

Household Survey Results

October 2001



General Methodology of the Omnibus Survey:

July 2001 to Present

INTRODUCTION AND BACKGROUND

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

This document contains the following information:

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

1. SAMPLE DESIGN

Target Population

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

Sampling Frame and Selection

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

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

Table 1: Census Bureau Regions and Divisions

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

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

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

RDD Sample

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

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

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

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

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

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

ID-PLUS

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

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

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

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

Address Matching

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

Precision of Estimates

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

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

Where p_s is the estimated (sample) proportion;

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

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

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

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

Or

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

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

n is the sample size.

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

¹ This method of confidence interval calculation is conservative.

2. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

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

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

Base Sampling Weights

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

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

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

Adjustment for Unit Non-Response

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

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

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

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

Adjustment for Households with Multiple Telephone Numbers

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

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

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

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

Adjustment for Number of Eligible Household Members

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

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

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

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

Post-Stratification Adjustments

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

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

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

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

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

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

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

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

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

Where:

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

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

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

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

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

Trimming of Final Analysis Weights

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

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

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

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

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

3. VARIANCE ESTIMATION

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

Variance Estimation Methodology

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

Software

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

Methods

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

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

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

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

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

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

Degrees of Freedom and Precision

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

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

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

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

4. DATA COLLECTION METHODOLOGY

Expert Panel Review

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

Cognitive Interviews

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

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

Interview Procedures

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

Pre-Testing

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

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

Interviewer Training

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

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

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

I. ORIENTATION

Introduction to M. Davis and Company, Inc.

Welcome

MDAC Way

Organizational Chart

Your Job Description/Responsibilities

Policies and Procedures

II. TRAINING

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

A. Introduction to the Marketing and Opinion Research Industry

What is marketing and opinion research?

Types of interviews

Techniques used in data collection

Survey settings

Overview of the marketing and opinion research process

Key Terms

B. The Interviewer's Role

Appropriate Attitude

Characteristics of a successful interviewer

Recruiting Respondents

The "Art" of Interviewing

Key Terms

C. Respondents

Relating to Respondents

"Training" Respondents

Building and Maintaining Rapport

"Active Listening"

Callback Scenarios and Procedures

Terminations

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

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

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

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

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

- I. Open Discussion
 - Additional questions

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

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

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

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

Pre-Contact Letter

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

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

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

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

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

Call Attempts and Callbacks

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Disposition Codes

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

Out-of-Scope Numbers:

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

Scope Undetermined:

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

In-Scope Numbers:

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

Household Screening

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

Interviewing Methods

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

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

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

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

Data Quality Control Procedures

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

Our interviewer training for administering telephone surveys included:

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

Interviewer Performance

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

Other Procedures

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

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

Summary of Data Cleaning

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

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

Treatment of Missing Values

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

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

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

Response Rates

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

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

Non-Response Methods

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

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

Reasons for Non-Response

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

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

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Omnibus Survey: October 2001 Month Specific Information

This report presents the results of the October 2001 Household Survey. Each monthly survey will contain a set of core questions that are based on critical information needs within DOT. In addition, supplemental questions will be included each month that correspond to one of DOT's five strategic goals: safety, mobility, economic growth, human and natural environment, and security. Finally, specific questions posed by the various DOT modes will be included in each survey and will vary from month to month.

The October 2001 survey collected data between October 6, 2001 and October 16, 2001. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,023 cases, and the total number of variables in the public-use dataset is 208. The data were collected by M. Davis and Company, under contract with the BTS.

Sample Telephone Number Selection

There were 11,271 telephone numbers purchased for the October 2001 survey. A total of 7,262 of these numbers were identified as working residential numbers and were divided into 73 replicates. Each replicate contained approximately 100 households. Four unused replicates from sample were used to conduct a pretest. Twenty nine (29) of the 73 October replicates were not utilized in the actual interviewing. Thus, 4,380 numbers were released for use by the telephone interviewers.

For this month's survey, the total number of telephone numbers in the sampling frame, N, is 260,828,700. The total number of telephone numbers in the sample (numbers dialed) is 4,155.

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	1.206
Standard deviation	0.595
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5

Specific Weight Adjustment for Number of Eligible Household Members

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

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

Table 2: Number of Eligible Household Members

	Value
Mean	1.997
Standard deviation	0.823
Minimum	1
25th percentile	2
Median	2
75th percentile	2
Maximum	7

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)	27	10,167,034
2	Male - Non-Hispanic Black	34	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	17	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	75	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	87	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	73	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	39	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	51	11,755,768
9	Male - Non-Hispanic Other	38	4,146,032
10	Female - Hispanic (Any Race)	36	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	32	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	25	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	26	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	68	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	98	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	83	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	69	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	91	15,762,147

19	Female - Non-Hispanic Other	41	4,762,691
N/A	Missing Demographic Information	13	N/A
TOTAL		1,023	200,706,700

Data Collection Schedule

The survey was conducted over a ten-day period, from October 6, 2001 through October 16, 2001 except for October 8th, a holiday. A total of 1,023 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 35 percent.

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

Disposition Category	Number of Households
Telephone Numbers Available	6,864
Telephone Numbers Released	4,380
Telephone Numbers Not Dialed	225
Telephone Numbers Dialed	4,155
Out-of-Scope Numbers (Ineligible)	922
BG - Business	204
CF - Computer/Fax	175
DS - Disconnected number	498
NC - Number change	23
NQ - No one 18 years old or older in household	8
UNB - Unavailable before and during study period	14
Scope Undetermined	1096
NA - No answer	463
BZ - Busy	10
AM - Answering machine	166
CCC - Cannot complete call	0
PM - Privacy manager	28
NQL - Eligibility undetermined because of language problems or deafness	12
RFI - Refused to speak with interviewer (screening incomplete)	126
HRI - Initial Refusal - Requested name be removed from calling list	276
OD - Maximum call attempts reached	15
In-Scope Numbers	2137
Complete	1,023
Partial Complete	23
CB - Callback	373
CBS - Callback Spanish	7

Disposition Category	Number of Households
NAQ - No Answer Qualified	324
BZQ - Busy Qualified	8
AMQ - Answering Machine Qualified	155
LMQ - Left Message Qualified	0
CCQ - Cannot Complete Call Qualified	0
PMQ - Privacy Manager Qualified	4
DL - Deaf/Language	57
RFQ - Respondent refusal	43
UN - Unavailable	37
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Qualified Refusal - Requested name be removed from calling list	83
CASRO Response Rate	35.24%

OCTOBER 2001 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, tires, and red light running.
SN	Strategic Goal Questions	Rotate three times per year by goal area. Bold type denotes area addressed this month: Month 1 - Safety (SS) Month 2 - Mobility (SM) Month 3 - Environment (SE) Month 4 - National Security (SN)
	USDOT Services Satisfaction Questions None this month	Identical series each month
M	Operating Administration Modal Questions	Change each month
D	Demographic Questions	Identical series each month
I	Interviewer Close Out Questions	Identical series each month

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [], such as in Question G0050, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses (), such as in Question F0453, 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.

F0052. **Hello, my name is _____ , and I'm calling on behalf of the United States Department of Transportation about a national study on transportation issues. Transportation has always been an important issue and continues to be especially in the aftermath of the terrorist attacks on the United States on September 11, 2001.**

Your household has been selected for this study, we are asking about your transportation habits and opinions. The results of this study will be used to help strengthen the transportation system through informed planning and decision making. We appreciate your participation in this study.

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

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

TERMINATE CALL

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

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

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

TERMINATE CALL

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

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

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

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

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

SCHEDULE CALL BACK

F0351. IF INTERVIEWER IS SPEAKING WITH A NEW RESPONDENT, BEGIN BY REPEATING F0052. THEN SAY...

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

What is the first name of that person?

INTERVIEWER INSTRUCTION: PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

Name _____ TYPE IN PERSON'S FIRST NAME.

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

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

F0453. INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICALS ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS. REPEAT F0351 IF NECESSARY. THEN SAY...

I have some questions about your transportation use, and about your opinions on important transportation issues such as safety, transportation security and traffic law enforcement. 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).

Do you have any questions before we begin?

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

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

SCHEDULE CALL BACK

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

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

PRESS "ENTER" TO CONTINUE

F0600. **Fine, then let's get started. For quality purposes, my supervisor may monitor this call.**

ENTER "1" TO PROCEED, OR ENTER "2" TO SCHEDULE CALL BACK

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

Section G - General Transportation Core Questions

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

REPEAT AS NECESSARY:

During [last month], did you:

Yes No

G0103	Drive or ride in a <u>personal vehicle</u>. (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)	1	2
G0150	Drive or ride in an <u>organized carpool or vanpool</u>?	1	2
G0301	Ride on any <u>public transit</u> within a city or metropolitan area? Examples of public transit include a bus, train, subway, light rail, commuter bus or rail from suburb-to-city.	1	2
G0201	Ride on a city-to-city <u>bus</u>, such as Greyhound?	1	2
G0251	Ride on a city-to-city <u>train</u>, such as AMTRAK?	1	2
G0350	Fly on a <u>commercial airline</u>?	1	2
G0401	Fly on a <u>charter, private, or corporate airplane or helicopter</u>?	1	2
G0451	Drive or ride on a <u>motorcycle</u>, including a motorized scooter or motorized bicycle?	1	2
G0501	Ride a <u>bicycle</u>? Please do not include stationary bicycles.	1	2
G0550	<u>Walk, run, or jog</u> at least one time outside for 10 minutes or more? (such as to a store or park)	1	2
G0555	Ride as a passenger on a <u>cruise ship</u>?	1	2
G0600	Ride on a <u>commercial boat, ship, or ferry</u>?	1	2
G0651	Operate or ride on a <u>personal watercraft</u> such as a jetski or skidoo?	1	2
G0701	Operate or ride in a <u>recreational boat</u> such as a sailboat, motorboat, or yacht?	1	2
G0750	Use <u>any other means of transportation</u>? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle. BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)	1	2

Ask if G0103 = 1; else go to instruction before G0851B.

G0851A. **You said you drove or rode in a personal vehicle in [last month]. How many days did you drive or ride? (RECORD NUMBER)**

___ days

Ask if G0150 = 1; else go to instruction before G0851C.

G0851B. **You said you used an organized carpool or vanpool in [last month]. How many days did you use it? (RECORD NUMBER)**

___ days

Ask if G0301 = 1; else go to G0801.

G0851C. **You said you used a public transit in [last month]. How many days did you use it? (RECORD NUMBER)**

___ days (*Skip to G0802*)

Ask if G0301 = 2 (*No public transportation use in the past 30 days.*) Else skip to G0802.

G0801. **You said you did not use public transit in [last month]. Is public transportation available in your area?**

- 1) Yes
- 2) No (*Skip to G0811*)

G0802. **We would like to know about the types of public transportation available in your area. Is public bus service available?**

- 1) Yes (*Skip to instruction before G0803*)
- 2) No (*Skip to G0804*)

Ask if G0301 = 1. Else skip to G0804.

G0803. **Did you ride public buses?**

- 1) Yes
- 2) No

G0804. **Is subway service available in your area?**

- 1) Yes (*Skip to instruction before G0805*)
- 2) No (*Skip to G0806*)

Ask if G0301 = 1. Else skip to G0806.

