

# Household Survey Results

## July 2002



# **General Methodology of the Omnibus Survey: July 2001 to Present**

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## **INTRODUCTION AND BACKGROUND**

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

This document contains the following information:

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

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## **1. SAMPLE DESIGN**

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### **Target Population**

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

### **Sampling Frame and Selection**

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

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

**Table 1: Census Bureau Regions and Divisions**

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

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

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

### **RDD Sample**

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

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

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

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

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

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

### **ID-PLUS**

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

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

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

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

### **Address Matching**

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

## Precision of Estimates

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

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

Where  $p_s$  is the estimated (sample) proportion;

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

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

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

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

Or

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

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

$n$  is the sample size.

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

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

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## 2. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

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

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

### Base Sampling Weights

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

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

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

### Adjustment for Unit Non-Response

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Post-Stratification Adjustments

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

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

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

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

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

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



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

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

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

Where:

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

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

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

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

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

## Trimming of Final Analysis Weights

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

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

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

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

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

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### 3. VARIANCE ESTIMATION

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

#### Variance Estimation Methodology

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

#### Software

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

#### Methods

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

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

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

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

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

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

## Degrees of Freedom and Precision

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

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

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

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

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## **4. DATA COLLECTION METHODOLOGY**

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### **Expert Panel Review**

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

### **Cognitive Interviews**

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

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

### **Interview Procedures**

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

#### **Pre-Testing**

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

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

#### **Interviewer Training**

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

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

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

## **I. ORIENTATION**

Introduction to M. Davis and Company, Inc.

Welcome

MDAC Way

Organizational Chart

Your Job Description/Responsibilities

Policies and Procedures

## **II. TRAINING**

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

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

What is marketing and opinion research?

Types of interviews

Techniques used in data collection

Survey settings

Overview of the marketing and opinion research process

Key Terms

### B. The Interviewer's Role

Appropriate Attitude

Characteristics of a successful interviewer

Recruiting Respondents

The "Art" of Interviewing

Key Terms

### C. Respondents

Relating to Respondents

"Training" Respondents

Building and Maintaining Rapport

"Active Listening"

Callback Scenarios and Procedures

Terminations

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

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

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

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

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

### **Pre-Contact Letter**

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

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

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

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

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



## **Call Attempts and Callbacks**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Disposition Codes**

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

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

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

**Scope Undetermined:**

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

**In-Scope Numbers:**

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

**Household Screening**

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

**Interviewing Methods**

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

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

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

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

## **Data Quality Control Procedures**

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

Our interviewer training for administering telephone surveys included:

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

## **Interviewer Performance**

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

## **Other Procedures**

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

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

## **Summary of Data Cleaning**

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

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

## **Treatment of Missing Values**

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

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

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

## Response Rates

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

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

## Non-Response Methods

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

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

## Reasons for Non-Response

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

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

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## Omnibus Survey: July 2002 Month Specific Information

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

The July 2002 survey collected data from July 13, 2002 through July 22, 2002. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,079 cases, and the total number of variables in the public-use dataset is 146. The data were collected by M. Davis and Company (MDAC), under contract with the BTS.

### Sample Telephone Number Selection

There were 8,200 telephone numbers for the July 2002 survey. A total of 5,212 of these numbers were identified as working residential numbers and were divided into 104 replicates. Each of the 70 fielding replicates released initially contained approximately 50 households. No additional replicates were released during Fielding. Eight (8) unused replicates from July's sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Twenty-six (26) of the 104 July replicates were not utilized in the actual interviewing, resulting in 3,512 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 261,905,600. The total number of telephone numbers in the sample (numbers dialed) is 3,512.

### Specific Weight Adjustment for Households with Multiple Telephone Numbers

Some households have multiple telephone lines for voice communication.

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

**Table 1: Number of Telephone Lines per Household**

	<b>Value</b>
Mean	1.193
Standard deviation	0.502
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5



## Specific Weight Adjustment for Number of Eligible Household Members

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

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

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

	Value
Mean	1.970
Standard deviation	0.834
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	7

## Post-Stratification Weight Adjustments

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

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

**Table 3: Post-Stratification Cells**

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (Any Race)	46	10,167,034
2	Male - Non-Hispanic Black	40	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	27	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	66	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	93	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	87	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	39	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	47	11,755,768
9	Male - Non-Hispanic Other	39	4,146,032
10	Female - Hispanic (Any Race)	51	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	28	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	25	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	34	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	50	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	85	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	95	14,513,973

17	Female - Age 55 – 64 - Non-Hispanic White	72	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	95	15,762,147
19	Female - Non-Hispanic Other	37	4,762,691
N/A	Missing Demographic Information	23	N/A
<b>TOTAL</b>		<b>1,079</b>	<b>200,706,700</b>

### Data Collection Schedule

The survey was conducted over a ten-day period, from July 13 through July 22. A total of 1,079 interviews were completed during the survey period.

