Household Survey Results
February 2003
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

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

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 \( 47 \leq P \leq 53 \), approximately.

**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:

\[ ADJ_{UR} = \frac{1}{CASRO \text{ response rate}(c,s)} \]

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:

\[
ADJ_{MT} = \frac{1}{\min (\text{Nb telephone lines}, 3)}
\]

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

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

**Adjustment for Number of Eligible Household Members**

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

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

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

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

**Post-Stratification Adjustments**

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

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 overestimated 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:
Where:

\[
P(i, j, k) \text{ is the national population count for cell } (i, j, k); \text{ and}
\]

\[
TW_{NRMTRA NA} \text{ is the sum of the } W_{NRMTRA} \text{ weights for respondents with missing demographic information.}
\]

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 \( W_{NRMTRA} \), calculated as:

\[
W_{FINAL} = DEF \times W_{NRMTRA}
\]

\( W_{FINAL} \) 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 \( w_1, w_2, \ldots, w_j \) denote the final analysis weights for the \( n \) completed interviews, the threshold value is calculated using the following formula:

\[
\text{Threshold} = \left( 10 \sum_{j=1}^{n} w_j^2 / n \right)^{1/2}
\]

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®):

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

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

```plaintext
PROC CROSSTAB DATA = datafile DESIGN=STRWR;  
WEIGHT FNLWGT;  
NEST CENDIV METRO;
```
SUBGROUP var1;
LEVELS 7;

TABLE
PRINT nsum wsum totper setot / STYLE=nchs;

When sampling weights are post-stratified, the variance of an estimate is reduced since the totals are known without sampling variation. 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.

**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. 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 "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
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**
<table>
<thead>
<tr>
<th>Response Category</th>
<th>Dataset Formats</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SAS ® Version 7.0</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>.S</td>
</tr>
<tr>
<td>Refused</td>
<td>.R</td>
</tr>
<tr>
<td>Don't know</td>
<td>.D</td>
</tr>
</tbody>
</table>

**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:

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

**Non-Response Methods**

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

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

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

**Reasons for Non-Response**

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

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

**References**

**Books:**

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

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


**Articles:**


Omnibus Survey: February 2003 Month Specific Information

This report presents the results of the February 2003 Omnibus Household Survey. Starting in December 2002, the Omnibus Household Surveys are now fielded on a bi-monthly basis.

Each bi-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 that correspond to one of the U.S. Department of Transportation's (DOT) 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 and will vary from month to month.

The February 2003 survey collected data from February 1, 2003 through February 13, 2003. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,015 cases, and the total number of variables in the public-use dataset is 209. The data were collected by M. Davis and Company (MDAC), under contract with the Bureau of Transportation Statistics (BTS).

Sample Telephone Number Selection

There were 8,200 telephone numbers for the February 2003 survey. A total of 5,113 of these numbers were identified as working residential numbers and were divided into 102 replicates. Each of the 59 fielding replicates released initially contained approximately 50 households. Two additional replicates were released during Fielding. Eight (8) unused replicates from February’s sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Thirty-five (35) of the 102 February replicates were not utilized in the actual interviewing, resulting in 2,930 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 270,569,400. The total number of telephone numbers in the sample (numbers dialed) is 2,930.

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

<table>
<thead>
<tr>
<th>Value</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>1.188</td>
</tr>
<tr>
<td>Standard deviation</td>
<td>0.488</td>
</tr>
<tr>
<td>Minimum</td>
<td>1</td>
</tr>
<tr>
<td>25th percentile</td>
<td>1</td>
</tr>
<tr>
<td>Median</td>
<td>1</td>
</tr>
<tr>
<td>75th percentile</td>
<td>1</td>
</tr>
<tr>
<td>Maximum</td>
<td>4</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Value</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>2.001</td>
</tr>
<tr>
<td>Standard deviation</td>
<td>0.871</td>
</tr>
<tr>
<td>Minimum</td>
<td>1</td>
</tr>
<tr>
<td>Median</td>
<td>2</td>
</tr>
<tr>
<td>75th percentile</td>
<td>2</td>
</tr>
<tr>
<td>Maximum</td>
<td>9</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>CELL</th>
<th>DESCRIPTION</th>
<th>SAMPLE SIZE</th>
<th>POPULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Male - Hispanic (Any Race)</td>
<td>34</td>
<td>10,167,034</td>
</tr>
<tr>
<td>2</td>
<td>Male - Non-Hispanic Black</td>
<td>24</td>
<td>9,883,467</td>
</tr>
<tr>
<td>3</td>
<td>Male - Age 18 – 24 - Non-Hispanic White</td>
<td>19</td>
<td>8,635,241</td>
</tr>
<tr>
<td>4</td>
<td>Male - Age 25 – 34 - Non-Hispanic White</td>
<td>47</td>
<td>11,985,017</td>
</tr>
<tr>
<td>5</td>
<td>Male - Age 35 – 44 - Non-Hispanic White</td>
<td>73</td>
<td>15,833,339</td>
</tr>
<tr>
<td>6</td>
<td>Male - Age 45 – 54 - Non-Hispanic White</td>
<td>86</td>
<td>14,165,493</td>
</tr>
<tr>
<td>7</td>
<td>Male - Age 55 – 64 - Non-Hispanic White</td>
<td>51</td>
<td>9,215,914</td>
</tr>
<tr>
<td>8</td>
<td>Male - Age 65 or older - Non-Hispanic White</td>
<td>57</td>
<td>11,755,768</td>
</tr>
<tr>
<td>9</td>
<td>Male - Non-Hispanic Other</td>
<td>18</td>
<td>4,146,032</td>
</tr>
<tr>
<td>10</td>
<td>Female - Hispanic (Any Race)</td>
<td>51</td>
<td>10,625,145</td>
</tr>
<tr>
<td>11</td>
<td>Female - Age 18 – 44 - Non-Hispanic Black</td>
<td>35</td>
<td>7,307,267</td>
</tr>
<tr>
<td>12</td>
<td>Female - Age 45 or older - Non-Hispanic Black</td>
<td>27</td>
<td>5,144,462</td>
</tr>
<tr>
<td>13</td>
<td>Female - Age 18 – 24 - Non-Hispanic White</td>
<td>24</td>
<td>8,531,226</td>
</tr>
<tr>
<td>14</td>
<td>Female - Age 25 – 34 - Non-Hispanic White</td>
<td>69</td>
<td>12,373,489</td>
</tr>
<tr>
<td>15</td>
<td>Female - Age 35 – 44 - Non-Hispanic White</td>
<td>85</td>
<td>16,061,583</td>
</tr>
<tr>
<td>16</td>
<td>Female - Age 45 – 54 - Non-Hispanic White</td>
<td>92</td>
<td>14,513,973</td>
</tr>
<tr>
<td>17</td>
<td>Female - Age 55 – 64 - Non-Hispanic White</td>
<td>67</td>
<td>9,837,412</td>
</tr>
<tr>
<td>18</td>
<td>Female - Age 65 or older - Non-Hispanic White</td>
<td>82</td>
<td>15,762,147</td>
</tr>
<tr>
<td>19</td>
<td>Female - Non-Hispanic Other</td>
<td>38</td>
<td>4,762,691</td>
</tr>
<tr>
<td>N/A</td>
<td>Missing Demographic Information</td>
<td>36</td>
<td>N/A</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>1,015</td>
<td>200,706,700</td>
</tr>
</tbody>
</table>
Data Collection Schedule
The survey was conducted over 13 days to enable 1,015 interviews to be completed. The survey period was from February 1 through February 13.

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 49 percent.

Table 4: Distribution of Household Cases by Disposition

<table>
<thead>
<tr>
<th>Disposition Category</th>
<th>Number of Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone Numbers Available</td>
<td>4,715</td>
</tr>
<tr>
<td>Telephone Numbers Released</td>
<td>2,930</td>
</tr>
<tr>
<td>Telephone Numbers Not Dialed</td>
<td>0</td>
</tr>
<tr>
<td>Telephone Numbers Dialed</td>
<td>2,930</td>
</tr>
<tr>
<td>Out-of-Scope Numbers (Ineligible)</td>
<td>782</td>
</tr>
<tr>
<td>BG - Business</td>
<td>158</td>
</tr>
<tr>
<td>CF - Computer/Fax</td>
<td>237</td>
</tr>
<tr>
<td>DS - Disconnected number</td>
<td>346</td>
</tr>
<tr>
<td>NC - Number change</td>
<td>29</td>
</tr>
<tr>
<td>NQ - No one 18 years old or older in household</td>
<td>10</td>
</tr>
<tr>
<td>UNB - Unavailable before and during study period</td>
<td>2</td>
</tr>
<tr>
<td>Scope Undetermined</td>
<td>336</td>
</tr>
<tr>
<td>NA - No answer</td>
<td>232</td>
</tr>
<tr>
<td>BZ - Busy</td>
<td>0</td>
</tr>
<tr>
<td>AM - Answering machine</td>
<td>64</td>
</tr>
<tr>
<td>LM - Left message</td>
<td>1</td>
</tr>
<tr>
<td>CCC - Cannot complete call</td>
<td>4</td>
</tr>
<tr>
<td>PM - Privacy manager</td>
<td>5</td>
</tr>
<tr>
<td>NQL - Eligibility undetermined because of language problems or deafness</td>
<td>12</td>
</tr>
<tr>
<td>RFI - Refused to speak with interviewer (screening incomplete)</td>
<td>0</td>
</tr>
<tr>
<td>HRI - Hard refusal</td>
<td>4</td>
</tr>
<tr>
<td>OD - Maximum call attempts reached</td>
<td>0</td>
</tr>
<tr>
<td>CBU - Callback undetermined</td>
<td>14</td>
</tr>
<tr>
<td>CSU - Callback Spanish undetermined</td>
<td>0</td>
</tr>
<tr>
<td>In-Scope Numbers</td>
<td>1,812</td>
</tr>
<tr>
<td>Complete</td>
<td>1,015</td>
</tr>
<tr>
<td>DIP - Reinterview deletion, ineligible person in household interviewed</td>
<td>13</td>
</tr>
<tr>
<td>DDA - Reinterview deletion, discrepancy in answers during reinterview</td>
<td>4</td>
</tr>
<tr>
<td>CB - Callback</td>
<td>104</td>
</tr>
<tr>
<td>CBS - Callback Spanish</td>
<td>0</td>
</tr>
<tr>
<td>NAQ - No answer qualified</td>
<td>219</td>
</tr>
<tr>
<td>BZQ - Busy qualified</td>
<td>6</td>
</tr>
<tr>
<td>AMQ - Answering machine qualified</td>
<td>192</td>
</tr>
<tr>
<td>LMQ - Left message qualified</td>
<td>3</td>
</tr>
<tr>
<td>CCQ - Cannot complete call qualified</td>
<td>3</td>
</tr>
<tr>
<td>PMQ - Privacy manager qualified</td>
<td>1</td>
</tr>
<tr>
<td>DL - Deaf/Language</td>
<td>55</td>
</tr>
<tr>
<td>RFQ - Respondent refusal</td>
<td>10</td>
</tr>
<tr>
<td>UN - Unavailable</td>
<td>16</td>
</tr>
<tr>
<td>DR - Respondent deceased prior to completion of interview</td>
<td>0</td>
</tr>
<tr>
<td>Description</td>
<td>Value</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>AC - The area code is changed but not the number</td>
<td>0</td>
</tr>
<tr>
<td>HRQ - Hard refusal *</td>
<td>171</td>
</tr>
<tr>
<td>CASRO Response Rate</td>
<td>49.59%</td>
</tr>
</tbody>
</table>
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:

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

Formatting conventions for this document:

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

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

HIT “RETURN” TO CONTINUE

F0080. Have I reached [telephone number]?

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

THANK RESPONDENT AND TERMINATE. HIT “RETURN” TO CONTINUE.

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

HIT “RETURN” TO CONTINUE

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

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

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

HIT “RETURN” TO CONTINUE

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

1) Yes - go to F0351
2) No
May I please speak to a household member who is at least 18 years old?

1) Yes - go to F0351
2) No

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

HIT "RETURN" TO SCHEDULE CALLBACK

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

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

Name ___________ TYPE IN PERSON’S FIRST NAME

May I please speak with [insert name]?

1) Yes
2) No - go to F0500

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

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

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

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

1) Yes (Skip to F0456)
2) No

INTERVIEWER: ASK “Who then is the person who will have a birthday next?” HIT “RETURN” TO RE-ENTER NAME OF ELIGIBLE RESPONDENT

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

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

HIT “RETURN” TO CONTINUE

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

HIT “RETURN” TO SCHEDULE CALLBACK

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

1) Yes
2) No - THANK RESPONDENT AND TERMINATE

HIT “RETURN” TO CONTINUE

For quality purposes, my supervisor may monitor this call.

ENTER “1” TO PROCEED, OR ENTER “2” TO SCHEDULE CALLBACK

1) PROCEED - go to G0051
2) SCHEDULE CALLBACK

ARRANGE A CALLBACK. HIT “RETURN” TO CONTINUE.
Section G - General Transportation Core Questions

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

HIT “RETURN” TO CONTINUE

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

1) Yes
2) No (Skip to G0150)

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

____days

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

1) Yes
2) No (Skip to G0302)

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

____days

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

1) Yes
2) No (Skip to G0201)

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

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

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

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

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

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

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

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

_____ days

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

_____ days

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

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

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

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

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

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

_____ days

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

_____ days

G0880. **In your area, do you have long distance, city-to-city train service such as AMTRAK?** INTERVIEWER NOTE: YOU MAY HAVE TO EXPLAIN THAT SOME RESPONDENTS USE CITY-TO-CITY TRAIN SERVICE SUCH AS AMTRAK WHEN OUT OF TOWN ON BUSINESS OR PLEASURE.

1) Yes  
2) No

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

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

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

_____ days

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

_____ days

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

1) Yes  
2) No *(Skip to G0453)*
G0851G. How many days did you fly on a charter, private, or corporate airplane or helicopter? (ENTER NUMBER)

____days

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

____days

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

1) Yes
2) No (Skip to G0501)

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

____days

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

1) Yes
2) No (Skip to G0551)

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

____days

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

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

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

_____ hours and _____ minutes
G1052. Did you bicycle mostly on: (READ LIST)

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

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

1) Yes
2) No (Skip to G0702)

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

_____ days

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

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

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

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes
G1203. Did you walk, run, or jog mostly on: (READ LIST)

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

G0702. During January, did you operate or ride on a recreational boat such as a motorboat, canoe, rowboat or sailboat?

1) Yes
2) No (Skip to G0652)

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

____ days

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

____ hours and ___ minutes

CATI system must ensure entry for both hours and minutes

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

1) Yes
2) No (Skip to G0601)

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

____ days

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

____ hours and ___ minutes

CATI system must ensure entry for both hours and minutes
G0601. During January, did you ride on a commercial boat, ship, or ferry?

1) Yes
2) No (Skip to G0555)

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

____ days

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

1) Yes
2) No (Skip to G0752)

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

____ days

G0752. During January, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle, or any other means of transportation that I may not have mentioned to you. (BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)

1) Yes
2) No (Skip to G2002)

G0780. What other means of transportation did you use?

__________________________________________
__________________________________________

G2002. Now I would like to ask you your opinions associated with your use of driving or riding in a personal vehicle in January.

HIT "RETURN" TO CONTINUE

If G0103 = 2 then skip to instruction before G2102
Considering all the costs associated with driving or riding in a personal vehicle, how satisfied are you with what it cost you to travel by personal vehicle during January? (READ LIST)

1) Very dissatisfied
2) Dissatisfied
3) Satisfied
4) Very satisfied

In terms of security from crime or terrorism, how secure did you feel while driving or riding in a personal vehicle in January? (READ LIST)

1) Very insecure
2) Somewhat insecure
3) Somewhat secure
4) Very secure

In terms of safety from accidents, how safe did you feel while driving or riding in a personal vehicle in January? (READ LIST)

1) Very unsafe
2) Somewhat unsafe
3) Somewhat safe
4) Very safe

In terms of travel time, using your personal vehicle, overall, how satisfied are you with the amount of time it took you to get where you wanted to go in January? (READ LIST)

1) Very dissatisfied
2) Dissatisfied
3) Satisfied
4) Very satisfied

In general, how would you rate the level of convenience of traveling by personal vehicle? (READ LIST)

1) Very inconvenient
2) Somewhat inconvenient
3) Somewhat convenient
4) Very convenient
G2093. Now please tell me, when you travel by personal vehicle, which one of the following is most important to you? (READ LIST)

1) The cost of the travel
2) Your security from terrorism or crime
3) Your safety from accidents
4) The amount of time it takes to complete the travel
5) The level of convenience of using a personal vehicle

If G0302 = 2 then skip to instruction before G2202

G2102. Now I would like to ask you your opinions associated with your use of public transit in January.

G2115. Considering all the costs associated with using public transit, how satisfied are you with what it cost you to travel by public transit during January? (READ LIST)

1) Very dissatisfied
2) Dissatisfied
3) Satisfied
4) Very satisfied

G2125. In terms of security from crime or terrorism, how secure did you feel using public transit in January? (READ LIST)

1) Very insecure
2) Somewhat insecure
3) Somewhat secure
4) Very secure

G2145. In terms of safety from accidents, how safe did you feel while using public transit in January? (READ LIST)

1) Very unsafe
2) Somewhat unsafe
3) Somewhat safe
4) Very safe
G2165. In terms of travel time on public transit, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January? (READ LIST)
1) Very dissatisfied
2) Dissatisfied
3) Satisfied
4) Very satisfied

G2185. In general how would you rate the level of convenience of traveling by public transit? (READ LIST)
1) Very inconvenient
2) Somewhat inconvenient
3) Somewhat convenient
4) Very convenient

G2193. Now please tell me, when you use public transit, which one of the following is most important to you? (READ LIST)
1) The cost of the travel
2) Your security from terrorism or crime
3) Your safety from accidents
4) The amount of time it takes to complete the travel
5) The level of convenience of using public transit
6) The level of customer service you receive

If G0350 = 2 then skip to B0051

G2202. Now, I would like your opinions associated with flying on a commercial airline in January.

G2215. Considering all the costs associated with flying on a commercial airline, how satisfied are you with what it cost you to travel by commercial airline during January? (READ LIST)
1) Very dissatisfied
2) Dissatisfied
3) Satisfied
4) Very satisfied
G2225. In terms of security from crime or terrorism, how secure did you feel while flying on a commercial airline in January? (READ LIST)

1) Very insecure
2) Somewhat insecure
3) Somewhat secure
4) Very secure

G2245. In terms of safety from accidents, how safe did you feel while flying on a commercial airline in January? (READ LIST)

1) Very unsafe
2) Somewhat unsafe
3) Somewhat safe
4) Very safe

G2265. In terms of travel time using commercial airlines, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January? (READ LIST)

1) Very dissatisfied
2) Dissatisfied
3) Satisfied
4) Very satisfied

G2285. In general, how would you rate the level of convenience of traveling by commercial airline? (READ LIST)

1) Very inconvenient
2) Somewhat inconvenient
3) Somewhat convenient
4) Very convenient

G2293. Now please tell me, when you travel by commercial airline, which of the following is most important to you? (READ LIST)

1) The cost of the travel
2) Your security from terrorism or crime
3) Your safety from accidents
4) The amount of time it takes to complete the travel
5) The level of convenience of traveling by air
6) The level of customer service you receive
B0051. The next questions are about commuting to work.

HIT “RETURN” TO CONTINUE

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

1) Yes
2) No (Skip to B0371)

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

_____ days

B0154. On a typical day last month, to get to work did you... (READ LIST)

1) Walk
2) Drive in a personal vehicle
3) Use a carpool or vanpool
4) Use public transit
5) Combination of modes
6) Other- SPECIFY __________

If B0154 = 1, 3, 4 skip to B0310. If B0154 = 5 skip to B0158.