G0805. **Did you ride the subway?**

- 1) Yes
- 2) No

G0806. **Is commuter rail service from suburb to city available in your area?
(Neither subways nor AMTRAK are commuter rail.)**

- 1) Yes (*Skip to instruction before G0807*)
- 2) No (*Skip to G0808*)

Ask if G0301 = 1. Else skip to G0808.

G0807. **Did you ride the commuter rail?**

- 1) Yes
- 2) No

G0808. **Are there any other types of public transportation that are available to you
in your area? (DO NOT READ LIST. CHECK ALL THAT APPLY)**

- 1) Light rail
- 2) Commuter buses
- 3) Street cars
- 4) None
- 5) Other (specify) _____

If G0808 = 4 skip to instruction before G0801. If G0808 = 1-3 and G0301 = 2 skip to G0810.

G0809. **Which of these other types of public transportation do you use? (DO NOT
READ LIST. CHECK ALL THAT APPLY UNLESS RESPONSE 5 IS
SELECTED]**

- 1) Light rail
- 2) Commuter buses
- 3) Street cars
- 4) Other (specify) _____
- 5) None

If G0301 = 1 (used public transit in the past 30 days) skip to G0811.

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)(DO NOT READ LIST)

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

G0811. **If HIGH SPEED commuter rail, that is high speed rail from suburb to city,
was available in your area, would you use it?**

- 1) Yes (Skip to instruction before G0851D)
- 2) No

G0812. **What is the main reason you would not use high speed commuter rail if it
were available in your area?**

- 1) Easier to drive (less hassle)
- 2) Prefer to drive myself
- 3) I am retired/not working/not in school
- 4) Use other public transit (e.g., bus, subway)
- 5) Don't commute from the suburbs to the inner city
- 6) Cost
- 7) Safety
- 8) Takes too much time
- 9) Other - SPECIFY _____

Ask if G0201 = 1; else go to instruction before G0851E.

G0851D. **You said you used a city-to-city bus in [last month]. How many days did you
use it? (RECORD NUMBER)**

____ days

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

Ask if G0251 = 1; else go to instruction before G0820

G0851E. **You said you used a city-to-city train [last month]. How many days did you use it?** (RECORD NUMBER)

_____ days

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

_____ days

Ask if G0251 = 2 (No intercity train use in the past 30 days). Else skip to G0824.

G0820. **In your area, do you have access to city-to-city train service such as AMTRAK?**

- 1) Yes
- 2) No

If G0820 = 2 skip to G0824

G0822. **Is HIGH SPEED city-to-city train service available in your area?** [INTERVIEWER, ANSWER YES IF RESPONDENT SAYS HIGH SPEED SERVICE IS AVAILABLE TO SOME CITIES.]

- 1) Yes
- 2) No

If G0822 = 1 skip to G0826

G0824. **Would you use HIGH SPEED city-to-city train service if such service were available?**

- 1) Yes
- 2) No

If G0824 = 1 skip to instruction before G0851F.

G0825. **What is the main reason you would not use HIGH SPEED city-to-city train service?**

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

Skip to instruction before G0851F

G0826. **Have you ever used the HIGH SPEED city-to-city train service?**

- 1) Yes
- 2) No

G0828. **Would you use city-to-city train service more frequently if HIGH SPEED train service was available more extensively?**

- 1) Yes
- 2) No

If G0828 =1 skip to instruction before G0851F.

G0830. **What is the main reason you would not use more city-to-city train service if HIGH SPEED train service were available?**

- 1) Cost
- 2) Does not go where I want to go
- 3) Schedule no convenient
- 4) Takes to long
- 5) Prefer to drive
- 6) Prefer to fly
- 7) Do not travel
- 8) Other (specify)_____

Ask if G0350 = 1; else go to instruction before G0851G.

G0851F. **You said you flew on a commercial airline in [last month]. How many days did you fly? (RECORD NUMBER)**

____ days

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

_____ days

Ask if G0401 = 1; else go to instruction before G0851H.

G0851G. **You said you flew on a charter, private, or corporate airplane in [last month]. How many days did you fly?** (RECORD NUMBER)

_____ days

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

_____ days

Ask if G0451 = 1; else go to instruction before G0851I.

G0851H. **You said you drove or rode on a motorcycle including a motor scooter or motorized bicycle [last month]. How many days did you drive or ride?** (RECORD NUMBER)

_____ days

Ask if G0501 = 1; else go to instruction before G0851J.

G0851I. **You said you rode a bicycle [last month]. How many days did you ride?** (RECORD NUMBER)

_____ days

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

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

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

_____ hours and _____ minutes

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

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

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

Ask if G0550 = 1; else go to instruction before G0851K.

G0851J. **You said you walked, ran, or jogged in [last month]. How many days did you walk, run or jog?** (RECORD NUMBER)

____ days

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

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

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

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

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

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

Ask if G0600 = 1; else go to instruction before G0851L.

G0851K. **You said you rode on a commercial boat, ship, or ferry in [last month]. How many days did you ride?** (RECORD NUMBER)

____ days

Ask if G0651 = 1; else go to instruction before G0851M.

G0851L. **You said you operated or rode on a personal watercraft in [last month]. How many days did you operate or ride on a personal watercraft? (RECORD NUMBER)**

___ days

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

___ hours and ___ minutes

CATI system must ensure entry for both hours and minutes

Ask if G0701 = 1; else go to instruction before G0851N.

G0851M. **You said you operated or rode on a recreational boat in [last month]. How many days did you operate or ride on a personal watercraft? (RECORD NUMBER)**

___ days

G1257. **Altogether, 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

Ask if G0751 = 1; else go to next section.

G0851N. **You said you used other means of transportation in [last month]. How many days did you use it? (RECORD NUMBER)**

___ days

Section B - BTS Topical Transportation Questions

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

PRESS "ENTER" TO CONTINUE

B0101. **Last month did you commute, that is, travel routinely from home to work or to school? (EXCLUDE TELECOMMUTING)**

- 1) Yes
- 2) No - *skip to B1000 if G0350=1; else skip to next section.*

B0151. **Altogether, about how many days did you commute? (DO NOT READ LIST)**

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

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

- 1) To work - *skip to B0301*
- 2) To school - *skip to B0451*
- 3) Both to work and to school - *go to B0251*

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

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

B0301. **To get to work on a typical day last month, what are all the types of transportation you used?**

PROBE: Anything else?

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

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

12) Other - Specify _____

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

- 1) Yes - skip to B0351
- 2) No

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

- 1) Yes
- 2) No - skip to B0351

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

_____ hours and _____ minutes - go to B0360

CATI system must ensure entry for both hours and minutes

B0351. **On a typical day, how much time did a one-way, door-to-door trip to work take?**

IF RESPONDENT USED MORE THAN ONE TYPE OF TRANSPORTATION, OBTAIN THE TIME FOR THE ENTIRE TRIP. IF TRANSPORTATION TYPE DIFFERS BY DAY, RECORD THE USUAL TRIP TIME FOR THE TRIP TYPE THAT OCCURS MOST FREQUENTLY.

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

B0360. **Do you ever telecommute? That is, do you ever work at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend.)**

- 1) Yes
- 2) No (Skip to B0365)

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

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

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

_____ days

B0365. **Do you ever work at a telework center or satellite office? That is, do you ever work at an office other than your regular office to reduce your commute?**

[INTERVIEWER:

Satellite office: alternate work site that is in a separate location than your primary worksite sometimes referred to as a branch office.

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

- 1) Yes
- 2) No (*Skip to instruction before B0451*)

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

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

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

_____ days

If B0201=1, go to next skip instruction.

B0451. **To get to school on a typical day last month, what are all the types of transportation you used?**

PROBE: Anything else?

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

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

B0501. **How much time did the door-to-door trip to school usually take, one way?**
_____ hours and _____ minutes

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

CATI system must ensure entry for both hours and minutes

B1000. **The next group of questions is about vehicle maintenance.**

PRESS "ENTER" TO CONTINUE

B1010. **Who usually checks the air pressure for the tires on the vehicle that you use most?**

[INTERVIEWERS DO NOT READ LIST]

- 1) You (respondent)
- 2) Your spouse
- 3) A friend or relative
- 4) Someone at a dealership or service station
- 5) Someone else - SPECIFY _____
- 6) Don't check/no one checks
- 7) Do not own/use vehicle

If B1010 = 6 or 7 skip to B1030

B1020. **How often [do you/does the person who checks your tires] check the air pressure of your tires?**

[DO NOT READ LIST.]

- 1) Monthly
- 2) Whenever they seem low
- 3) When you get ready to go on a long trip
- 4) When the car is serviced
- 5) Some other time period - SPECIFY _____

B1030. **What is the MAIN reason you should check the air pressure of your tires?**

[DO NOT READ LIST. CHECK ONLY ONE.]

- 1) Safety
- 2) Vehicle handling/performance
- 3) Noise
- 4) Fuel economy
- 5) Reduce tire wear
- 6) Other - SPECIFY _____

B1040. **Are there any OTHER reasons you should check the air pressure of your tires? (DO NOT READ LIST. CHECK ALL THAT APPLY.)**

- 1) Safety
- 2) Vehicle handling/performance
- 3) Noise
- 4) Fuel economy
- 5) Reduce tire wear
- 6) Other - SPECIFY _____
- 7) None

B1100. **Now I would like to ask you a few questions about driver safety.**

PRESS "ENTER" TO CONTINUE

B1110. **In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community who run red lights?**

- 1) Yes
- 2) No

B1120. **In the past 30 days, have you seen or heard any messages that encourage people not to run red lights? This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else.**

- 1) Yes
- 2) No

B1130. **Does your community use photo surveillance systems at intersections to discourage red light running? That is, are there cameras at intersections which take pictures of cars running red lights so those drivers can be ticketed?**

- 1) Yes
- 2) No

B1140. **How effective do you think these photo surveillance systems or cameras are in preventing drivers from running red lights? Are they very effective, somewhat effective, or not at all effective?**

- 1) Very effective
- 2) Somewhat effective
- 3) Not at all effective
- 4) No opinion

Section SN - Strategic Goal Questions

The series on environment (SE0050-SE0215) asked in September is replaced by this SN series on National Security.

SN0500 Now I want to ask your opinion on some transportation issues related to national security. When thinking about transportation security, tell me whether you are very concerned, somewhat concerned, somewhat unconcerned or not at all concerned about your safety from terrorist attack for each of the following types of transportation.

	Very Concerned	Somewhat Concerned	Somewhat Unconcerned	Not at all concerned
SN 0550 Personal vehicles such as cars, trucks, or motorcycles				
SN0850 Commercial airlines				
SN0600 Subways				
SN0650 Public buses or other transit above ground				
SN0700 Commuter rail				
SN0750 City to city trains such a AMTRAK				
SN0800 City to city buses such as Greyhound				
SN0900 Cruise ships				
SN0950 Other commercial boats, ships or ferries				

Section M - Operating Administration Modal Questions

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

M0060. **First I have a couple of questions about the United States Coast Guard.**

PRESS "ENTER" TO CONTINUE

MCG0101. **Do you know what the Coast Guard does?**

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

MCG0155. **Please tell me a public service or activity that comes to your mind when I mention the Coast Guard.**

INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

MCG0160 _____

MCG0161 **Anything else?**

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

MCG0162 **What other public service or activity?**

INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

MCG0163 **Anything else?**

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

MCG0164 **What other public service or activity?**

INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

MCG0165 **Anything else?**

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

MCG0166 **What other public service or activity?**

INTERVIEWER INSTRUCTION: ENTER VERBATIM RESPONSE. PRESS "ESCAPE" KEY AFTER ENTERING INFORMATION

Section D - Demographic Questions

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

PRESS "ENTER" TO CONTINUE.

