtotal valid responses	1,005	198,752,828	100	
Don't know	0	0		
Refused	9	1,953,872		
Total	1,014	200,706,700		
D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?				
Household use only	80	10,132,081	62.86	4.810
Business use only	26	2,522,612	15.65	3.135
Both household and business use	27	3,462,546	21.48	4.365
Subtotal valid responses	133	16,117,239	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	881	184,589,461		
Total	1,014	200,706,700		