### Disposition of Sample Telephone Numbers

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 44.6 percent.

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

Disposition Category	Number of Households
<b>Telephone Numbers Available</b>	<b>4,812</b>
<b>Telephone Numbers Released</b>	<b>3,512</b>
<b>Telephone Numbers Not Dialed</b>	<b>0</b>
<b>Telephone Numbers Dialed</b>	<b>3,512</b>
<b>Out-of-Scope Numbers (Ineligible)</b>	<b>890</b>
BG - Business	197
CF - Computer/Fax	298
DS - Disconnected number	336
NC - Number change	23
NQ - No one 18 years old or older in household	12
UNB - Unavailable before and during study period	24
<b>Scope Undetermined</b>	<b>655</b>
NA - No answer	333
BZ - Busy	0
AM - Answering machine	82
LM - Left message	10
CCC - Cannot complete call	2
PM - Privacy manager	23
NQL - Eligibility undetermined because of language problems or deafness	55
RFI - Refused to speak with interviewer (screening incomplete)	49
HRI - Hard refusal *	101
OD - Maximum call attempts reached	0
<b>In-Scope Numbers</b>	<b>1,967</b>
Complete	1,079
Partial Complete	28
NAQ - No Answer Qualified	313
BZQ - Busy Qualified	2

<b>Disposition Category</b>	<b>Number of Households</b>
AMQ - Answering Machine Qualified	200
LMQ - Left Message Qualified	16
CCQ - Cannot Complete Call Qualified	2
PMQ - Privacy Manager Qualified	9
CB - Callback	185
CBS - Callback Spanish	0
DL - Deaf/Language	56
RFQ - Respondent refusal	6
UN - Unavailable	49
DR - Respondent deceased prior to completion of interview	0
AC - The area code is changed but not the number	0
HRQ - Hard refusal *	22
<b>CASRO Response Rate</b>	<b>44.6%</b>

*\* Note: Beginning in March 2002, and for all future months, to more accurately reflect the breadth of cases that fall within the HRI and HRQ categories the words "Hard Refusal" have replaced the words "Requested name be removed from calling list".*

## JULY 2002 FINAL ANNOTATED SURVEY QUESTIONNAIRE

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

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

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

Formatting conventions for this document:

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

## Section F – Introduction and Respondent Selection

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

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

HIT "RETURN" TO CONTINUE

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

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

TERMINATE CALL

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

HIT "RETURN" TO CONTINUE

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

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

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

TERMINATE CALL

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

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

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

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

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

HIT "RETURN" TO SCHEDULE CALLBACK

F0351. REPEAT F0054 IF NECESSARY. THEN SAY...

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

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

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

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

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

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

HIT "RETURN" TO CONTINUE

*Skip to F0550*

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

HIT "RETURN" TO ARRANGE A CALLBACK. HIT "RETURN" TO CONTINUE.

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

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

HIT "RETURN" TO CONTINUE

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

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

ARRANGE A CALLBACK. HIT "RETURN" TO CONTINUE.

**Section G - General Transportation Core Questions**

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

HIT "RETURN" TO CONTINUE

G0103. **During June, 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 June, 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 June, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.**

- 1) Yes
- 2) No (*Skip to G0819*)

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

\_\_\_\_days

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

- 1) Yes
- 2) No

*If G0302 = 2 skip to G0201*



G3000. **Please tell me the main reason you used public transit last month.**  
(CODE THE FIRST REASON GIVEN) (DO NOT READ LIST)

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

G3050. **Consider your most recent trip using public transit. What was the primary purpose of the trip?** (CODE PRIMARY PURPOSE) (DO NOT READ LIST)