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

ENTER NUMBER _____

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

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

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

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

_____ people

- D0300. **Please stop me when I reach the category that includes your age:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)
- 1) **18 to 24 years**
 - 2) **25 to 34**
 - 3) **35 to 44**
 - 4) **45 to 54**
 - 5) **55 to 64**
 - 6) **65 to 74**
 - 7) **75 or older**
- D0350. (RECORD GENDER; ASK ONLY IF NECESSARY). **Are you male or female?**
- 1) Male
 - 2) Female
- D0401. **Is the racial or ethnic group that best describes you...** (READ ENTIRE LIST. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION.) (RECORD ALL THAT APPLY)
- 1) **American Indian** (Native American) **or Alaska Native,**
 - 2) **Asian** (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese),
 - 3) **Black or African-American,**
 - 4) **Hispanic or Latino,**
 - 5) **Native Hawaiian or other Pacific Islander** (e.g., Samoan or Chamorro),
 - 6) **White** (Caucasian, Anglo), **or**
 - 7) **Other-SPECIFY _____**
- D0450. **What is the highest level of education you've completed?** (DO NOT READ LIST)(RECORD ONLY ONE)
- 1) Less than high school graduate
 - 2) High school graduate (or GED)
 - 3) Some college (or technical vocational school/professional business school)
 - 4) Two-year college degree (AA: Associate in Arts)
 - 5) Four-year college degree (BA or BS: Bachelor of Arts of Science degree)
 - 6) Graduate degree (Masters, PhD., Lawyer, Medical Doctor)
- D0501. **Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2000:** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)(RECORD ONLY ONE)
- 1) **Under \$15,000**
 - 2) **From \$15,000 to less than \$30,000**
 - 3) **From \$30,000 to less than \$50,000**
 - 4) **From \$50,000 to less than \$75,000**
 - 5) **From \$75,000 to less than \$100,000**
 - 6) **\$100,000 or more**

D0551. **Not including the telephone line you're using right now, are there any other telephone lines in your household? Please do not count cellular phones, or phone lines that are exclusively for computer or fax use.**

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

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

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

D0750. **Is the primary use of the additional line(s) for household use, business use, or both?**

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

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

— — — — —

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

PRESS "ENTER" TO END INTERVIEW.

Section I - Interviewer Close Out Questions

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

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

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

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

_____ Text of response

- 99) No notes to add

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
	CASEID	Case Identification Number			Char	6	\$TEXTVAR
	STATE	State			Char	2	\$TEXTVAR
	METRO	Metro Inside Outside	1	Inside an MSA	Num	8	METROIN
			2	Outside an MSA			
	CREGION	Census Region	1	Northeast	Num	8	CENSREG
			2	Midwest			
			3	South			
			4	West			
	CENDIV	Census Division	1	New England	Num	8	CENSDIV
			2	Middle Atlantic			
			3	East North Central			
			4	West North Central			
			5	South Atlantic			
			6	East South Central			
			7	West South Central			
			8	Mountain			
			9	Pacific			
	DVERSION	Database Version		Year - Quarter	Char	6	\$TEXTVAR
	STARTIM	Interview Start Time			Char	8	\$TEXTVAR
	ENDTIME	Interview End Time			Char	8	\$TEXTVAR
	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
			.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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0301	G0301	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 Transit - Available	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0802	G0802	Public Transit - Available - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0803	G0803	Public Transit - Ride Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0804	G0804	Public Transit - Available - Subway	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0805	G0805	Public Transit - Ride Subway	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0806	G0806	Public Transit - Available - Commuter Rail	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0807	G0807	Public Transit - Ride Commuter Rail	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
G0808	G0808A	Public Transit - Available - Other - Light Rail	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0808	G0808B	Public Transit - Available - Other - Commuter Buses	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0808	G0808C	Public Transit - Available - Other - Street Cars	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0808	G0808D	Public Transit - Available - Other - None	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0808	G0808E	Public Transit - Available - Other - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0808	G0808F	Public Transit - Available - Other - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G0809	G0809A	Public Transit - Ride Other - Light Rail	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0809	G0809B	Public Transit - Ride Other - Commuter Buses	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0809	G0809C	Public Transit - Ride Other - Street Cars	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			
G0809	G0809D	Public Transit - Ride Other - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0809	G0809E	Public Transit - Ride Other - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G0809	G0809F	Public Transit - Ride Other - None	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0810	G0810A	Public Transit - Reason for Not Using	1	Prefer my own vehicle	Num	8	NOPTWHY
			2	I am retired/not working/not in school			
			3	Need to make multiple stops to/from work/school			
			4	Don't understand/know routes and schedules			
			5	Not convenient (doesn't go where I need to)			
			6	Not flexible (doesn't go when I need to)			
			7	Takes too much time			
			8	Distance from home to stops is too great			
			9	Uncomfortable riding with strangers			
			10	Costs too much			
			11	Unreliable			
			12	Unsafe			
			13	Health/disability/physical limitations			
			14	Other			
			.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			
G0811	G0811	Public Transit - HSR	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0812	G0812A	Public Transit - HSR - Reason for Not Using	1	Easier to drive (less hassle)	Num	8	NOHSRWYA
			2	Prefer to drive myself			
			3	I am retired/not working/not in school			
			4	Use other public transit (e.g., bus, subway)			
			5	Don't commute from the suburbs to the inner city			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			6	Cost			
			7	Safety			
			8	Takes too much time			
			9	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0812	G0812B	Public Transit - HSR - 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			
G0820	G0820	Train - Available - City-to-city Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0822	G0822	Train - Available - City-to-city HSR	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
G0824	G0824	Train - Use City-to-city HSR if Available	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0825	G0825A	Train - City-to-city HSR - Reason for Not Using	1	Cost	Num	8	NOHSRWYB
			2	Does not go where I want to go			
			3	Schedule not convenient			
			4	Takes too long			
			5	Prefer to drive			
			6	Prefer to fly			
			7	Do not travel			
			8	Other			
			.d	Don't know			
			.r	Refused			
	.s	Appropriate skip					
G0825	G0825B	Train - City-to-city HSR - Other Reason for Not Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G0826	G0826	Train - Used City-to-city HSR	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0828	G0828	Train - Use City-to-city HSR if Available More Extensively	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0830	G0830A	Train - City-to-city HSR - Reason for Not Using It if Available More Extensively	1	Cost	Num	8	NOHSRWYB
			2	Does not go where I want to go			
			3	Schedule no convenient			
			4	Takes too long			
			5	Prefer to drive			
			6	Prefer to fly			
			7	Do not travel			
			8	Other			
			.d	Don't know			
			.r	Refused			
	.s	Appropriate skip					
G0830	G0830B	Train - City-to-city HSR - Other Reason for Not Using It if Available More Extensively	Text	Verbatim response	Char	250	\$TEXTVAR

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
G0350	G0350	Use - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851F	G0851F	Commercial Airplane - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0902D	G0902D	Com Airplane - 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			
G0451	G0451	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851I	G0851I	Bicycle - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			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	1	Paved roads, not on shoulder	Num	8	ROADTYPA
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			7	Grass			
			8	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1051	G1051B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G0550	G0550	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			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			
G1150	G1150A	Walk - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1150	G1150B	Walk - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1150	G1150C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1202	G1202A	Walk - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPB
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks			
			5	Bike paths, walking paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			9	Track			
			7	Grass			
			8	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0651	G0651	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851L	G0851L	Watercraft - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250A	Watercraft - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
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			
G1257	G1257A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1257	G1257B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1257	G1257C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
			.r	Refused			
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			
B0101	B0101	Commute	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
B0151	B0151	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0201	B0201	Commute - Work/School	1	To work	Num	8	COMUWHER
			2	To school			
			3	Both to work and to school			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0251	B0251A	Commute - Route	1	You go to work and to school on different days	Num	8	COMUROUT
			2	You go to work, then directly to school			
			3	You go to work, then home, then to school			
			4	You go to school, then directly to work			
			5	You go to school, then home, then to work			
			6	Something else			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0251	B0251B	Commute - Other Route	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B0301	B0301A	Commute to Work - Personal Vehicle	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
B0301	B0301B	Commute to Work - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301C	Commute to Work - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301D	Commute to Work - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301E	Commute to Work - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301F	Commute to Work - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301G	Commute to Work - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301H	Commute to Work - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301I	Commute to Work - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301J	Commute to Work - Walk	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			
B0301	B0301K	Commute to Work - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301L	Commute to Work - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301M	Commute to Work - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0351	B0351A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0351	B0351B	Commute to Work - Trip Time - Minutes		_____ minutes	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			
B0351	B0351C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0360	B0360	Telecommute	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0361	B0361	Telecommute - Frequency	1	Occasionally	Num	8	TELEFREQ
			2	On a regular basis or fixed schedule			
			3	Full time			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0362	B0362	Telecommute - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0365	B0365	Telework Center	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0366	B0366	Telework Center - Frequency	1	Occasionally	Num	8	TELEFREQ
			2	On a regular basis or fixed schedule			
			3	Full time			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0368	B0368	Telework Center - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451A	Commute to School - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451B	Commute to School - Carpool/Vanpool	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			
B0451	B0451C	Commute to School - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451D	Commute to School - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451E	Commute to School - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451F	Commute to School - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451G	Commute to School - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451H	Commute to School - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451I	Commute to School - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451J	Commute to School - Walk	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
B0451	B0451K	Commute to School - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451L	Commute to School - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451M	Commute to School - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B0501	B0501A	Commute to School - Trip Time - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0501	B0501B	Commute to School - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0501	B0501C	Commute to School - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1010	B1010A	Vehicle Maintenance - Tire - Person	1	You (respondent)	Num	8	TIREWHO
			2	Your spouse			
			3	A friend or relative			
			4	Someone at a dealership or service station			
			5	Someone else			
			6	Don't check/no one checks			
			7	Do not own/use vehicle			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1010	B1010B	Vehicle Maintenance - Tire - Other Person	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B1020	B1020A	Vehicle Maintenance - Tire - Frequency	1	Monthly	Num	8	TIREFREQ
			2	Whenever they seem low			
			3	When you get ready to go on a long trip			
			4	When the car is serviced			
			5	Some other time period			
			.d	Don't know			
.r	Refused						