B0156. Did you drive alone or were there other commuters in your car?

1) Alone
2) Other commuters

Skip to B0310

B0158. Please list the combination of modes used.

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

1) Yes (Skip to B0352)
2) No

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

1) Yes
2) No (Skip to B0352)

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

_____ hours and_____ minutes (go to B0371)

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

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

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

_____ hours and_____ minutes

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

B0353. On a typical day, how many miles one-way do you travel from home to work?

_____ miles

B0371. Have you ever telecommuted? That is, have you ever worked 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 or self-employed persons who work at home.)

1) Yes
2) No

B0375. Does your current job offer the option of telecommuting?

1) Yes (If B0371 is “No”, skip to B0395)
2) No (Skip to B0395)
B0376. Are you currently participating in a telecommuting program?

1) Yes
2) No (Skip to B0395)

B0363. During the month of January how many days did you telecommute?

_______ days

B0377. What is your primary reason for telecommuting? (INTERVIEWER: RECORD VERBATIM. HIT ESCAPE KEY AFTER ENTERING INFORMATION)

_________________________________________

B0395. Have you ever worked at a telework center or satellite office?

[INTERVIEWER: FOCUS IS ON WORKING SOMEWHERE OTHER THAN ONE’S “NORMAL” WORKPLACE FOR THE PURPOSE OF REDUCING COMMUTE TIME. SATELLITE OFFICE: ALTERNATE WORK SITE THAT IS IN A SEPARATE LOCATION OTHER THAN YOUR PRIMARY WORKSITE. TELEWORK CENTER: ALTERNATE WORK SITE, COULD POSSIBLY HOUSE WORKERS FROM MANY DIFFERENT BUSINESSES.]

1) Yes
2) No

B0380. Does your current job offer the option of working at a telework center or satellite office?

1) Yes (If B0395 is “No”, skip to B2300)
2) No (Skip to B2300)

B0386. Do you currently work at a telework center or satellite office?

1) Yes
2) No (skip to B2300)

B0388. During the month of January, how many days did you work at a telework center or satellite office?

_______ days
What is your primary reason for working at a telework center or satellite office? (INTERVIEWER: RECORD VERBATIM.)

My next group of questions is about commercial air travel.

HIT “RETURN” TO CONTINUE

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

1) Enter month and year
5) Have never flown on a commercial airline (Skip to B3002)

Please let me verify your last answer as [insert respondent's last answer].

1) Yes, correct (CONTINUE)
2) No, incorrect

If 1) is greater than one year ago skip to B3002 (Note: Remember we are collecting data for the month of January, one year ago would include February 2002 through January 2003)

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

1) Yes, business/job related
2) No

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

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

If B2333=1, 2 or 3 skip to B2341
B2334. Was your seat located in any of the following areas: (READ LIST)

1) Business class section
2) Flight attendant’s
3) Flight crew section or “cockpit”
4) None of the sections

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

1) Yes
2) No

B2601. How soon before your most recent flight did you arrive at the airport?

______ hours and ______ minutes

IF MORE THAN 5 HOURS, CODE AS 5

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

______ hours and ______ minutes

IF MORE THAN 5 HOURS, CODE AS 5

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

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

1) Less than you expected
2) About what you expected
3) More than you expected
B2801. How would you rate the thoroughness of the screening process? Would you rate it (READ LIST)

1) Inadequate
2) Adequate
3) Excessive

B2853. How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have (READ LIST)

1) No confidence
2) A small amount of confidence
3) A moderate amount of confidence
4) A great deal of confidence
5) Total confidence

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

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

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

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

B2977. How consistent have screening procedures been in airports you have departed from? Have they been (READ LIST)

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

*If \( B2311 = 1 \) is less than or equal to one year ago go to B3100 (Note: Remember we are collecting data for the month of January, one year ago would include February 2002 through January 2003).
B3002. **How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have (READ LIST)**

1) No confidence  
2) A small amount of confidence  
3) A moderate amount of confidence  
4) A great deal of confidence  
5) Total confidence

B3100. **Have the changes in passenger screening procedures since September 11, 2001 made you (READ LIST)**

1) Less inclined to travel by commercial airline  
3) Have had no effect on your commercial airline travel  
2) More inclined to travel by commercial airline
Section SM - Strategic Goal Questions

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

HIT “RETURN” TO CONTINUE

If G0103 = 2 skip to instruction before SM1050

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

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

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

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

If G0150 = 2 skip to instruction before SM1100

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

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

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

| SM1060. | Change the time of day you traveled | Yes | No |
| SM1065. | Change the type of transportation you used | Yes | No |
| SM1070. | Change the route you took to reach your destination | Yes | No |
| SM1075. | Postpone your travel to another day | Yes | No |
| SM1080. | Cancel your trip entirely | Yes | No |
If $G0302 = 2$ skip to instruction before SM1150

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

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

SM1105. Please tell me whether those delays caused you to... (READ LIST)
(Reference to name of specific mode is to be visually listed under each question.)

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

If $G0201 = 2$ skip to instruction before SM1200

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

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

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

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

If $G0251 = 2$ skip to instruction before SM1250
SM1200. Did you experience any significant delays while traveling on city-to-city trains in January?

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

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

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

If G0350 = 2 skip to instruction before MNH0510.

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

1) Yes  
2) No (Skip to instruction before MNH0510)

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

| SM1260. | Change the time of day you traveled | Yes | No |
| SM1265. | Change the type of transportation you used | Yes | No |
| SM1270. | Change the route you took to reach your destination | Yes | No |
| SM1275. | Postpone your travel to another day | Yes | No |
| SM1280. | Cancel your trip entirely | Yes | No |
These next group of questions are of interest to the National Highway Transportation Safety Administration.

MNH0510. Have you driven a vehicle in the last twelve months?
   1) Yes
   2) No (Skip to MNH0710)

MNH0580. In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?
   1) Yes
   2) No

MNH0600. In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?
   1) Yes
   2) No

MNH0710. How satisfied are you with how your local community is designed for making bike riding safe? Are you (READ LIST)
   1) Very satisfied
   2) Somewhat satisfied
   3) Neither satisfied nor dissatisfied
   4) Somewhat dissatisfied
   5) Very dissatisfied

MNH0715. How satisfied are you with how your local community is designed for making walking safe? Are you (READ LIST)
   1) Very satisfied
   2) Somewhat satisfied
   3) Neither satisfied nor dissatisfied
   4) Somewhat dissatisfied
   5) Very dissatisfied
Section D - Demographic Questions

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

HIT “RETURN” TO CONTINUE

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

ENTER NUMBER ______

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

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

1) Yes (If B2311 = 1) is less than 09 2001 or B2311 = 5 or 9 then go to D0110
2) No (Skip to D0110)

D1103. Due to your disability have air travel passenger screening procedures changed for you since September 11, 2001?

1) Yes
2) No (Skip to D0110)

D1104. How have they changed for you?

__________________________________________________________

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

1) Yes
2) No

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

D0105. How many other people (besides yourself)?

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

1) Yes
2) No

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

1) Yes
2) No

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

_____ people

INTERVIEWER: REPEAT ANSWER TO RESPONDENT: “Including yourself, _____ people aged 18 or older live in your household?”

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

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

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

1) Male
2) Female

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

1) Yes
2) No
D0402. Is the racial group that best describes you... (READ ENTIRE LIST. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION.) (RECORD ALL THAT APPLY)

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

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

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/Science degree)
6) Graduate degree (Master’s, Ph.D., Lawyer, Medical Doctor)

D0501. Please stop me when I reach the category that includes your household’s total annual income for last calendar year, that is, 2002: (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)

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

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

1) Yes
2) No
D0553. Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.

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

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

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

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

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

___  ___  ___  ___  ___

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

1) Yes
2) No

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

HIT “RETURN” TO CONTINUE
Section I - Interviewer Close Out Questions

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

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

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

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

11) CONTINUE TO ENTER TEXT OF RESPONSE
99) No notes to add
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|               |               |                             | 3                 | 15-21 days/month            |      |        |        |
|               |               |                             | 4                 | 8-14 days/month             |      |        |        |
|               |               |                             | 5                 | 1-7 days/month              |      |        |        |</p>
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OMNIBUS HOUSEHOLD SURVEY RESULTS
Marginal Frequency Distributions with Percentages and Standard Errors


Section G - General Transportation Core Questions

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<tr>
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### G0453 During January, did you drive or ride on a motorcycle, a motorized scooter, motorized bicycle, moped or all terrain vehicle?

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### G0851H How many days did you drive or ride one of these vehicles?

- Count: 58, Weighted Count: 13,921,543
- Mean: 6.431, Standard deviation: 8.035
- Minimum: 1, 25th percentile: 1, Median: 3, 75th percentile: 7, Maximum: 31

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

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### G0852I How many days did you ride a bicycle?

- Count: 83, Weighted Count: 20,879,238
- Mean: 5.663, Standard deviation: 6.333
- Minimum: 1, 25th percentile: 1, Median: 3, 75th percentile: 7, Maximum: 31
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<td>4.675</td>
</tr>
<tr>
<td>Required for my job</td>
<td>1</td>
<td>683,157</td>
<td>3.27</td>
<td>3.192</td>
</tr>
<tr>
<td>Some other purpose</td>
<td>0</td>
<td>0</td>
<td>0.00</td>
<td>0.000</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>83</td>
<td>20,879,238</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>932</td>
<td>179,827,462</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### G1002C And on a typical day that you rode a bicycle, about how much time did you spend bicycling?