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
B1020	B1020B	Vehicle Maintenance - Tire - Frequency - Other	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B1030	B1030A	Vehicle Maintenance - Tire - Reason	1	Safety	Num	8	TIREWHY
			2	Vehicle handling/performance			
			3	Noise			
			4	Fuel economy			
			5	Reduce tire wear			
			6	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1030	B1030B	Vehicle Maintenance - Tire - Other Reason	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B1040	B1040A	Vehicle Maintenance - Tire - Other Reasons - Safety	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1040	B1040B	Vehicle Maintenance - Tire - Other Reasons - Vehicle Handling	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1040	B1040C	Vehicle Maintenance - Tire - Other Reasons - Noise	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1040	B1040D	Vehicle Maintenance - Tire - Other Reasons - Fuel Economy	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1040	B1040E	Vehicle Maintenance - Tire - Other Reasons - Reduce Tire Wear	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			
B1040	B1040F	Vehicle Maintenance - Tire - Other Reasons - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1040	B1040G	Vehicle Maintenance - Tire - Other Reasons - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B1040	B1040H	Vehicle Maintenance - Tire - Other Reasons - None	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1110	B1110	Driver Safety - Red Lights - Police	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1120	B1120	Driver Safety - Run Red Lights - Encourage	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1130	B1130	Driver Safety - Red Lights - Photo Surveillance	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B1140	B1140	Driver Safety - Red Lights - Photo Surveillance - Effective	1	Very effective	Num	8	EFFECTIV
			2	Somewhat effective			
			3	Not at all effective			
			4	No opinion			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
SN0550	SN0550	Terrorist Attack - Personal Vehicles	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.d	Don't know			
			.r	Refused			
SN0850	SN0850	Terrorist Attack - Commercial Airlines	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
SN0600	SN0600	Terrorist Attack - Subways	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
SN0650	SN0650	Terrorist Attack - Public Buses	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
SN0700	SN0700	Terrorist Attack - Commuter Rail	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
SN0750	SN0750	Terrorist Attack - City-to-city Trains	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
SN0800	SN0800	Terrorist Attack - City-to-city Buses	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
SN0900	SN0900	Terrorist Attack - Cruise Ship	1	Very concerned	Num	8	CONCERN
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
SN0950	SN0950	Terrorist Attack - Other Commercial Boats	1	Very concerned	Num	8	CONCERN

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Somewhat concerned			
			3	Somewhat unconcerned			
			4	Not at all concerned			
			.d	Don't know			
			.r	Refused			
MCG0101	MCG0101	Coast Guard	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
MCG0160	MCG0160	Coast Guard - Service or Activity	Text	Verbatim response	Char	250	\$TEXTVAR
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0161	MCG0161	Coast Guard - Anything Else 1	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0162	MCG0162	Coast Guard - Other Service or Activity 1	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
MCG0163	MCG0163	Coast Guard - Anything Else 2	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0164	MCG0164	Coast Guard - Other Service or Activity 2	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
MCG0165	MCG0165	Coast Guard - Anything Else 3	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0166	MCG0166	Coast Guard - Other Service or Activity 3	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
D0061	D0061	Registered Vehicles		_____registered road vehicles	Num	8	BEST
			.d	Don't know			
			.r	Refused			
D0101	D0101	Disability	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0103	D0103	Disability - Other HH Members	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			
D0105	D0105	Disability - Nb of HH Members		_____ other people	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			
			.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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.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 (Caucasian, Anglo)	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401H	Group - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts or Science degree)			
			6	Graduate degree (Masters, PhD., Lawyer, Medical Doctor)			
			.d	Don't know			
			.r	Refused			
D0501	D0501	HH Income	1	Under \$15,000	Num	8	INCOME
			2	From \$15,000 to less than \$30,000			
			3	From \$30,000 to less than \$50,000			
			4	From \$50,000 to less than \$75,000			
			5	From \$75,000 to less than \$100,000			
			6	\$100,000 or more			
			.d	Don't know			
			.r	Refused			
D0551	D0551	Additional Phone Lines	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0700	D0700	Additional Phone Lines - Number	1	One	Num	8	ADDPHONE
			2	Two			
			3	Three			
			4	Four or more			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0750	D0750	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
	BASEWGT	Base Weight			Num	8	BEST
	NR_FACT	Nonresponse Adjustment Factor			Num	8	BEST
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	BEST
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	BEST
	CEN_FACT	Census Population Adjustment Factor			Num	8	BEST
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	BEST
	FNLWGT	Final Weight			Num	8	BEST

OMNIBUS HOUSEHOLD SURVEY RESULTS
Marginal Frequency Distributions with Percentages and Standard Errors

Survey period: October 06, 2001 – October 16, 2001

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section G – General Transportation Core Questions				
G0103	During September, did you drive or ride in a <u>personal vehicle</u>?			
	Yes	985	194,426,745	96.87 (0.551)
	No	38	6,279,955	3.13 (0.551)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851A	You said you drove or rode in a personal vehicle in September. How many days did you drive or ride?			
	Count	975	191,996,145	
	Mean	25.558	25.622	
	Standard deviation	7.724	0.272	
	Minimum	1	1	
	25th percentile	25	25	
	Median	30	30	
	75th percentile	30	30	
	Maximum	30	30	
G0150	During September, did you drive or ride in an <u>organized carpool or vanpool</u>?			
	Yes	52	9,908,164	4.94 (0.752)
	No	971	190,798,536	95.06 (0.752)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0851B	You said you used an organized carpool or vanpool in September. How many days did you use it?			
	Count	48	8,962,943	
	Mean	9.083	10.685	
	Standard deviation	8.186	1.430	
	Minimum	1	1	
	25th percentile	2	3	
	Median	5	10	
	75th percentile	16	20	
	Maximum	30	30	
G0301	During September, did you ride on any <u>public transit</u> within city or metropolitan area? Examples of public transit include a bus, train, subway, light rail, commuter bus or rail from suburb to city.			
	Yes	138	26,705,947	13.31 (1.148)
	No	885	174,000,753	86.69 (1.148)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851C	You said you used a public transit in September. How many days did you use it?			
	Count	136	26,297,268	
	Mean	9.978	9.727	
	Standard deviation	9.569	0.919	
	Minimum	1	1	
	25th percentile	2	2	
	Median	6	5	
	75th percentile	15	15	
	Maximum	30	30	
G0801	You said you did not use public transit in September. Is public transportation available in your area?			
	Yes	564	112,101,623	65.42 (1.721)
	No	307	59,242,160	34.58 (1.721)
	Subtotal valid responses	871	171,343,783	100
	Don't know	14	2,656,970	
	Refused	0	0	
	Appropriate skip	138	26,705,947	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0802	We would like to know about the types of public transportation available in your area. Is public bus service available?			
	Yes	649	129,067,080	93.67 (1.003)
	No	47	8,728,958	6.33 (1.003)
	Subtotal valid responses	696	137,796,038	100
	Don't know	6	1,011,532	
	Refused	0	0	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	
G0803	Did you ride public buses?			
	Yes	90	16,506,416	65.80 (4.643)
	No	41	8,580,040	34.20 (4.643)
	Subtotal valid responses	131	25,086,456	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	892	175,620,244	
	Total	1,023	200,706,700	
G0804	Is subway service available in your area?			
	Yes	94	17,271,945	12.46 (1.328)
	No	606	121,307,427	87.54 (1.328)
	Subtotal valid responses	700	138,579,372	100
	Don't know	2	228,198	
	Refused	0	0	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	
G0805	Did you ride the subway?			
	Yes	36	6,072,847	67.54 (7.430)
	No	14	2,918,254	32.46 (7.430)
	Subtotal valid responses	50	8,991,101	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	973	191,715,599	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0806	Is commuter rail service from suburb to city available in your area?			
	Yes	224	43,149,564	31.80 (1.933)
	No	460	92,535,128	68.20 (1.933)
	Subtotal valid responses	684	135,684,692	100
	Don't know	18	3,122,878	
	Refused	0	0	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	
G0807	Did you ride the commuter rail?			
	Yes	28	4,974,100	39.67 (6.612)
	No	35	7,564,610	60.33 (6.612)
	Subtotal valid responses	63	12,538,710	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	960	188,167,990	
	Total	1,023	200,706,700	
G0808	Are there any other types of public transportation that are available to you in your area?			
G0808A	Light rail			
	Yes	15	3,202,404	2.32 (0.633)
	No	682	134,904,215	97.68 (0.633)
	Subtotal valid responses	697	138,106,619	100
	Don't know	4	620,545	
	Refused	1	80,406	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	
G0808B	Commuter buses			
	Yes	26	5,182,787	3.75 (0.875)
	No	671	132,923,832	96.25 (0.875)
	Subtotal valid responses	697	138,106,619	100
	Don't know	4	620,545	
	Refused	1	80,406	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0808C	Street cars			
	Yes	15	3,720,447	2.69 (0.782)
	No	682	134,386,172	97.31 (0.782)
	Subtotal valid responses	697	138,106,619	100
	Don't know	4	620,545	
	Refused	1	80,406	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	
G0808D	None			
	Yes	545	108,021,537	78.22 (1.797)
	No	152	30,085,082	21.78 (1.797)
	Subtotal valid responses	697	138,106,619	100
	Don't know	4	620,545	
	Refused	1	80,406	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	
G0808E	Other			
	Yes	101	19,161,969	13.87 (1.457)
	No	596	118,944,650	86.13 (1.457)
	Subtotal valid responses	697	138,106,619	100
	Don't know	4	620,545	
	Refused	1	80,406	
	Appropriate skip	321	61,899,130	
	Total	1,023	200,706,700	
G0809	Which of these other types of public transportation do you use?			
G0809A	Light rail			
	Yes	2	257,604	4.31 (3.464)
	No	32	5,716,318	95.69 (3.464)
	Subtotal valid responses	34	5,973,922	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	989	194,732,778	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0809B	Commuter buses			
	Yes	2	423,220	7.08 (5.167)
	No	32	5,550,702	92.92 (5.167)
	Subtotal valid responses	34	5,973,922	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	989	194,732,778	
	Total	1,023	200,706,700	
G0809C	Street cars			
	Yes	1	108,771	1.82 (1.822)
	No	33	5,865,150	98.18 (1.822)
	Subtotal valid responses	34	5,973,921	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	989	194,732,779	
	Total	1,023	200,706,700	
G0809D	Other			
	Yes	1	104,684	1.75 (1.758)
	No	33	5,869,237	98.25 (1.758)
	Subtotal valid responses	34	5,973,921	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	989	194,732,779	
	Total	1,023	200,706,700	
G0809F	None			
	Yes	28	5,079,642	85.03 (6.454)
	No	6	894,279	14.97 (6.454)
	Subtotal valid responses	34	5,973,921	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	989	194,732,779	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0810A	Please tell me the <u>main</u> reason you did not use public transit last month.			
	Prefer my own vehicle	326	65,688,019	58.65 (2.370)
	I am retired/not working/not in school	13	3,141,965	2.81 (0.876)
	Need to make multiple stops to/from work/school	0	0	0.00 (0.000)
	Don't understand/know routes and schedules	1	130,850	0.12 (0.117)
	Not convenient (doesn't go where I need to)	131	26,440,214	23.61 (2.042)
	Not flexible (doesn't go when I need to)	10	1,785,111	1.59 (0.587)
	Takes too much time	14	3,076,089	2.75 (0.797)
	Distance from home to stops is too great	7	1,005,618	0.90 (0.364)
	Uncomfortable riding with strangers	0	0	0.00 (0.000)
	Costs too much	2	543,652	0.49 (0.350)
	Unreliable	2	358,582	0.32 (0.249)
	Unsafe	1	83,069	0.07 (0.074)
	Health/disability/physical limitations	5	859,730	0.77 (0.412)
	Other	51	8,888,462	7.94 (1.195)
	Subtotal valid responses	563	112,001,361	100
	Don't know	1	100,264	
	Refused	0	0	
	Appropriate skip	459	88,605,075	
	Total	1,023	200,706,700	
G0811	If <u>HIGH SPEED</u> commuter rail, that is high speed rail from suburb to city, was available in your area, would you use it?			
	Yes	545	105,163,659	53.99 (1.811)
	No	447	89,621,584	46.01 (1.811)
	Subtotal valid responses	992	194,785,243	100
	Don't know	31	5,921,457	
	Refused	0	0	
	Appropriate skip	0	0	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0812A	What is the main reason you would not use high speed commuter rail if it were available in your area?			
	Easier to drive (less hassle)	89	18,162,327	19.60 (2.087)
	Prefer to drive myself	103	21,661,733	23.38 (2.241)
	I am retired/not working/not in school	29	6,570,549	7.09 (1.473)
	Use other public transit (e.g., bus, subway)	5	1,218,758	1.32 (0.647)
	Don't commute from the suburbs to the inner city	73	13,212,087	14.26 (1.787)
	Cost	8	1,525,737	1.65 (0.667)
	Safety	49	9,263,393	10.00 (1.548)
	Takes too much time	19	3,962,838	4.28 (1.125)
	Other	87	17,078,248	18.43 (2.005)
	Subtotal valid responses	462	92,655,670	100
	Don't know	16	2,887,371	
	Refused	0	0	
	Appropriate skip	545	105,163,659	
	Total	1,023	200,706,700	
G0201	During September, did you ride on a city-to-city bus, such as a Greyhound?			
	Yes	15	2,711,056	1.35 (0.373)
	No	1,008	197,995,644	98.65 (0.373)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851D	You said you used a city-to-city bus in September. How many days did you use it?			
	Count	14	2,546,359	
	Mean	7.857	7.474	
	Standard deviation	7.764	2.150	
	Minimum	1	1	
	25th percentile	2	2	
	Median	4	2	
	75th percentile	14	14	
	Maximum	25	25	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0902B	And of <u>these days</u>, how many were for business or work?			
	Count	15	2,711,056	
	Mean	4.533	4.122	
	Standard deviation	6.770	1.747	
	Minimum	0	0	
	25th percentile	0	0	
	Median	0	0	
	75th percentile	10	4	
	Maximum	20	20	
G0251	During September, did you ride on a city-to-city <u>train</u>, such as AMTRAK?			
	Yes	18	3,379,985	1.68 (0.430)
	No	1,005	197,326,715	98.32 (0.430)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851E	You said you used a city-to-city train in September. How many days did you use it?			
	Count	17	3,322,258	
	Mean	4.882	4.897	
	Standard deviation	7.175	1.505	
	Minimum	1	1	
	25th percentile	1	1	
	Median	3	3	
	75th percentile	4	4	
	Maximum	30	30	
G0902C	And of <u>these days</u>, how many were for business or work?			
	Count	17	3,322,258	
	Mean	3.353	3.404	
	Standard deviation	6.604	1.498	
	Minimum	0	0	
	25th percentile	0	0	
	Median	1	1	
	75th percentile	3	3	
	Maximum	25	25	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0820	In your area, do you have access to city-to-city train service such as AMTRAK?			
	Yes	434	86,696,939	45.25 (1.767)
	No	541	104,888,090	54.75 (1.767)
	Subtotal valid responses	975	191,585,029	100
	Don't know	30	5,741,686	
	Refused	0	0	
	Appropriate skip	18	3,379,985	
	Total	1,023	200,706,700	
G0822	Is HIGH SPEED city-to-city train service available in your area?			
	Yes	141	27,022,978	33.64 (2.694)
	No	256	53,310,330	66.36 (2.694)
	Subtotal valid responses	397	80,333,308	100
	Don't know	37	6,363,631	
	Refused	0	0	
	Appropriate skip	589	114,009,761	
	Total	1,023	200,706,700	
G0824	Would you use HIGH SPEED city-to-city train service if such service was available?			
	Yes	550	108,234,798	64.89 (1.848)
	No	300	58,561,117	35.11 (1.848)
	Subtotal valid responses	850	166,795,915	100
	Don't know	32	6,887,807	
	Refused	0	0	
	Appropriate skip	141	27,022,978	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0825A	What is the main reason you would not use HIGH SPEED city-to-city train service?			
	Cost	15	2,624,324	4.19 (1.154)
	Does not go where I want to go	36	7,354,701	11.74 (2.102)
	Schedule not convenient	24	5,217,970	8.33 (1.915)
	Takes too long	5	951,928	1.52 (0.692)
	Prefer to drive	106	22,385,990	35.72 (3.080)
	Prefer to fly	7	1,213,757	1.94 (0.776)
	Do not travel	44	7,974,610	12.72 (1.975)
	Other	82	14,947,791	23.85 (2.592)
	Subtotal valid responses	319	62,671,071	100
	Don't know	13	2,777,853	
	Refused	0	0	
	Appropriate skip	691	135,257,776	
	Total	1,023	200,706,700	
G0826	Have you ever used the HIGH SPEED city-to-city train service?			
	Yes	31	6,863,964	25.49 (4.623)
	No	109	20,059,417	74.51 (4.623)
	Subtotal valid responses	140	26,923,381	100
	Don't know	1	99,597	
	Refused	0	0	
	Appropriate skip	882	173,683,722	
	Total	1,023	200,706,700	
G0828	Would you use city-to-city train service more frequently if HIGH SPEED train service was available more extensively?			
	Yes	65	12,781,875	47.96 (5.002)
	No	72	13,871,336	52.04 (5.002)