<table>
<thead>
<tr>
<th></th>
<th>Count</th>
<th>Mean</th>
<th>Standard deviation</th>
<th>Minimum</th>
<th>25th percentile</th>
<th>Median</th>
<th>75th percentile</th>
<th>Maximum</th>
</tr>
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<tbody>
<tr>
<td>Count</td>
<td>82</td>
<td>1.203</td>
<td>1.296</td>
<td>0.033</td>
<td>0.5</td>
<td>1</td>
<td>1.5</td>
<td>10.167</td>
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</table>

### G1052A Did you bicycle mostly on:

<p>| Paved roads (not on shoulders of paved roads) | 41 | 9,527,876 | 45.94 | 6.343 |
| Shoulders of paved roads                     | 7  | 1,792,797 | 8.64  | 3.299 |
| Bike lanes on roads                          | 2  | 266,815   | 1.29  | 0.942 |
| Bike paths, walking paths or trails          | 19 | 4,600,912 | 22.19 | 4.982 |
| Unpaved roads (for example dirt, gravel, sand)| 1 | 140,487   | 0.68  | 0.678 |
| Sidewalks                                   | 10 | 3,647,250 | 17.59 | 5.638 |
| Grass                                       | 1  | 162,035   | 0.78  | 0.782 |
| Other                                       | 1  | 600,579   | 2.90  | 2.839 |
| Subtotal valid responses                     | 82 | 20,738,751| 100   |      |
| Don’t know                                  | 0  | 0         |       |      |
| Refused                                     | 1  | 140,487   |       |      |
| Appropriate skip                            | 932| 179,827,462|      |      |
| Total                                       | 1,015| 200,706,700|      |      |</p>
<table>
<thead>
<tr>
<th>Variable Name / Question Text or Variable Label / Value</th>
<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>G0551</strong> During January, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)**</td>
<td></td>
<td></td>
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<tr>
<td>Yes</td>
<td>625</td>
<td>122,756,331</td>
<td>61.16</td>
<td>1.738</td>
</tr>
<tr>
<td>No</td>
<td>390</td>
<td>77,950,369</td>
<td>38.84</td>
<td>1.738</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>1,015</td>
<td>200,706,700</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G0851J</strong> How many days did you walk, run or jog?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count</td>
<td>623</td>
<td>122,329,693</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mean</td>
<td>12.690</td>
<td>12.887</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard deviation</td>
<td>9.367</td>
<td>0.441</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25th percentile</td>
<td>5</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median</td>
<td>10</td>
<td>10</td>
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<td></td>
</tr>
<tr>
<td>75th percentile</td>
<td>20</td>
<td>20</td>
<td></td>
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</tr>
<tr>
<td>Maximum</td>
<td>31</td>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G1102A</strong> Primarily for what purpose did you walk, run, or jog?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuting to work or school</td>
<td>34</td>
<td>7,574,548</td>
<td>6.18</td>
<td>1.236</td>
</tr>
<tr>
<td>Recreation</td>
<td>64</td>
<td>12,612,304</td>
<td>10.30</td>
<td>1.373</td>
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<tr>
<td>Exercise/for my health</td>
<td>390</td>
<td>73,936,078</td>
<td>60.35</td>
<td>2.276</td>
</tr>
<tr>
<td>Personal errands (to the store, post office, walking the dog, and so on)</td>
<td>116</td>
<td>23,792,033</td>
<td>19.42</td>
<td>1.891</td>
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<tr>
<td>Required for my job</td>
<td>20</td>
<td>4,591,467</td>
<td>3.75</td>
<td>0.904</td>
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<tr>
<td>Some other purpose</td>
<td>0</td>
<td>0</td>
<td>0.00</td>
<td>0.000</td>
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<tr>
<td>Subtotal valid responses</td>
<td>624</td>
<td>122,506,430</td>
<td>100</td>
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</tr>
<tr>
<td>Don’t know</td>
<td>1</td>
<td>249,901</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>390</td>
<td>77,950,369</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G1151C</strong> And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count</td>
<td>618</td>
<td>121,292,557</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mean</td>
<td>0.759</td>
<td>0.773</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard deviation</td>
<td>0.884</td>
<td>0.048</td>
<td></td>
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<tr>
<td>Minimum</td>
<td>0.167</td>
<td>0.167</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25th percentile</td>
<td>0.333</td>
<td>0.333</td>
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</tr>
<tr>
<td>Median</td>
<td>0.5</td>
<td>0.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75th percentile</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum</td>
<td>8</td>
<td>8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### G1203A  Did you walk, run, or jog mostly on:

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<tr>
<th>Variable Name / Question Text or Variable Label / Value</th>
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<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paved roads (not on shoulders of paved roads)</td>
<td>208 40,935,838</td>
<td>33.51</td>
<td>2.146</td>
<td></td>
</tr>
<tr>
<td>Shoulders of paved roads</td>
<td>36 6,010,171</td>
<td>4.92</td>
<td>0.901</td>
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</tr>
<tr>
<td>Bike lanes on roads</td>
<td>2 694,437</td>
<td>0.57</td>
<td>0.517</td>
<td></td>
</tr>
<tr>
<td>Bike paths, walking paths or trails</td>
<td>62 12,215,190</td>
<td>10.00</td>
<td>1.333</td>
<td></td>
</tr>
<tr>
<td>Unpaved roads (for example dirt, gravel, sand)</td>
<td>29 6,245,384</td>
<td>5.11</td>
<td>1.041</td>
<td></td>
</tr>
<tr>
<td>Sidewalks</td>
<td>247 48,908,161</td>
<td>40.04</td>
<td>2.257</td>
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<tr>
<td>Track</td>
<td>14 2,817,304</td>
<td>2.31</td>
<td>0.758</td>
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<tr>
<td>Grass</td>
<td>21 3,880,224</td>
<td>3.18</td>
<td>0.761</td>
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<tr>
<td>Other</td>
<td>2 450,465</td>
<td>0.37</td>
<td>0.264</td>
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<tr>
<td>Subtotal valid responses</td>
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<td>100</td>
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</tr>
<tr>
<td>Don’t know</td>
<td>2 299,652</td>
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<td></td>
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</tr>
<tr>
<td>Refused</td>
<td>2 299,505</td>
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</tr>
<tr>
<td>Appropriate skip</td>
<td>390 77,950,369</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
<td></td>
<td></td>
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</table>

### G0702  During January, did you operate or ride on a recreational boat such as a motorboat, canoe, rowboat or sailboat?

<table>
<thead>
<tr>
<th>Question Text or Variable Label / Value</th>
<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>18 3,760,952</td>
<td>1.88</td>
<td>0.501</td>
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<tr>
<td>No</td>
<td>996 196,495,025</td>
<td>98.12</td>
<td>0.501</td>
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<td>Subtotal valid responses</td>
<td>1,014 200,255,977</td>
<td>100</td>
<td></td>
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</tr>
<tr>
<td>Don’t know</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>1 450,723</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

### G0852M  How many days did you use a recreational boat?

<table>
<thead>
<tr>
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<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Standard deviation</th>
<th>Minimum</th>
<th>25th percentile</th>
<th>Median</th>
<th>75th percentile</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>18 3,760,952</td>
<td></td>
<td>1.680</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>Mean</td>
<td>2.000</td>
<td>2.055</td>
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<tr>
<td>Standard deviation</td>
<td></td>
<td></td>
<td>0.354</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

Don’t know 0
Refused 1
Appropriate skip 390
Total 1,015 200,706,700
<table>
<thead>
<tr>
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<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1259C On a typical day that you went recreational boating, about how much time did you spend using the recreational boat?</td>
<td>Count 18 3,760,952</td>
<td>Mean 4.644 5.125</td>
<td>Standard deviation 5.556 1.038</td>
<td>Minimum 0.5 0.5</td>
</tr>
<tr>
<td></td>
<td>25th percentile 1 2</td>
<td>Median 3 4</td>
<td>75th percentile 6 6</td>
<td>Maximum 24 24</td>
</tr>
<tr>
<td>G0652 During January, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?</td>
<td>Yes 3 790,229 0.39 0.286</td>
<td>No 1,012 199,916,471 99.61 0.286</td>
<td>Subtotal valid responses 1,015 200,706,700 100</td>
<td>Don’t know 0 0</td>
</tr>
<tr>
<td></td>
<td>Refused 0 0</td>
<td>Total 1,015 200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G0852L How many days did you use a personal watercraft?</td>
<td>Count 3 790,229</td>
<td>Mean 3.000 1.946</td>
<td>Standard deviation 2.646 0.343</td>
<td>Minimum 1 1</td>
</tr>
<tr>
<td></td>
<td>25th percentile 1 1</td>
<td>Median 2 2</td>
<td>75th percentile 6 2</td>
<td>Maximum 6 6</td>
</tr>
<tr>
<td>G1252C On a typical day that you went personal watercrafting, about how much time did you spend using the personal watercraft?</td>
<td>Count 3 790,229</td>
<td>Mean 3.333 3.094</td>
<td>Standard deviation 2.309 1.084</td>
<td>Minimum 2 2</td>
</tr>
<tr>
<td></td>
<td>25th percentile 2 2</td>
<td>Median 2 2</td>
<td>75th percentile 6 6</td>
<td>Maximum 6 6</td>
</tr>
</tbody>
</table>
### Variable Name / Question Text or Variable Label / Value Unweighted Count/Value Weighted Count/Value Weighted Percentage Standard Error

<table>
<thead>
<tr>
<th>G0601</th>
<th>During January, did you ride on a commercial boat, ship or ferry?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>8 1,761,895</td>
</tr>
<tr>
<td>No</td>
<td>1,007 198,944,805</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>1,015 200,706,700</td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>G0851K</th>
<th>How many days did you ride on a commercial boat, ship, or ferry?</th>
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</thead>
<tbody>
<tr>
<td>Count</td>
<td>8 1,761,895</td>
</tr>
<tr>
<td>Mean</td>
<td>2.375 2.421</td>
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<tr>
<td>Standard deviation</td>
<td>3.503 1.272</td>
</tr>
<tr>
<td>Minimum</td>
<td>1 1</td>
</tr>
<tr>
<td>25th percentile</td>
<td>1 1</td>
</tr>
<tr>
<td>Median</td>
<td>1 1</td>
</tr>
<tr>
<td>75th percentile</td>
<td>1.5 1</td>
</tr>
<tr>
<td>Maximum</td>
<td>11 11</td>
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</table>