	Subtotal valid responses	137	26,653,211	100
	Don't know	4	369,766	
	Refused	0	0	
	Appropriate skip	882	173,683,723	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0830A	What is the main reason you would not use more city-to-city train service if HIGH SPEED train service were available?			
	Cost	9	1,495,760	10.50 (4.079)
	Does not go where I want to go	4	1,283,076	9.01 (5.116)
	Schedule no convenient	3	727,224	5.11 (3.104)
	Takes too long	2	417,065	2.93 (2.185)
	Prefer to drive	23	4,810,266	33.78 (6.239)
	Prefer to fly	0	0	0.00 (0.000)
	Do not travel	20	2,880,974	20.23 (4.707)
	Other	15	2,626,738	18.44 (4.850)
	Subtotal valid responses	76	14,241,103	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	947	186,465,597	
	Total	1,023	200,706,700	
G0350	During September, did you fly on a commercial <u>airline</u>?			
	Yes	91	18,059,258	9.00 (1.016)
	No	932	182,647,442	91.00 (1.016)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851F	You said you flew on a commercial airline in September. How many days did you fly?			
	Count	91	18,059,258	
	Mean	2.516	2.435	
	Standard deviation	2.540	0.237	
	Minimum	1	1	
	25th percentile	2	2	
	Median	2	2	
	75th percentile	2	2	
	Maximum	18	18	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0902D	And of <u>these days</u>, how many were for business or work?			
	Count	91	18,059,258	
	Mean	1.429	1.354	
	Standard deviation	2.829	0.274	
	Minimum	0	0	
	25th percentile	0	0	
	Median	0	0	
	75th percentile	2	2	
	Maximum	18	18	
G0401	During September, did you fly on a <u>charter, private, or corporate</u> airplane or helicopter?			
	Yes	20	4,008,710	2.00 (0.476)
	No	1,003	196,697,990	98.00 (0.476)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851G	You said you flew on a charter, private, or corporate airplane in September. How many days did you fly?			
	Count	19	3,880,776	
	Mean	2.000	2.100	
	Standard deviation	1.202	0.330	
	Minimum	1	1	
	25th percentile	1	1	
	Median	2	2	
	75th percentile	2	2	
	Maximum	5	5	
G0902E	And of <u>these days</u>, how many were for business or work?			
	Count	19	3,880,776	
	Mean	1.368	1.441	
	Standard deviation	1.535	0.428	
	Minimum	0	0	
	25th percentile	0	0	
	Median	1	1	
	75th percentile	2	2	
	Maximum	5	5	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0451	During September, did you drive or ride on a <u>motorcycle</u>, including a motorized scooter or motorized bicycle?			
	Yes	79	17,248,995	8.59 (1.031)
	No	944	183,457,705	91.41 (1.031)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851H	You said you drove or rode on a motorcycle including a motor scooter or motorized bicycle in September. How many days did you drive or ride?			
	Count	79	17,248,995	
	Mean	5.405	5.586	
	Standard deviation	5.483	0.716	
	Minimum	1	1	
	25th percentile	2	2	
	Median	4	4	
	75th percentile	6	7	
	Maximum	30	30	
G0501	During September, did you ride a <u>bicycle</u>? Please do not include stationary bicycles.			
	Yes	224	43,377,951	21.61 (1.446)
	No	799	157,328,749	78.39 (1.446)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851I	You said you rode a bicycle in September. How many days did you ride?			
	Count	222	42,936,297	
	Mean	7.748	7.585	
	Standard deviation	7.258	0.517	
	Minimum	1	1	
	25th percentile	3	3	
	Median	5	5	
	75th percentile	10	10	
	Maximum	30	30	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0952A	Primarily for what purpose did you use it?			
	Commuting to work or school	11	2,248,994	5.24 (1.717)
	Recreation	134	26,135,699	60.87 (3.669)
	Exercise/for my health	62	11,520,977	26.83 (3.268)
	Personal errands (to the store, post office, and so on)	14	2,908,582	6.77 (1.976)
	Required for my job	0	0	0.00 (0.000)
	Some other purpose	1	122,046	0.28 (0.285)
	Subtotal valid responses	222	42,936,298	100
	Don't know	2	441,653	
	Refused	0	0	
	Appropriate skip	799	157,328,749	
	Total	1,023	200,706,700	
G1001C	And on a typical day that you rode your bicycle, about how much time did you spend bicycling?			
	Count	222	42,936,297	
	Mean	1.177	1.201	
	Standard deviation	1.067	0.081	
	Minimum	0.033	0.033	
	25th percentile	0.5	0.5	
	Median	1	1	
	75th percentile	1.5	1.5	
	Maximum	6	6	
G1051A	Did you bicycle mostly on:			
	Paved roads, not on shoulder	108	21,398,422	49.84 (3.787)
	Shoulders of paved roads	24	4,502,859	10.49 (2.364)
	Bike lanes on roads	8	1,540,053	3.59 (1.277)
	Sidewalks	16	3,104,615	7.23 (1.965)
	Bike paths, walking paths or trails	49	9,764,973	22.74 (3.307)
	Unpaved roads (for example dirt, gravel, sand)	15	2,389,919	5.57 (1.547)
	Grass	1	122,046	0.28 (0.284)
	Other	1	113,413	0.26 (0.264)
	Subtotal valid responses	222	42,936,300	100
	Don't know	1	351,058	
	Refused	1	90,595	
	Appropriate skip	799	157,328,747	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0550	During September, did you <u>walk, run, or jog</u> at least one time outside for 10 minutes or more?			
	Yes	777	151,967,829	75.80 (1.533)
	No	245	48,525,267	24.20 (1.533)
	Subtotal valid responses	1,022	200,493,096	100
	Don't know	1	213,604	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851J	You said you walked, ran, or jogged in September. How many days did you walk, run or jog?			
	Count	770	150,478,318	
	Mean	14.400	14.539	
	Standard deviation	9.713	0.399	
	Minimum	1	1	
	25th percentile	5	6	
	Median	12	12	
	75th percentile	20	20	
	Maximum	30	30	
G1102A	Primarily for what purpose did you walk, run, or jog?			
	Commuting to work or school	32	5,949,858	3.92 (0.766)
	Recreation	154	29,531,686	19.45 (1.636)
	Exercise/for my health	459	91,236,011	60.09 (2.004)
	Personal errands (to the store, post office, walking the dog, and so on)	107	20,947,341	13.80 (1.430)
	Required for my job	19	3,554,961	0.40 (0.218)
	Some other purpose	4	600,689	2.34 (0.571)
	Subtotal valid responses	775	151,820,546	100
	Don't know	1	94,070	
	Refused	1	53,213	
	Appropriate skip	246	48,738,871	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1150C	And on a typical day, about how much time did you spend walking, running, or jogging?			
	Count	764	149,632,700	
	Mean	1.037	1.035	
	Standard deviation	1.495	0.058	
	Minimum	0.167	0.167	
	25th percentile	0.5	0.5	
	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	205	38,933,558	25.74 (1.758)
	Shoulders of paved roads	45	8,617,294	5.70 (0.925)
	Bike lanes on roads	2	276,413	0.18 (0.143)
	Sidewalks	299	58,342,855	38.57 (1.986)
	Bike paths, walking paths or trails	94	19,844,185	13.12 (1.422)
	Unpaved roads (for example dirt, gravel, sand)	55	10,088,406	6.67 (0.947)
	Track	28	6,534,111	4.78 (0.868)
	Grass	36	7,229,211	0.92 (0.382)
	Other	7	1,389,021	4.32 (0.959)
	Subtotal valid responses	771	151,255,054	100
	Don't know	3	360,704	
	Refused	3	352,071	
	Appropriate skip	246	48,738,871	
	Total	1,023	200,706,700	
G0555	During September, did you ride as a passenger on a <u>cruise ship</u>?			
	Yes	7	1,525,079	0.76 (0.306)
	No	1,016	199,181,621	99.24 (0.306)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0601	During September, did you ride on a <u>commercial boat, ship or ferry</u>?			
	Yes	44	8,799,901	4.38 (0.689)
	No	979	191,906,799	95.62 (0.689)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851K	You said you rode on a commercial boat, ship, or ferry in September. How many days did you ride?			
	Count	43	8,625,909	
	Mean	2.698	2.689	
	Standard deviation	3.426	0.565	
	Minimum	1	1	
	25th percentile	1	1	
	Median	2	2	
	75th percentile	2	2	
	Maximum	20	20	
G0651	During September, did you operate or ride on a <u>personal watercraft</u> such as a jetski or skidoo?			
	Yes	32	6,454,397	3.22 (0.605)
	No	991	194,252,303	96.78 (0.605)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851L	You said you operated or rode on a personal watercraft in September. How many days did you operate or ride on a personal watercraft?			
	Count	32	6,454,397	
	Mean	2.219	2.335	
	Standard deviation	1.581	0.297	
	Minimum	1	1	
	25th percentile	1	1	
	Median	1.5	2	
	75th percentile	3	3	
	Maximum	6	6	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G1250C	Altogether, about how much time did you spend using personal watercraft last month?			
	Count	32	6,454,397	
	Mean	5.284	5.680	
	Standard deviation	5.872	1.141	
	Minimum	0.083	0.083	
	25th percentile	1	1	
	Median	4	5	
	75th percentile	6	6	
	Maximum	25	25	
G0701	During September, did you operate or ride in a <u>recreational boat</u> such as a sailboat, motorboat, or yacht?			
	Yes	104	20,090,172	10.01 (1.016)
	No	919	180,616,528	89.99 (1.016)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851M	You said you operated or rode on a recreational boat in September. How many days did you operate or ride on a personal watercraft?			
	Count	104	20,090,173	
	Mean	2.923	2.998	
	Standard deviation	2.676	0.305	
	Minimum	1	1	
	25th percentile	1	1	
	Median	2	2	
	75th percentile	4	4	
	Maximum	20	20	
G1257C	Altogether, about how much time did you spend using a recreational boat last month?			
	Count	104	20,090,173	
	Mean	11.135	11.820	
	Standard deviation	16.385	1.937	
	Minimum	0.333	0.333	
	25th percentile	3	3	
	Median	6.5	7	
	75th percentile	10	10	
	Maximum	100	100	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
G0750	During September, did you use <u>any other means of transportation</u>? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.			
	Yes	129	26,716,603	13.31 (1.223)
	No	894	173,990,097	86.69 (1.223)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
G0851N	You said you used other means of transportation in September. How many days did you use it?			
	Count	126	25,738,016	
	Mean	4.643	4.607	
	Standard deviation	6.330	0.599	
	Minimum	1	1	
	25th percentile	1	1	
	Median	2	2	
	75th percentile	5	5	
	Maximum	30	30	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section B – BTS Topical Transportation Questions				
B0101	Last month did you commute, that is, travel routinely from home to work or to school?			
	Yes	682	133,856,560	66.69 (1.663)
	No	341	66,850,140	33.31 (1.663)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
B0151	Altogether, about how many days did you commute?			
	29-31 days/month	106	19,337,888	14.45 (1.490)
	22-28 days/month	169	32,152,404	24.02 (1.812)
	15-21 days/month	353	72,327,169	54.03 (2.170)
	8-14 days/month	37	6,857,816	5.12 (0.942)
	1-7 days/month	17	3,181,283	2.38 (0.640)
	Subtotal valid responses	682	133,856,560	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	341	66,850,140	
	Total	1,023	200,706,700	
B0201	Did you commute from home to work, to school, or both?			
	To work	570	111,261,619	83.28 (1.696)
	To school	34	5,714,015	4.28 (0.795)
	Both to work and to school	77	16,620,026	12.44 (1.564)
	Subtotal valid responses	681	133,595,660	100
	Don't know	1	260,900	
	Refused	0	0	
	Appropriate skip	341	66,850,140	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0251A	Which statement best describes your most frequent commuting pattern?			
	You go to work and to school on different days	14	3,716,706	22.64 (5.977)
	You go to work, then directly to school	21	3,723,334	22.68 (5.356)
	You go to work, then home, then to school	12	2,327,350	14.18 (4.235)
	You go to school, then directly to work	16	4,038,277	24.60 (6.565)
	You go to school, then home, then to work	10	1,788,737	10.90 (3.655)
	Something else	3	821,260	5.00 (2.965)
	Subtotal valid responses	76	16,415,664	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	946	184,086,673	
	Total	1,023	200,706,700	
B0301	To get to work on an average day last month, what are all the types of transportation you used?			
B0301A	Personal vehicle			
	Yes	605	119,930,436	93.93 (1.000)
	No	41	7,746,846	6.07 (1.000)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301B	Organized carpool or vanpool			
	Yes	10	2,070,484	1.62 (0.576)