<table>
<thead>
<tr>
<th>G0555</th>
<th>During January, did you ride as a passenger on a cruise ship?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>5 1,057,053</td>
</tr>
<tr>
<td>No</td>
<td>1,010 199,649,647</td>
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<tr>
<td>Subtotal valid responses</td>
<td>1,015 200,706,700</td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
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</tbody>
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<table>
<thead>
<tr>
<th>G0851P</th>
<th>How many days did you ride as a passenger on a cruise ship?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>5 1,057,053</td>
</tr>
<tr>
<td>Mean</td>
<td>7.000 5.736</td>
</tr>
<tr>
<td>Standard deviation</td>
<td>4.062 2.204</td>
</tr>
<tr>
<td>Minimum</td>
<td>1 1</td>
</tr>
<tr>
<td>25th percentile</td>
<td>5 1</td>
</tr>
<tr>
<td>Median</td>
<td>8 5</td>
</tr>
<tr>
<td>75th percentile</td>
<td>10 10</td>
</tr>
<tr>
<td>Maximum</td>
<td>11 11</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G0752</th>
<th>During January, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle, or any other means of transportation that I may not have mentioned to you.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>120 23,212,700</td>
</tr>
<tr>
<td>No</td>
<td>895 177,494,000</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>1,015 200,706,700</td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
</tr>
<tr>
<td>Variable Name / Question Text or Variable Label / Value</td>
<td>Unweighted Count/Value</td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>G2015 Considering all the costs associated with driving or riding in a personal vehicle, how satisfied are you with what it cost you to travel by personal vehicle during January?</td>
<td></td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>43</td>
</tr>
<tr>
<td>Dissatisfied</td>
<td>162</td>
</tr>
<tr>
<td>Satisfied</td>
<td>567</td>
</tr>
<tr>
<td>Very satisfied</td>
<td>176</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
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<tr>
<td>Don’t know</td>
<td>8</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
<tr>
<td>G2025 In terms of security from crime or terrorism, how secure did you feel while driving or riding in a personal vehicle in January?</td>
<td></td>
</tr>
<tr>
<td>Very insecure</td>
<td>12</td>
</tr>
<tr>
<td>Somewhat insecure</td>
<td>55</td>
</tr>
<tr>
<td>Somewhat secure</td>
<td>272</td>
</tr>
<tr>
<td>Very secure</td>
<td>609</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>948</td>
</tr>
<tr>
<td>Don’t know</td>
<td>5</td>
</tr>
<tr>
<td>Refused</td>
<td>3</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
<tr>
<td>G2045 In terms of safety from accidents, how safe did you feel while driving or riding in a personal vehicle in January?</td>
<td></td>
</tr>
<tr>
<td>Very unsafe</td>
<td>16</td>
</tr>
<tr>
<td>Somewhat unsafe</td>
<td>139</td>
</tr>
<tr>
<td>Somewhat safe</td>
<td>443</td>
</tr>
<tr>
<td>Very safe</td>
<td>351</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>949</td>
</tr>
<tr>
<td>Don’t know</td>
<td>7</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
<tr>
<td>G2065 In terms of travel time, using your personal vehicle, overall, how satisfied are you with the amount of time it took you to get where you wanted to go in January?</td>
<td></td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>28</td>
</tr>
<tr>
<td>Dissatisfied</td>
<td>98</td>
</tr>
<tr>
<td>Satisfied</td>
<td>570</td>
</tr>
<tr>
<td>Very satisfied</td>
<td>255</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>951</td>
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<tr>
<td>Don’t know</td>
<td>5</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
<tr>
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<td>Unweighted Count/Value</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td><strong>G2085 In general, how would you rate the level of convenience of traveling by personal vehicle?</strong></td>
<td></td>
</tr>
<tr>
<td>Very inconvenient</td>
<td>9</td>
</tr>
<tr>
<td>Somewhat inconvenient</td>
<td>46</td>
</tr>
<tr>
<td>Somewhat convenient</td>
<td>239</td>
</tr>
<tr>
<td>Very convenient</td>
<td>660</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>954</td>
</tr>
<tr>
<td>Don’t know</td>
<td>2</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
<tr>
<td><strong>G2093 Now please tell me, when you travel by personal vehicle, which one of the following is most important to you?</strong></td>
<td></td>
</tr>
<tr>
<td>The cost of the travel</td>
<td>62</td>
</tr>
<tr>
<td>Your security from terrorism or crime</td>
<td>31</td>
</tr>
<tr>
<td>Your safety from accidents</td>
<td>294</td>
</tr>
<tr>
<td>The amount of time it takes to complete the travel</td>
<td>119</td>
</tr>
<tr>
<td>The level of convenience of using a personal vehicle</td>
<td>438</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>944</td>
</tr>
<tr>
<td>Don’t know</td>
<td>11</td>
</tr>
<tr>
<td>Refused</td>
<td>1</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
<tr>
<td><strong>G2115 Considering all the costs associated with using public transit, how satisfied are you with what it cost you to travel by public transit during January?</strong></td>
<td></td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>6</td>
</tr>
<tr>
<td>Dissatisfied</td>
<td>10</td>
</tr>
<tr>
<td>Satisfied</td>
<td>58</td>
</tr>
<tr>
<td>Very satisfied</td>
<td>39</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>113</td>
</tr>
<tr>
<td>Don’t know</td>
<td>1</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>901</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
<tr>
<td><strong>G2125 In terms of security from crime or terrorism, how secure did you feel using public transit in January?</strong></td>
<td></td>
</tr>
<tr>
<td>Very insecure</td>
<td>2</td>
</tr>
<tr>
<td>Somewhat insecure</td>
<td>23</td>
</tr>
<tr>
<td>Somewhat secure</td>
<td>44</td>
</tr>
<tr>
<td>Very secure</td>
<td>43</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>112</td>
</tr>
<tr>
<td>Don’t know</td>
<td>2</td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>901</td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
</tr>
</tbody>
</table>
### Variable Name / Question Text or Variable Label / Value | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error
--- | --- | --- | --- | ---
**G2145 In terms of safety from accidents, how safe did you feel while using public transit in January?**

<table>
<thead>
<tr>
<th>Variable Label</th>
<th>Value</th>
<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very unsafe</td>
<td></td>
<td>2</td>
<td>501,536</td>
<td>1.89</td>
<td>1.455</td>
</tr>
<tr>
<td>Somewhat unsafe</td>
<td></td>
<td>13</td>
<td>2,200,214</td>
<td>8.30</td>
<td>2.648</td>
</tr>
<tr>
<td>Somewhat safe</td>
<td></td>
<td>45</td>
<td>9,966,613</td>
<td>37.61</td>
<td>5.418</td>
</tr>
<tr>
<td>Very safe</td>
<td></td>
<td>54</td>
<td>13,834,532</td>
<td>52.20</td>
<td>5.596</td>
</tr>
</tbody>
</table>

Subtotal valid responses: 114, 26,502,895 (100)

| Don’t know | 0 | 0 |
| Refused    | 0 | 0 |
| Appropriate skip | 901 | 174,203,805 |
| Total      | 1,015 | 200,706,700 |

**G2165 In terms of travel time on public transit, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January?**

<table>
<thead>
<tr>
<th>Variable Label</th>
<th>Value</th>
<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very dissatisfied</td>
<td></td>
<td>8</td>
<td>1,784,378</td>
<td>6.73</td>
<td>2.590</td>
</tr>
<tr>
<td>Dissatisfied</td>
<td></td>
<td>14</td>
<td>4,164,753</td>
<td>15.71</td>
<td>4.422</td>
</tr>
<tr>
<td>Satisfied</td>
<td></td>
<td>67</td>
<td>15,395,508</td>
<td>58.09</td>
<td>5.587</td>
</tr>
<tr>
<td>Very satisfied</td>
<td></td>
<td>25</td>
<td>5,158,256</td>
<td>19.46</td>
<td>4.306</td>
</tr>
</tbody>
</table>

Subtotal valid responses: 114, 26,502,895 (100)

| Don’t know | 0 | 0 |
| Refused    | 0 | 0 |
| Appropriate skip | 901 | 174,203,805 |
| Total      | 1,015 | 200,706,700 |

**G2185 In general how would you rate the level of convenience of traveling by public transit?**

<table>
<thead>
<tr>
<th>Variable Label</th>
<th>Value</th>
<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very inconvenient</td>
<td>9</td>
<td>2,113,346</td>
<td>7.97</td>
<td>2.995</td>
<td></td>
</tr>
<tr>
<td>Somewhat inconvenient</td>
<td>24</td>
<td>5,557,813</td>
<td>20.97</td>
<td>4.405</td>
<td></td>
</tr>
<tr>
<td>Somewhat convenient</td>
<td>47</td>
<td>10,854,095</td>
<td>40.95</td>
<td>5.535</td>
<td></td>
</tr>
<tr>
<td>Very convenient</td>
<td>34</td>
<td>7,977,641</td>
<td>30.10</td>
<td>5.226</td>
<td></td>
</tr>
</tbody>
</table>

Subtotal valid responses: 114, 26,502,895 (100)

| Don’t know | 0 | 0 |
| Refused    | 0 | 0 |
| Appropriate skip | 901 | 174,203,805 |
| Total      | 1,015 | 200,706,700 |

**G2193 Now please tell me, when you use public transit, which one of the following is most important to you?**

<table>
<thead>
<tr>
<th>Variable Label</th>
<th>Value</th>
<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>The cost of the travel</td>
<td>13</td>
<td>3,854,742</td>
<td>14.68</td>
<td>4.234</td>
<td></td>
</tr>
<tr>
<td>Your security from terrorism or crime</td>
<td>12</td>
<td>2,333,516</td>
<td>8.89</td>
<td>2.689</td>
<td></td>
</tr>
<tr>
<td>Your safety from accidents</td>
<td>16</td>
<td>4,688,689</td>
<td>17.86</td>
<td>4.741</td>
<td></td>
</tr>
<tr>
<td>The amount of time it takes to complete the travel</td>
<td>24</td>
<td>5,723,956</td>
<td>21.80</td>
<td>4.596</td>
<td></td>
</tr>
<tr>
<td>The level of convenience of using public transit</td>
<td>39</td>
<td>8,393,593</td>
<td>31.97</td>
<td>5.348</td>
<td></td>
</tr>
<tr>
<td>The level of customer service you receive</td>
<td>8</td>
<td>1,260,264</td>
<td>4.80</td>
<td>1.797</td>
<td></td>
</tr>
</tbody>
</table>

Subtotal valid responses: 112, 26,254,760 (100)

<p>| Don’t know | 2 | 248,135 |
| Refused    | 0 | 0 |
| Appropriate skip | 901 | 174,203,805 |
| Total      | 1,015 | 200,706,700 |</p>
<table>
<thead>
<tr>
<th>Variable Name / Question Text or Variable Label / Value</th>
<th>Unweighted Count/Value</th>
<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>G2215 Considering all the costs associated with flying on a commercial airline, how satisfied are you with what it cost you to travel by commercial airline during January?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>5</td>
<td>787,129</td>
<td>5.03</td>
<td>2.281</td>
</tr>
<tr>
<td>Dissatisfied</td>
<td>11</td>
<td>2,048,458</td>
<td>13.10</td>
<td>3.927</td>
</tr>
<tr>
<td>Satisfied</td>
<td>50</td>
<td>9,485,030</td>
<td>60.64</td>
<td>5.812</td>
</tr>
<tr>
<td>Very satisfied</td>
<td>19</td>
<td>3,321,790</td>
<td>21.24</td>
<td>4.676</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>85</td>
<td>15,642,407</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Don’t know</td>
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<td>210,832</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>929</td>
<td>184,853,461</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G2225 In terms of security from crime or terrorism, how secure did you feel while flying on a commercial airline in January?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very insecure</td>
<td>0</td>
<td>0</td>
<td>0.00</td>
<td>0.000</td>
</tr>
<tr>
<td>Somewhat insecure</td>
<td>18</td>
<td>3,899,736</td>
<td>24.60</td>
<td>5.572</td>
</tr>
<tr>
<td>Somewhat secure</td>
<td>33</td>
<td>5,453,509</td>
<td>34.40</td>
<td>5.825</td>
</tr>
<tr>
<td>Very secure</td>
<td>35</td>
<td>6,499,994</td>
<td>41.00</td>
<td>5.879</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
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<td>15,853,239</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>929</td>
<td>184,853,461</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G2245 In terms of safety from accidents, how safe did you feel while flying on a commercial airline in January?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very unsafe</td>
<td>0</td>
<td>0</td>
<td>0.00</td>
<td>0.000</td>
</tr>
<tr>
<td>Somewhat unsafe</td>
<td>7</td>
<td>1,253,873</td>
<td>7.91</td>
<td>3.094</td>
</tr>
<tr>
<td>Somewhat safe</td>
<td>40</td>
<td>7,479,019</td>
<td>47.18</td>
<td>6.074</td>
</tr>
<tr>
<td>Very safe</td>
<td>39</td>
<td>7,120,347</td>
<td>44.91</td>
<td>6.000</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>86</td>
<td>15,853,239</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
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</tr>
<tr>
<td>Appropriate skip</td>
<td>929</td>
<td>184,853,461</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G2265 In terms of travel time using commercial airlines, overall, how satisfied are you with the amount of time it took you to get where you wanted to go during January?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>3</td>
<td>427,968</td>
<td>2.70</td>
<td>1.698</td>
</tr>
<tr>
<td>Dissatisfied</td>
<td>10</td>
<td>2,256,840</td>
<td>14.24</td>
<td>4.735</td>
</tr>
<tr>
<td>Satisfied</td>
<td>38</td>
<td>6,391,882</td>
<td>40.32</td>
<td>5.857</td>
</tr>
<tr>
<td>Very satisfied</td>
<td>35</td>
<td>6,776,549</td>
<td>42.75</td>
<td>6.113</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>86</td>
<td>15,853,239</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Don’t know</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate skip</td>
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<td>184,853,461</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variable Name / Question Text or Variable Label / Value</td>
<td>Unweighted Count/Value</td>
<td>Weighted Count/Value</td>
<td>Weighted Percentage</td>
<td>Standard Error</td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
<td>------------------------</td>
<td>----------------------</td>
<td>---------------------</td>
<td>----------------</td>
</tr>
<tr>
<td><strong>G2285 In general, how would you rate the level of convenience of traveling by commercial airline?</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very inconvenient</td>
<td>4</td>
<td>710,014</td>
<td>4.48</td>
<td>2.326</td>
</tr>
<tr>
<td>Somewhat inconvenient</td>
<td>15</td>
<td>3,236,600</td>
<td>20.42</td>
<td>5.268</td>
</tr>
<tr>
<td>Somewhat convenient</td>
<td>38</td>
<td>6,812,452</td>
<td>42.97</td>
<td>6.087</td>
</tr>
<tr>
<td>Very convenient</td>
<td>29</td>
<td>5,094,173</td>
<td>32.13</td>
<td>5.463</td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>86</td>
<td>15,853,239</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Don’t know</td>
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<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate skip</td>
<td>929</td>
<td>184,853,461</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G2293 Now please tell me, when you travel by commercial airline, which of the following is most important to you?</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The cost of the travel</td>
<td>18</td>
<td>3,518,268</td>
<td>22.19</td>
<td>5.511</td>
</tr>
<tr>
<td>Your security from terrorism or crime</td>
<td>12</td>
<td>2,372,650</td>
<td>14.97</td>
<td>4.263</td>
</tr>
<tr>
<td>Your safety from accidents</td>
<td>23</td>
<td>3,790,142</td>
<td>23.91</td>
<td>4.829</td>
</tr>
<tr>
<td>The amount of time it takes to complete the travel</td>
<td>14</td>
<td>2,462,712</td>
<td>15.53</td>
<td>4.172</td>
</tr>
<tr>
<td>The level of convenience of traveling by air</td>
<td>16</td>
<td>3,108,066</td>
<td>19.61</td>
<td>5.096</td>
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<tr>
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### Section B - BTS Topical Transportation Questions

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<td><strong>B0103</strong> Last month did you commute, that is, travel routinely from home to work?</td>
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#### B0153A Altogether, about how many days did you commute to work last month?

- **Count**: 636, **Mean**: 20.343, **Standard deviation**: 5.090, **Minimum**: 1, **25th percentile**: 20, **Median**: 20, **75th percentile**: 23, **Maximum**: 31

#### B0153B Altogether, about how many days did you commute to work last month?

- **29-31 days/month**: 31, **178** days/month: 375, **8-14 days/month**: 33, **1-7 days/month**: 19, **Subtotal valid responses**: 636, **Don’t know**: 0, **Refused**: 0, **Appropriate skip**: 379, **Total**: 1,015

#### B0154A On a typical day last month, to get to work did you

- **Walk**: 7, **Drive in a personal vehicle**: 556, **Use a carpool or vanpool**: 8, **Use public transit**: 16, **Combination of modes**: 44, **Other**: 4, **Subtotal valid responses**: 635, **Don’t know**: 1, **Refused**: 0, **Appropriate skip**: 379, **Total**: 1,015

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Omnibus Household Survey Results — February 2003
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<td>B0156 Did you drive alone or were there other commuters in your car?</td>
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<tr>
<td>Alone</td>
<td>503 96,961,086</td>
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<td>Other commuters</td>
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<td>B0310 Did you work at the same location on most days?</td>
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<td>B0315 Did you work at more than one location on a typical day?</td>
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<td>32 7,282,700</td>
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<td>B0320C On a typical day, how much time did you spend traveling from worksite to worksite?</td>
<td>Count 32 7,282,700</td>
<td>Mean 1.354 1.333</td>
<td>Standard deviation 1.276 0.236</td>
<td>Minimum 0.167 0.167</td>
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<td><strong>B0352C</strong> On a typical day, how much time did a one-way, door-to-door trip from home to work take?</td>
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<td><strong>B0371</strong> Have you ever telecommuted? That is, have you ever worked 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 or self-employed persons who work at home.)</td>
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<td><strong>B0376 Are you currently participating in a telecommuting program?</strong></td>
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<td><strong>B0395 Have you ever worked at a telework center or satellite office?</strong></td>
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<td><strong>B0388 During the month of January, how many days did you work at a telework center or satellite office?</strong></td>
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<td>45.00</td>
<td>1.906</td>
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<tr>
<td>Have never flown on a commercial airline</td>
<td>134</td>
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<tr>
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<td>Refused</td>
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<td>Total</td>
<td>1,015</td>
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<tr>
<td><strong>B2321 Was the primary purpose of your trip business or work related?</strong></td>
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<tr>
<td>Yes, business/job related</td>
<td>86</td>
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<tr>
<td>No</td>
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<tr>
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<td>0</td>
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<tr>
<td>Refused</td>
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<td>0</td>
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<td></td>
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<tr>
<td>Total</td>
<td>653</td>
<td>132,305,585</td>
<td></td>
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<tr>
<td><strong>B2333 Still thinking of your most recent flight in which of the following sections was your seat located:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economy or coach section (also sometimes called the main cabin)</td>
<td>301</td>
<td>55,716,604</td>
<td>81.60</td>
<td>2.472</td>
</tr>
<tr>
<td>First class section</td>
<td>18</td>
<td>2,629,237</td>
<td>3.85</td>
<td>0.979</td>
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<tr>
<td>There were no sections in the plane; all seats were in the same section</td>
<td>36</td>
<td>8,927,242</td>
<td>13.07</td>
<td>2.294</td>
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<tr>
<td>Other</td>
<td>6</td>
<td>1,007,333</td>
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<tr>
<td>Refused</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Appropriate skip</td>
<td>653</td>
<td>132,305,585</td>
<td></td>
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</tr>
<tr>
<td>Total</td>
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<tr>
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<td>Weighted Count/Value</td>
<td>Weighted Percentage</td>
<td>Standard Error</td>
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<tr>
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<td>----------------------</td>
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</tr>
<tr>
<td><strong>B2334</strong> Was your seat located in any of the following areas:</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Business class section</td>
<td>4</td>
<td>672,839</td>
<td>66.79</td>
<td>20.730</td>
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<tr>
<td>Flight attendant’s</td>
<td>1</td>
<td>202,000</td>
<td>20.05</td>
<td>18.108</td>
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<tr>
<td>Flight crew section or “cockpit”</td>
<td>1</td>
<td>132,494</td>
<td>13.15</td>
<td>12.810</td>
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<tr>
<td>None of the sections</td>
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<td>0</td>
<td>0.00</td>
<td>0.000</td>
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<tr>
<td>Subtotal valid responses</td>
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<tr>
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<td>0</td>
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<tr>
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<tr>
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</table>