	No	636	125,606,798	98.38 (0.576)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301C	City-to-city bus			
	Yes	4	730,811	0.57 (0.292)
	No	642	126,946,471	99.43 (0.292)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0301D	City-to-city train			
	Yes	2	320,560	0.25 (0.197)
	No	644	127,356,722	99.75 (0.197)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301E	Public transit within city or metropolitan area			
	Yes	36	6,059,357	4.75 (0.847)
	No	610	121,617,925	95.25 (0.847)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301F	Commercial airplane			
	Yes	4	515,599	0.40 (0.227)
	No	642	127,161,683	99.60 (0.227)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301G	Charter, private or corporate airplane			
	Yes	3	578,171	0.45 (0.282)
	No	643	127,099,111	99.55 (0.282)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0301H	Motorcycle, including motorized scooter or motorized bicycle			
	Yes	8	1,720,867	1.35 (0.536)
	No	638	125,956,415	98.65 (0.536)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301I	Bicycle			
	Yes	15	2,962,291	2.32 (0.642)
	No	631	124,714,991	97.68 (0.642)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301J	Walking, running, or jogging			
	Yes	24	4,915,354	3.85 (0.834)
	No	622	122,761,928	96.15 (0.834)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0301K	Commercial boat, ship or ferry			
	Yes	3	659,675	0.52 (0.310)
	No	643	127,017,607	99.48 (0.310)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0301L	Other			
	Yes	11	2,429,850	1.90 (0.613)
	No	635	125,247,432	98.10 (0.613)
	Subtotal valid responses	646	127,677,282	100
	Don't know	0	0	
	Refused	1	204,363	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0310	Did you work at the same location on most days?			
	Yes	581	115,781,353	90.54 (1.267)
	No	66	12,100,292	9.46 (1.267)
	Subtotal valid responses	647	127,881,645	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0315	Did you work at more than one location on a typical day?			
	Yes	42	6,762,819	55.89 (7.006)
	No	24	5,337,473	44.11 (7.006)
	Subtotal valid responses	66	12,100,292	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	957	188,606,408	
	Total	1,023	200,706,700	
B0320C	On a typical day, how much time did you spend traveling from worksite to worksite?			
	Count	40	6,207,457	
	Mean	1.702	1.716	
	Standard deviation	1.759	0.291	
	Minimum	0.167	0.167	
	25th percentile	0.5	0.5	
	Median	1	1	
	75th percentile	2	2	
	Maximum	7	7	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0351C	On a typical day, how much time did a one-way, door-to-door trip to work take?			
	Count	605	121,118,826	
	Mean	0.415	0.411	
	Standard deviation	0.336	0.016	
	Minimum	0.017	0.017	
	25th percentile	0.167	0.167	
	Median	0.333	0.333	
	75th percentile	0.5	0.5	
	Maximum	2.5	2.5	
B0360	Do you ever telecommute? That is, do you ever work at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend.)			
	Yes	68	13,480,068	10.56 (1.391)
	No	578	114,191,355	89.44 (1.391)
	Subtotal valid responses	646	127,671,423	100
	Don't know	1	210,222	
	Refused	0	0	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0361	Do you telecommute occasionally, on a regular basis or fixed schedule, or full time?			
	Occasionally	48	10,193,314	75.62 (5.593)
	On a regular basis or fixed schedule	16	2,538,783	18.83 (4.927)
	Full time	4	747,970	5.55 (3.186)
	Subtotal valid responses	68	13,480,067	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	955	187,226,633	
	Total	1,023	200,706,700	
B0362	About how many days did you telecommute in the past month?			
	Count	67	13,052,812	
	Mean	7.015	6.101	
	Standard deviation	7.436	0.935	
	Minimum	0	0	
	25th percentile	2	1	
	Median	4	4	
	75th percentile	10	8	
	Maximum	30	30	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0365	Do you ever work at a telework center or satellite office? That is, do you ever work at an office other than your regular office to reduce your commute?			
	Yes	16	3,710,894	2.90 (0.797)
	No	631	124,170,751	97.10 (0.797)
	Subtotal valid responses	647	127,881,645	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	376	72,825,055	
	Total	1,023	200,706,700	
B0366	How often do you work at a telework center or satellite office?			
	Occasionally	11	2,385,939	64.30 (13.422)
	On a regular basis or fixed schedule	5	1,324,955	35.70 (13.422)
	Full time	0	0	0.00 (0.000)
	Subtotal valid responses	16	3,710,894	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	1,007	196,995,806	
	Total	1,023	200,706,700	
B0368	About how many days did you work at a telework center or satellite office in the past month?			
	Count	15	3,476,855	
	Mean	6.600	6.817	
	Standard deviation	6.653	1.873	
	Minimum	1	1	
	25th percentile	1	1	
	Median	4	4	
	75th percentile	10	10	
	Maximum	20	20	
B0451	To get to school on a typical day last month, what are all the types of transportation you used?			
B0451A	Personal vehicle			
	Yes	104	21,332,394	95.52 (1.822)
	No	7	1,001,648	4.48 (1.822)
	Subtotal valid responses	111	22,334,042	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,658	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0451B	Organized carpool or vanpool			
	Yes	1	97,468	0.44 (0.437)
	No	110	22,236,573	99.56 (0.437)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451C	City-to-city bus			
	Yes	2	324,789	1.45 (1.049)
	No	109	22,009,252	98.55 (1.049)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451D	City-to-city train			
	Yes	0	0	0 (0.000)
	No	111	22,334,041	100 (0.000)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451E	Public transit within city or metropolitan area			
	Yes	6	1,070,377	4.79 (1.994)
	No	105	21,263,664	95.21 (1.994)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0451F	Commercial airplane			
	Yes	0	0	0 (0.000)
	No	111	22,334,041	100 (0.000)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451G	Charter, private or corporate airplane			
	Yes	0	0	0 (0.000)
	No	111	22,334,041	100 (0.000)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451H	Motorcycle, including motorized scooter or motorized bicycle			
	Yes	0	0	0 (0.000)
	No	111	22,334,041	100 (0.000)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451I	Bicycle			
	Yes	2	288,645	1.29 (0.924)
	No	109	22,045,396	98.71 (0.924)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B0451J	Walking, running, or jogging			
	Yes	9	1,394,764	6.25 (2.561)
	No	102	20,939,277	93.75 (2.561)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451K	Commercial boat, ship or ferry			
	Yes	0	0	0 (0.000)
	No	111	22,334,041	100 (0.000)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0451L	Other			
	Yes	1	195,143	0.87 (0.872)
	No	110	22,138,898	99.13 (0.872)
	Subtotal valid responses	111	22,334,041	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	912	178,372,659	
	Total	1,023	200,706,700	
B0501C	How much time did the door-to-door trip to school usually take, one way?			
	Count	111	22,334,042	
	Mean	0.375	0.396	
	Standard deviation	0.348	0.042	
	Minimum	0.033	0.033	
	25th percentile	0.167	0.167	
	Median	0.25	0.25	
	75th percentile	0.5	0.5	
	Maximum	2	2	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B1010A	Who usually checks the air pressure for the tires on the vehicle that you use most?			
	You (respondent)	495	97,591,166	50.47 (1.823)
	Your spouse	165	33,885,048	17.52 (1.421)
	A friend or relative	46	9,502,613	4.91 (0.779)
	Someone at a dealership or service station	244	46,707,874	24.16 (1.542)
	Someone else	0	0	0.00 (0.000)
	Don't check/no one checks	4	1,126,686	0.58 (0.371)
	Do not own/use vehicle	24	4,541,294	2.35 (0.526)
	Subtotal valid responses	978	193,354,681	100
	Don't know	7	1,072,064	
	Refused	0	0	
	Appropriate skip	38	6,279,955	
	Total	1,023	200,706,700	
B1020A	How often [do you/does the person who checks your tires] check the air pressure of your tires?			
	Monthly	330	62,507,302	35.57 (1.807)
	Whenever they seem low	83	16,171,150	9.20 (1.113)
	When you get ready to go on a long trip	2	334,390	0.19 (0.144)
	When the car is serviced	122	24,085,623	13.71 (1.311)
	Some other time period	356	72,620,683	41.33 (1.888)
	Subtotal valid responses	893	175,719,148	100
	Don't know	63	12,815,253	
	Refused	1	224,365	
	Appropriate skip	66	11,947,934	
	Total	1,023	200,706,700	
B1030A	What is the MAIN reason you should check the air pressure of your tires?			
	Safety	349	71,898,609	38.70 (1.822)
	Vehicle handling/performance	112	22,354,867	12.03 (1.211)
	Noise	2	291,319	0.16 (0.112)
	Fuel economy	145	27,896,517	15.01 (1.309)
	Reduce tire wear	224	44,446,773	23.92 (1.586)
	Other	107	18,904,029	10.17 (1.062)
	Subtotal valid responses	939	185,792,114	100
	Don't know	46	8,634,631	
	Refused	0	0	
	Appropriate skip	38	6,279,955	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B1040	Are there any OTHER reasons you should check the air pressure of your tires?			
B1040A	Safety			
	Yes	161	30,983,486	17.42 (1.461)
	No	743	146,913,490	82.58 (1.461)
	Subtotal valid responses	904	177,896,976	100
	Don't know	35	7,895,138	
	Refused	0	0	
	Appropriate skip	84	14,914,586	
	Total	1,023	200,706,700	
B1040B	Vehicle handling/performance			
	Yes	103	20,705,061	11.64 (1.227)
	No	801	157,191,915	88.36 (1.227)
	Subtotal valid responses	904	177,896,976	100
	Don't know	35	7,895,138	
	Refused	0	0	
	Appropriate skip	84	14,914,586	
	Total	1,023	200,706,700	
B1040C	Noise			
	Yes	3	764,104	0.43 (0.268)
	No	901	177,132,872	99.57 (0.268)
	Subtotal valid responses	904	177,896,976	100
	Don't know	35	7,895,138	
	Refused	0	0	
	Appropriate skip	84	14,914,586	
	Total	1,023	200,706,700	
B1040D	Fuel economy			
	Yes	131	28,191,756	15.85 (1.428)
	No	773	149,705,220	84.15 (1.428)
	Subtotal valid responses	904	177,896,976	100
	Don't know	35	7,895,138	
	Refused	0	0	
	Appropriate skip	84	14,914,586	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B1040E	Reduce tire wear			
	Yes	184	36,263,780	20.38 (1.507)
	No	720	141,633,196	79.62 (1.507)
	Subtotal valid responses	904	177,896,976	100
	Don't know	35	7,895,138	
	Refused	0	0	
	Appropriate skip	84	14,914,586	
	Total	1,023	200,706,700	
B1040F	Other			
	Yes	53	8,824,460	4.96 (0.783)
	No	851	169,072,516	95.04 (0.783)
	Subtotal valid responses	904	177,896,976	100
	Don't know	35	7,895,138	
	Refused	0	0	
	Appropriate skip	84	14,914,586	
	Total	1,023	200,706,700	
B1040H	None			
	Yes	318	62,462,597	35.11 (1.808)
	No	586	115,434,379	64.89 (1.808)
	Subtotal valid responses	904	177,896,976	100
	Don't know	35	7,895,138	
	Refused	0	0	
	Appropriate skip	84	14,914,586	
	Total	1,023	200,706,700	
B1110	In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community who run red lights?			
	Yes	201	40,032,953	20.29 (1.466)
	No	806	157,285,298	79.71 (1.466)
	Subtotal valid responses	1,007	197,318,251	100
	Don't know	15	3,227,408	
	Refused	1	161,041	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
B1120	In the past 30 days, have you seen or heard any messages that encourage people to not to run red lights? This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else.			
	Yes	326	64,384,767	32.45 (1.672)
	No	684	134,037,215	67.55 (1.672)
	Subtotal valid responses	1,010	198,421,982	100
	Don't know	13	2,284,718	
	Refused	0	0	
	Total	1,023	200,706,700	
B1130	Does your community use photo surveillance systems at intersections to discourage red light running? That is, are there cameras at intersections which take pictures of cars running red lights so those drivers can be ticketed?			
	Yes	229	46,824,622	26.49 (1.607)
	No	677	129,959,226	73.51 (1.607)
	Subtotal valid responses	906	176,783,848	100
	Don't know	117	23,922,852	
	Refused	0	0	
	Total	1,023	200,706,700	
B1140	How effective do you think these photo surveillance systems or cameras are in preventing drivers from running red lights? Are they very effective, somewhat effective, or not at all effective?			