<table>
<thead>
<tr>
<th><strong>B2341</strong> Did the price paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?</th>
<th></th>
<th></th>
<th></th>
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<tr>
<td>Yes</td>
<td>201</td>
<td>38,386,819</td>
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<td>3.062</td>
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<tr>
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<td>23,365,663</td>
<td>37.84</td>
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<tr>
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<td>6,648,633</td>
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<tr>
<td>Refused</td>
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<td>0</td>
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<tr>
<td>Appropriate skip</td>
<td>653</td>
<td>132,305,585</td>
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<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
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<table>
<thead>
<tr>
<th><strong>B2601C</strong> How soon before your most recent flight did you arrive at the airport?</th>
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<tr>
<td>Mean</td>
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<tr>
<td>Standard deviation</td>
<td>0.639</td>
<td>0.039</td>
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<tr>
<td>Minimum</td>
<td>0.017</td>
<td>0.017</td>
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<td></td>
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<tr>
<td>25th percentile</td>
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<tr>
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<tr>
<td>75th percentile</td>
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<td>2</td>
<td></td>
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<tr>
<td>Maximum</td>
<td>5</td>
<td>5</td>
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</table>

<table>
<thead>
<tr>
<th><strong>B2701C</strong> How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. How long did you wait?</th>
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<th></th>
<th></th>
<th></th>
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<tr>
<td>Count</td>
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<tr>
<td>Standard deviation</td>
<td>0.427</td>
<td>0.021</td>
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<tr>
<td>Minimum</td>
<td>0.017</td>
<td>0.017</td>
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<tr>
<td>25th percentile</td>
<td>0.083</td>
<td>0.083</td>
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<tr>
<td>Median</td>
<td>0.25</td>
<td>0.25</td>
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<tr>
<td>75th percentile</td>
<td>0.333</td>
<td>0.333</td>
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<tr>
<td>Maximum</td>
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<td>5</td>
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<td>Standard Error</td>
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<td>------------------------</td>
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<td>---------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>B2751 How did you feel about the amount of time spent waiting in line at the passenger screening checkpoint? Did you feel the amount of time was</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than you expected</td>
<td>151</td>
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<td>42.34</td>
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<tr>
<td>About what you expected</td>
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<td>35,169,441</td>
<td>51.62</td>
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<tr>
<td>More than you expected</td>
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<td>4,117,305</td>
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<td>1.337</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B2801 How would you rate the thoroughness of the screening process? Would you rate it</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Inadequate</td>
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<tr>
<td>Excessive</td>
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<td>0</td>
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<tr>
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<td>132,305,585</td>
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<tr>
<td>Total</td>
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<td>200,706,700</td>
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<tr>
<td>B2853 How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have</td>
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<td></td>
<td></td>
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<tr>
<td>No confidence</td>
<td>14</td>
<td>2,432,452</td>
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<td>1.049</td>
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<tr>
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<td>12,298,202</td>
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<tr>
<td>A moderate amount of confidence</td>
<td>187</td>
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<tr>
<td>A great deal of confidence</td>
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<td>Weighted Count/Value</td>
<td>Weighted Percentage</td>
<td>Standard Error</td>
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<td>-------------------------------------------------------</td>
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<td>----------------------</td>
<td>---------------------</td>
<td>----------------</td>
</tr>
<tr>
<td><strong>B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint?</strong>&lt;br&gt;Were you</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Very unsatisfied</td>
<td>7</td>
<td>1,086,032</td>
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<td>0.653</td>
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<tr>
<td>Somewhat unsatisfied</td>
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<td>4,886,972</td>
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<tr>
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<td>132,305,585</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B2950 How satisfied were you overall with your experience at the passenger screening checkpoint?</strong>&lt;br&gt;Were you</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Very unsatisfied</td>
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<td></td>
</tr>
<tr>
<td>Refused</td>
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<td>0</td>
<td></td>
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</tr>
<tr>
<td>Appropriate skip</td>
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<td>132,305,585</td>
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<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
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<tr>
<td><strong>B2977 How consistent have screening procedures been in airports you have departed from?</strong>&lt;br&gt;Have they been</td>
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<tr>
<td>Refused</td>
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### B3002  How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have

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<th>Weighted Count/Value</th>
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<th>Standard Error</th>
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<tr>
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<td>A small amount of confidence</td>
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<td>23,313,299</td>
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<td>1.813</td>
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<tr>
<td>A moderate amount of confidence</td>
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### B3100  Have the changes in passenger screening procedures since September 11, 2001 made you

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### Section SM - Strategic Goal Questions

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| SM1175 Postpone your travel to another day |                        |                      |                     |                |
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| No                                       | 1                      | 135,811              | 100.00              | 0.000          |
| Subtotal valid responses                  | 1                      | 135,811              | 100                 |                |
| Don't know                               | 0                      | 0                    |                     |                |
| Refused                                  | 0                      | 0                    |                     |                |
| Appropriate skip                         | 1,014                  | 200,570,889          |                     |                |
| Total                                    | 1,015                  | 200,706,700          |                     |                |

| SM1180 Cancel your trip entirely |                        |                      |                     |                |
| Yes                              | 1                      | 135,811              | 100.00              | 0.000          |
| No                               | 0                      | 0                    | 0.00                | 0.000          |
| Subtotal valid responses         | 1                      | 135,811              | 100                 |                |
| Don't know                       | 0                      | 0                    |                     |                |
| Refused                          | 0                      | 0                    |                     |                |
| Appropriate skip                 | 1,014                  | 200,570,889          |                     |                |
| Total                            | 1,015                  | 200,706,700          |                     |                |

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<tr>
<td><strong>SM1255  Please tell me whether those delays caused you to...</strong></td>
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<tr>
<td>SM1260  Change the time of day you traveled</td>
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<td><strong>SM1265  Change the type of transportation you used</strong></td>
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### SM1270  Change the route you took to reach your destination

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### SM1275  Postpone your travel to another day

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### SM1280  Cancel your trip entirely

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### Section M - Operating Administration Modal Questions

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<td><strong>MNH0510 Have you driven a vehicle in the last twelve months?</strong></td>
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<td><strong>MNH0580 In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?</strong></td>
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<td>Yes</td>
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<tr>
<td><strong>MNH0600 In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?</strong></td>
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<td><strong>MNH0710 How satisfied are you with how your local community is designed for making bike riding safe? Are you</strong></td>
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<tr>
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<td>60,292,136</td>
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<td>1.726</td>
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<tr>
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<tr>
<td>MNH0715 How satisfied are you with how your local community is designed for making walking safe? Are you</td>
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<tr>
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### Section D - Demographic Questions

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<td><strong>D0061  How many registered road vehicles are available for regular use by members of your household?</strong></td>
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| **D0104  Do you have any kind of disability or health impairment?** | | | | | |
| Yes | 103 | 18,249,903 | 9.15 | 1.007 | |
| No | 908 | 181,141,936 | 90.85 | 1.007 | |
| Subtotal valid responses | 1,011 | 199,391,839 | 100 | | |
| Don’t know | 3 | 1,077,548 | | | |
| Refused | 1 | 237,313 | | | |
| Total | 1,015 | 200,706,700 | | | |

| **D1103  Due to your disability have air travel passenger screening procedures changed for you since September 11, 2001?** | | | | | |
| Yes | 6 | 1,144,459 | 22.52 | 9.247 | |
| No | 21 | 3,938,016 | 77.48 | 9.247 | |
| Subtotal valid responses | 27 | 5,082,475 | 100 | | |
| Don’t know | 0 | 0 | | | |
| Refused | 0 | 0 | | | |
| Appropriate skip | 988 | 195,624,225 | | | |
| Total | 1,015 | 200,706,700 | | | |

<p>| <strong>D0110  Does anyone else currently living in your household, including children, have any kind of disability or health impairment?</strong> | | | | | |
| Yes | 71 | 16,081,716 | 8.08 | 1.047 | |
| No | 939 | 182,933,202 | 91.92 | 1.047 | |
| Subtotal valid responses | 1,010 | 199,014,918 | 100 | | |
| Don’t know | 3 | 1,099,399 | | | |
| Refused | 2 | 592,383 | | | |
| Total | 1,015 | 200,706,700 | | | |</p>
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<th>Weighted Count/Value</th>
<th>Weighted Percentage</th>
<th>Standard Error</th>
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<td>Median</td>
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<td>75th percentile</td>
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<td>1</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Maximum</td>
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<tr>
<td><strong>D0106  Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?</strong></td>
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<td>2,781,703</td>
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<tr>
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<td>Refused</td>
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<tr>
<td><strong>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?</strong></td>
<td>Yes</td>
<td>116</td>
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<td>1</td>
<td>377,745</td>
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<td>Appropriate skip</td>
<td>858</td>
<td>170,825,666</td>
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<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0251  How many people aged 18 or older live in your household, including yourself?</strong></td>
<td>Count</td>
<td>1,008</td>
<td>198,738,846</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mean</td>
<td>2.002</td>
<td>2.344</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Standard deviation</td>
<td>0.873</td>
<td>0.049</td>
<td></td>
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<tr>
<td></td>
<td>Minimum</td>
<td>1</td>
<td>1</td>
<td></td>
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<tr>
<td></td>
<td>25th percentile</td>
<td>1</td>
<td>1</td>
<td></td>
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<tr>
<td></td>
<td>Median</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
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<td></td>
<td>75th percentile</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maximum</td>
<td>9</td>
<td>9</td>
<td></td>
<td></td>
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<td>Variable Name / Question Text or Variable Label / Value Unweighted Count/Value</td>
<td>Weighted Count/Value</td>
<td>Weighted Percentage</td>
<td>Standard Error</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>---</td>
<td>---</td>
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</tr>
<tr>
<td><strong>D0300</strong> Please stop me when I reach the category that includes your age:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>78 26,729,606</td>
<td>13.57</td>
<td>1.536</td>
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<tr>
<td>25 to 34</td>
<td>173 35,483,392</td>
<td>18.01</td>
<td>1.396</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 to 44</td>
<td>222 43,519,339</td>
<td>22.09</td>
<td>1.478</td>
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<td></td>
</tr>
<tr>
<td>45 to 54</td>
<td>214 36,790,252</td>
<td>18.67</td>
<td>1.374</td>
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<td></td>
</tr>
<tr>
<td>55 to 64</td>
<td>160 25,362,669</td>
<td>12.87</td>
<td>1.076</td>
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<td></td>
</tr>
<tr>
<td>65 to 74</td>
<td>91 17,674,768</td>
<td>8.97</td>
<td>0.968</td>
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<td></td>
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<tr>
<td>75 or older</td>
<td>65 11,470,678</td>
<td>5.82</td>
<td>0.767</td>
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<tr>
<td>Subtotal valid responses</td>
<td>1,003 197,030,704</td>
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</tr>
<tr>
<td>Don't know</td>
<td>1 719,679</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>11 2,956,317</td>
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</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0350</strong> Are you male or female?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>420 93,454,449</td>
<td>46.56</td>
<td>1.814</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td>595 107,252,251</td>
<td>53.44</td>
<td>1.814</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal valid responses</td>
<td>1,015 200,706,700</td>
<td>100</td>
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<td></td>
<td></td>
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<tr>
<td>Don't know</td>
<td>0 0</td>
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<tr>
<td>Refused</td>
<td>0 0</td>
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</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0404</strong> Do you consider yourself to be Hispanic or Latino?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>85 19,570,331</td>
<td>9.96</td>
<td>1.142</td>
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<td></td>
</tr>
<tr>
<td>No</td>
<td>915 176,883,134</td>
<td>90.04</td>
<td>1.142</td>
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<td></td>
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<tr>
<td>Subtotal valid responses</td>
<td>1,000 196,453,465</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Don't know</td>
<td>5 1,278,055</td>
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</tr>
<tr>
<td>Refused</td>
<td>10 2,975,180</td>
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<td></td>
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<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0402</strong> Is the racial group that best describes you...</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>D0402A</strong> American Indian (Native American) or Alaska Native</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Yes</td>
<td>33 4,869,428</td>
<td>2.77</td>
<td>0.605</td>
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<tr>
<td>No</td>
<td>889 171,058,225</td>
<td>97.23</td>
<td>0.605</td>
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<td></td>
</tr>
<tr>
<td>Subtotal valid responses</td>
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<td>100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Don't know</td>
<td>2 971,379</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>91 23,807,668</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
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<tr>
<td>Variable Name / Question Text or Variable Label / Value</td>
<td>Unweighted Count/Value</td>
<td>Weighted Count/Value</td>
<td>Weighted Percentage</td>
<td>Standard Error</td>
<td></td>
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<tr>
<td>-------------------------------------------------------</td>
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<td>---------------------</td>
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<td></td>
</tr>
<tr>
<td><strong>D0402B  Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Yes</td>
<td>22</td>
<td>3,788,872</td>
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<td>0.513</td>
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<tr>
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<td>97.85</td>
<td>0.513</td>
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<td>Subtotal valid responses</td>
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<td>175,927,653</td>
<td>100</td>
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<tr>
<td>Don't know</td>
<td>2</td>
<td>971,379</td>
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<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>D0402C  Black or African-American</strong></td>
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<tr>
<td>Yes</td>
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<tr>
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<td>2</td>
<td>971,379</td>
<td></td>
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<tr>
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<td>91</td>
<td>23,807,668</td>
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</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0402D  Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Yes</td>
<td>3</td>
<td>563,523</td>
<td>0.32</td>
<td>0.202</td>
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<td>175,364,130</td>
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<tr>
<td>Don't know</td>
<td>2</td>
<td>971,379</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>91</td>
<td>23,807,668</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0402E  White (Caucasian, Anglo)</strong></td>
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<tr>
<td>Yes</td>
<td>782</td>
<td>145,570,756</td>
<td>82.74</td>
<td>1.569</td>
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<td>30,356,897</td>
<td>17.26</td>
<td>1.569</td>
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<tr>
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<td>175,927,653</td>
<td>100</td>
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<tr>
<td>Don't know</td>
<td>2</td>
<td>971,379</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>91</td>
<td>23,807,668</td>
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<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
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<tr>
<td><strong>D0402F  Other</strong></td>
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<tr>
<td>Yes</td>
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<td>0</td>
<td>0.00</td>
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</tr>
<tr>
<td>No</td>
<td>922</td>
<td>175,927,653</td>
<td>100.00</td>
<td>0.000</td>
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</tr>
<tr>
<td>Subtotal valid responses</td>
<td>922</td>
<td>175,927,653</td>
<td>100</td>
<td></td>
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<tr>
<td>Don't know</td>
<td>2</td>
<td>971,379</td>
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<tr>
<td>Refused</td>
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<td>23,807,668</td>
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<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
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<tr>
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<td>Unweighted Count/Value</td>
<td>Weighted Count/Value</td>
<td>Weighted Percentage</td>
<td>Standard Error</td>
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<td>----------------------</td>
<td>---------------------</td>
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</tr>
<tr>
<td>D0450 What is the highest level of education you have completed?</td>
<td></td>
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<td></td>
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<tr>
<td>Less than high school graduate</td>
<td>81 18,498,990</td>
<td>9.40</td>
<td>1.156</td>
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<td></td>
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<tr>
<td>High school graduate (or GED)</td>
<td>292 61,392,976</td>
<td>31.20</td>
<td>1.718</td>
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<td></td>
</tr>
<tr>
<td>Some college (or technical vocational school/professional business school)</td>
<td>187 35,756,119</td>
<td>18.17</td>
<td>1.365</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two-year college degree (AA: Associate in Arts)</td>
<td>94 17,806,347</td>
<td>9.05</td>
<td>1.078</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Four-year college degree (BA or BS: Bachelor of Arts of Science degree)</td>
<td>218 38,800,464</td>
<td>19.72</td>
<td>1.367</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)</td>
<td>130 24,494,821</td>
<td>12.45</td>
<td>1.148</td>
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<td>1.000</td>
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<tr>
<td>Don't know</td>
<td>2 847,681</td>
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<tr>
<td>Refused</td>
<td>11 3,109,302</td>
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<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D0501 Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Under $15,000</td>
<td>90 18,690,234</td>
<td>10.77</td>
<td>1.301</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From $15,000 to less than $30,000</td>
<td>152 27,900,447</td>
<td>16.08</td>
<td>1.387</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From $30,000 to less than $50,000</td>
<td>231 44,633,846</td>
<td>25.72</td>
<td>1.651</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From $50,000 to less than $75,000</td>
<td>178 35,243,423</td>
<td>20.31</td>
<td>1.545</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From $75,000 to less than $100,000</td>
<td>102 20,523,647</td>
<td>11.83</td>
<td>1.203</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>131 26,548,520</td>
<td>15.30</td>
<td>1.444</td>
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<tr>
<td>Subtotal valid responses</td>
<td>884 173,540,117</td>
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<tr>
<td>Don't know</td>
<td>40 11,011,572</td>
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</tr>
<tr>
<td>Refused</td>
<td>91 16,155,011</td>
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</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D0900 Last month, did you do any work for pay or profit?</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Yes</td>
<td>627 125,388,281</td>
<td>63.79</td>
<td>1.719</td>
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<tr>
<td>No</td>
<td>374 71,185,946</td>
<td>36.21</td>
<td>1.719</td>
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<tr>
<td>Subtotal valid responses</td>
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<td>100</td>
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</tr>
<tr>
<td>Don't know</td>
<td>2 938,234</td>
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<td></td>
</tr>
<tr>
<td>Refused</td>
<td>12 3,194,239</td>
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<td></td>
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</tr>
<tr>
<td>Total</td>
<td>1,015 200,706,700</td>
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<td></td>
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<tr>
<td>Variable Name / Question Text or Variable Label / Value Unweighted Count/Value</td>
<td>Weighted Count/Value</td>
<td>Weighted Percentage</td>
<td>Standard Error</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0553 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td>847</td>
<td>177,053,715</td>
<td>90.18</td>
<td>0.879</td>
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<tr>
<td>One</td>
<td>126</td>
<td>16,430,247</td>
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<td>0.314</td>
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<td>7</td>
<td>586,566</td>
<td>0.30</td>
<td>0.117</td>
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<td>Four or more</td>
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<td>0.00</td>
<td>0.000</td>
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<tr>
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<td>100</td>
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<td></td>
</tr>
<tr>
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<td>1,400,422</td>
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</tr>
<tr>
<td>Refused</td>
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<td>2,965,218</td>
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</tr>
<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?</strong></td>
<td></td>
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<td></td>
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<tr>
<td>Household use only</td>
<td>83</td>
<td>10,478,323</td>
<td>54.71</td>
<td>4.585</td>
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<tr>
<td>Business use only</td>
<td>27</td>
<td>3,404,889</td>
<td>17.78</td>
<td>3.644</td>
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<tr>
<td>Both household and business use</td>
<td>44</td>
<td>5,268,559</td>
<td>27.51</td>
<td>4.065</td>
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<tr>
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<td>19,151,771</td>
<td>100</td>
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<td>0</td>
<td>0</td>
<td></td>
<td></td>
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<td>Appropriate skip</td>
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<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
<td></td>
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</tr>
<tr>
<td><strong>D0810 Did your household receive an advance notice in the mail concerning this study?</strong></td>
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<tr>
<td>Yes</td>
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<td>32.81</td>
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<tr>
<td>No</td>
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<td>67.19</td>
<td>1.725</td>
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<tr>
<td>Total</td>
<td>1,015</td>
<td>200,706,700</td>
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