	Very effective	366	72,546,226	38.14 (1.773)
	Somewhat effective	444	85,824,901	45.12 (1.822)
	Not at all effective	101	20,190,746	10.62 (1.144)
	No opinion	51	11,642,717	6.12 (0.918)
	Subtotal valid responses	962	190,204,590	100
	Don't know	61	10,502,110	
	Refused	0	0	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section SN - Strategic Goal Questions				
SN0500	When thinking about transportation security, tell me whether you are very concerned, somewhat concerned, somewhat unconcerned or not at all concerned about your safety from terrorist attack for each of the following types of transportation.			
SN0550	Personal vehicles such as cars, trucks, or motorcycles			
	Very concerned	164	32,567,429	16.33 (1.310)
	Somewhat concerned	249	47,841,203	23.98 (1.523)
	Somewhat unconcerned	118	21,037,075	10.55 (1.040)
	Not at all concerned	485	98,031,513	49.14 (1.772)
	Subtotal valid responses	1,016	199,477,220	100
	Don't know	7	1,229,480	
	Refused	0	0	
	Total	1,023	200,706,700	
SN0850	Commercial airlines			
	Very Concerned	520	104,095,874	52.62 (1.784)
	Somewhat Concerned	353	67,345,497	34.04 (1.672)
	Somewhat Unconcerned	45	9,588,953	4.85 (0.799)
	Not at all concerned	89	16,784,801	8.49 (0.970)
	Subtotal valid responses	1,007	197,815,125	100
	Don't know	15	2,730,534	
	Refused	1	161,041	
	Total	1,023	200,706,700	
SN0600	Subways			
	Very Concerned	383	75,691,711	40.86 (1.827)
	Somewhat Concerned	336	65,387,897	35.30 (1.759)
	Somewhat Unconcerned	51	10,362,845	5.59 (0.844)
	Not at all concerned	168	33,809,772	18.25 (1.427)
	Subtotal valid responses	938	185,252,225	100
	Don't know	85	15,454,475	
	Refused	0	0	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
SN0650	Public buses or other transit above ground			
	Very Concerned	264	54,298,350	27.47 (1.624)
	Somewhat Concerned	409	79,456,250	40.19 (1.760)
	Somewhat Unconcerned	98	19,031,719	9.63 (1.037)
	Not at all concerned	234	44,911,863	22.72 (1.473)
	Subtotal valid responses	1,005	197,698,182	100
	Don't know	18	3,008,518	
	Refused	0	0	
	Total	1,023	200,706,700	
SN0700	Commuter rail			
	Very Concerned	286	58,148,311	30.19 (1.686)
	Somewhat Concerned	397	77,483,536	40.23 (1.789)
	Somewhat Unconcerned	83	15,311,945	7.95 (0.922)
	Not at all concerned	211	41,662,185	21.63 (1.481)
	Subtotal valid responses	977	192,605,977	100
	Don't know	46	8,100,723	
	Refused	0	0	
	Total	1,023	200,706,700	
SN0750	City-to-city trains such as AMTRAK			
	Very Concerned	331	65,939,443	33.52 (1.699)
	Somewhat Concerned	406	78,763,613	40.04 (1.766)
	Somewhat Unconcerned	73	13,718,405	6.97 (0.855)
	Not at all concerned	190	38,280,582	19.46 (1.440)
	Subtotal valid responses	1,000	196,702,043	100
	Don't know	22	3,843,616	
	Refused	1	161,041	
	Total	1,023	200,706,700	
SN0800	City-to-city buses such as Greyhound			
	Very Concerned	272	56,174,776	28.39 (1.653)
	Somewhat Concerned	412	77,755,824	39.29 (1.746)
	Somewhat Unconcerned	97	18,887,870	9.54 (1.034)
	Not at all concerned	226	45,082,020	22.78 (1.499)
	Subtotal valid responses	1,007	197,900,490	100
	Don't know	16	2,806,210	
	Refused	0	0	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
SN0900	Cruise ships			
	Very Concerned	308	61,924,416	32.07 (1.718)
	Somewhat Concerned	346	67,920,957	35.18 (1.739)
	Somewhat Unconcerned	91	17,845,780	9.24 (1.043)
	Not at all concerned	239	45,399,986	23.51 (1.528)
	Subtotal valid responses	984	193,091,139	100
	Don't know	38	7,454,520	
	Refused	1	161,041	
	Total	1,023	200,706,700	
SN0950	Other commercial boats, ships, or ferries			
	Very Concerned	253	51,854,015	26.52 (1.615)
	Somewhat Concerned	342	67,083,646	34.31 (1.724)
	Somewhat Unconcerned	108	20,868,102	10.67 (1.077)
	Not at all concerned	293	55,697,676	28.49 (1.606)
	Subtotal valid responses	996	195,503,439	100
	Don't know	27	5,203,261	
	Refused	0	0	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section M - Operating Administration Modal Questions				
MCG0101	Do you know what the Coast Guard does?			
	Yes	877	171,347,528	86.00 (1.271)
	No	140	27,898,050	14.00 (1.271)
	Subtotal valid responses	1,017	199,245,578	100
	Don't know	5	1,338,439	
	Refused	1	122,683	
	Total	1,023	200,706,700	
MCG0155	Please tell me a public service or activity that comes to your mind when I mention the Coast Guard.			
MCG0161	Anything else?			
	Yes	579	110,368,113	65.04 (1.860)
	No	289	59,314,504	34.96 (1.860)
	Subtotal valid responses	868	169,682,617	100
	Don't know	9	1,664,910	
	Refused	0	0	
	Appropriate skip	146	29,359,173	
	Total	1,023	200,706,700	
MCG0163	Anything else?			
	Yes	239	43,718,978	39.88 (2.292)
	No	335	65,902,044	60.12 (2.292)
	Subtotal valid responses	574	109,621,022	100
	Don't know	5	747,092	
	Refused	0	0	
	Appropriate skip	444	90,338,586	
	Total	1,023	200,706,700	
MCG0165	Anything else?			
	Yes	69	12,451,516	28.48 (3.267)
	No	170	31,267,462	71.52 (3.267)
	Subtotal valid responses	239	43,718,978	100
	Don't know	0	0	
	Refused	0	0	
	Appropriate skip	784	156,987,722	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
Section D - Demographic Questions				
D0061	How many registered road vehicles are available for regular use by members of your household?			
	Count	1,021	200,462,499	
	Mean	2.063	2.077	
	Standard deviation	1.247	0.041	
	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	113	20,888,024	10.43 (1.040)
	No	907	179,441,748	89.57 (1.040)
	Subtotal valid responses	1,020	200,329,772	100
	Don't know	0	0	
	Refused	3	376,928	
	Total	1,023	200,706,700	
D0103	Does <u>anyone else</u> living there, including children, have any kind of disability or health impairment?			
	Yes	74	15,177,626	7.57 (0.986)
	No	947	185,284,873	92.43 (0.986)
	Subtotal valid responses	1,021	200,462,499	100
	Don't know	0	0	
	Refused	2	244,201	
	Total	1,023	200,706,700	
D0105	How many other people (beside yourself)?			
	Count	73	15,019,317	
	Mean	1.205	1.163	
	Standard deviation	0.526	0.051	
	Minimum	1	1	
	25th percentile	1	1	
	Median	1	1	
	75th percentile	1	1	
	Maximum	3	3	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0106	Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?			
	Yes	3	445,379	1.42 (0.833)
	No	159	30,854,178	98.58 (0.833)
	Subtotal valid responses	162	31,299,557	100
	Don't know	1	158,309	
	Refused	0	0	
	Appropriate skip	860	169,248,834	
	Total	1,023	200,706,700	
D0107	We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?			
	Yes	139	27,164,601	87.33 (2.927)
	No	22	3,941,281	12.67 (2.927)
	Subtotal valid responses	161	31,105,882	100
	Don't know	2	351,983	
	Refused	0	0	
	Appropriate skip	860	169,248,835	
	Total	1,023	200,706,700	
D0251	How many people aged 18 or older live in your household, including yourself?			
	Count	1,017	199,489,775	
	Mean	1.997	1.993	
	Standard deviation	0.826	0.027	
	Minimum	1	1	
	25th percentile	2	2	
	Median	2	2	
	75th percentile	2	2	
	Maximum	7	7	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0300	Please stop me when I reach the category that includes your age:			
	18 to 24 years	72	14,054,544	7.03 (0.904)
	25 to 34	200	40,341,563	20.18 (1.453)
	35 to 44	251	47,561,203	23.79 (1.507)
	45 to 54	201	39,565,115	19.79 (1.427)
	55 to 64	130	26,431,192	13.22 (1.259)
	65 to 74	97	19,001,338	9.50 (1.033)
	75 or older	67	12,984,380	6.49 (0.850)
	Subtotal valid responses	1,018	199,939,335	100
	Don't know	1	161,041	
	Refused	4	606,324	
	Total	1,023	200,706,700	
D0350	Are you male or female?			
	Male	446	87,594,053	43.64 (1.760)
	Female	577	113,112,647	56.36 (1.760)
	Subtotal valid responses	1,023	200,706,700	100
	Don't know	0	0	
	Refused	0	0	
	Total	1,023	200,706,700	
D0401	Is the racial or ethnic group that best describes you...			
D0401A	American Indian (Native American) or Alaska Native			
	Yes	25	4,602,410	2.31 (0.522)
	No	987	194,247,568	97.69 (0.522)
	Subtotal valid responses	1,012	198,849,978	100
	Don't know	2	216,661	
	Refused	9	1,640,061	
	Total	1,023	200,706,700	
D0401B	Asian			
	Yes	29	6,120,876	3.08 (0.634)
	No	983	192,729,102	96.92 (0.634)
	Subtotal valid responses	1,012	198,849,978	100
	Don't know	2	216,661	
	Refused	9	1,640,061	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0401C	Black or African-American			
	Yes	100	20,776,868	10.45 (1.106)
	No	912	178,073,110	89.55 (1.106)
	Subtotal valid responses	1,012	198,849,978	100
	Don't know	2	216,661	
	Refused	9	1,640,061	
	Total	1,023	200,706,700	
D0401D	Hispanic or Latino			
	Yes	63	12,586,893	6.33 (0.882)
	No	949	186,263,085	93.67 (0.882)
	Subtotal valid responses	1,012	198,849,978	100
	Don't know	2	216,661	
	Refused	9	1,640,061	
	Total	1,023	200,706,700	
D0401E	Native Hawaiian or other Pacific Islander			
	Yes	5	785,569	0.40 (0.188)
	No	1,007	198,064,409	99.60 (0.188)
	Subtotal valid responses	1,012	198,849,978	100
	Don't know	2	216,661	
	Refused	9	1,640,061	
	Total	1,023	200,706,700	
D0401F	White (Caucasian, Anglo)			
	Yes	791	154,975,304	77.94 (1.458)
	No	221	43,874,674	22.06 (1.458)
	Subtotal valid responses	1,012	198,849,978	100
	Don't know	2	216,661	
	Refused	9	1,640,061	
	Total	1,023	200,706,700	
D0401G	Other			
	Yes	23	4,354,797	2.19 (0.484)
	No	989	194,495,181	97.81 (0.484)
	Subtotal valid responses	1,012	198,849,978	100
	Don't know	2	216,661	
	Refused	9	1,640,061	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0450	What is the highest level of education you have completed?			
	Less than high school graduate	73	14,183,476	7.10 (0.906)
	High school graduate (or GED)	297	58,810,023	29.44 (1.627)
	Some college (or technical vocational school/professional business school)	200	38,764,811	19.41 (1.398)
	Two-year college degree (AA: Associate in Arts)	115	22,843,048	11.44 (1.136)
	Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	224	43,129,572	21.59 (1.485)
	Graduate degree (Masters, PhD., Lawyer, Medical Doctor)	108	22,026,254	11.03 (1.126)
	Subtotal valid responses	1,017	199,757,184	100
	Don't know	0	0	
	Refused	6	949,516	
	Total	1,023	200,706,700	
D0501	Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2000:			
	Under \$15,000	87	17,409,008	9.92 (1.112)
	From \$15,000 to less than \$30,000	157	31,133,823	17.75 (1.472)
	From \$30,000 to less than \$50,000	238	42,411,435	24.17 (1.572)
	From \$50,000 to less than \$75,000	201	38,949,394	22.20 (1.569)
	From \$75,000 to less than \$100,000	109	24,966,897	14.23 (1.454)
	\$100,000 or more	97	20,567,377	11.72 (1.243)
	Subtotal valid responses	889	175,437,934	100
	Don't know	39	7,025,248	
	Refused	95	18,243,518	
	Total	1,023	200,706,700	
D0551	Not including the telephone line you're using right now, are there any other telephone lines in your household? Please do not count cellular phones, or phone lines that are <u>exclusively</u> for computer or fax use.			
	Yes	145	28,794,051	14.44 (1.273)
	No	870	170,632,902	85.56 (1.273)
	Subtotal valid responses	1,015	199,426,953	100
	Don't know	1	169,932	
	Refused	7	1,109,815	
	Total	1,023	200,706,700	

Code	Questionnaire Item / Variable Label	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage (Std. Error)
D0700	How many additional lines do you have?			
	One	100	19,979,529	69.87 (4.449)
	Two	28	6,130,485	21.44 (4.119)
	Three	9	1,378,568	4.82 (1.855)
	Four or more	7	1,106,486	3.87 (1.675)
	Subtotal valid responses	144	28,595,068	100
	Don't know	1	198,983	
	Refused	0	0	
	Appropriate skip	878	171,912,649	
	Total	1,023	200,706,700	
D0750	Is the <u>primary use</u> of the additional line(s) for household use, business use, or both?			
	Household use only	91	18,315,343	64.05 (4.573)
	Business use only	14	3,019,968	10.56 (3.087)
	Both household and business use	39	7,259,758	25.39 (4.052)
	Subtotal valid responses	144	28,595,069	100
	Don't know	1	198,983	
	Refused	0	0	
	Appropriate skip	878	171,912,648	
	Total	1,023	200,706,700	