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

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

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

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

\_\_\_\_\_ days

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

\_\_\_\_\_ days

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

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

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

\_\_\_\_\_ days

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

\_\_\_\_\_ days

*Skip to G0350*

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

- 1) Yes
- 2) No

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

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

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

\_\_\_\_\_ days

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

\_\_\_\_\_ days

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

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

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

\_\_\_\_ days

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

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

G0851I. **How many days did you ride your bicycle? (ENTER NUMBER)**

\_\_\_\_ days

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

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

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

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

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

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

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

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

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

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

\_\_\_\_ days

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

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

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

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

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

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

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

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

- 1) Yes
- 2) No

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

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

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

\_\_\_\_days

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

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

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

\_\_\_\_days

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

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

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

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

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

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

\_\_\_\_ days

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

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

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

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

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

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

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_ days

**Section B - BTS Topical Transportation Questions**

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HIT "RETURN" TO CONTINUE

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

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

*If B2311 < = 05 2002 or B2311 = 07 2002 then skip to B2314*

*If B2311 = 06 2002 and G0350 = 1 then skip to B2314*

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

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

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

\_\_\_\_\_

INTERVIEWER: HIT "ESCAPE" KEY AFTER ENTERING INFORMATION

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

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



B2333. **Still thinking of your most recent flight, which may have been a return flight on a round-trip ticket, in which of the following sections was your seat located: (READ ENTIRE LIST EXCEPT REFUSED/DON'T KNOW)**

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

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

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

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

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

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

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

B2700. **How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. Did you wait... (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY)**

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

B2750. **How satisfied were you with the time that you waited in line at the passenger screening checkpoint? Were you... (READ LIST)**

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

B2800. **How would you rate the intensity of screening that you received? Would you rate it... (READ LIST)**

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

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

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

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

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

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

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

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

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

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

*Go to B3100*

B3000. **On a scale of 1 to 5, where 1 means not confident and 5 means very confident, how confident are you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? (INTERVIEWER: IF NECESSARY, REMIND RESPONDENT THEY CAN USE ANY NUMBER BETWEEN 1 AND 5.)**

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

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

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

**Section SS - Strategic Goal Questions**

SS0050. **Now I want to ask your opinion on some safety-related transportation issues.**

HIT "RETURN" TO CONTINUE

SS0101. **Using a scale from 1 to 5 where "1" means not at all concerned and "5" means very concerned, please tell me how concerned you are about the following risks to your personal safety. Consider all the types of transportation.**

		Not at All Concerned			Very Concerned	
SS0400.	<b>The risk of being in any kind of transportation accident. Include all types of transportation.</b>	1	2	3	4	5
SS0151.	<b>Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.</b>	1	2	3	4	5
SS0251.	<b>Safety risks due to mechanical equipment failure. Include all types of transportation.</b>	1	2	3	4	5
SS0201.	<b>Safety risks due to the dangerous behavior of others (such as aggression, road rage, air rage, and drunk driving).</b>	1	2	3	4	5
SS0450.	<b>Safety risks due to the poor condition of roads, runways, or rail lines.</b>	1	2	3	4	5
SS0301.	<b>Safety risks from hazardous chemicals released in a transportation accident.</b>	1	2	3	4	5
SS0500.	<b>Safety risks from large fuel or natural gas pipelines in your community.</b>	1	2	3	4	5

SS1000. **I just asked about your concern with various transportation issues.**

HIT "RETURN" TO CONTINUE

SS1010. **Now, using a scale from 1 to 5 where "1" means very dissatisfied and "5" means very satisfied, please tell me how satisfied you are about what the Federal government is doing to address the following transportation safety issues:**

		Very Dissatisfied			Very Satisfied	
SS1050.	<b>Establishing effective passenger vehicle safety standards.</b>	1	2	3	4	5
SS1100.	<b>Establishing effective safety standards for large trucks.</b>	1	2	3	4	5
SS1300.	<b>Establishing effective safety standards for airport security.</b>	1	2	3	4	5
SS1150.	<b>Ensuring the safe take-off and landing of aircraft through the air traffic control system.</b>	1	2	3	4	5
SS1350.	<b>Ensuring the safety of commercial aircraft passengers.</b>	1	2	3	4	5
SS1250.	<b>Ensuring the safe transportation of hazardous chemicals.</b>	1	2	3	4	5
SS1200.	<b>Assuring the safety of large fuel and natural gas pipelines in your community.</b>	1	2	3	4	5

**Section M - Operating Administration Modal Questions**

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

**Section D - Demographic Questions**

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

HIT "RETURN" TO CONTINUE

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

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

INTERVIEWER: IF RESPONDENT ANSWERS 10 OR MORE, RECORD AS 10.

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

- 1) Yes (*if B2311 <09 2001 or B2311 = 5 then go to D0103 else go to D1101*)
- 2) No (*Skip to D0103*)

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

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

D1102. **How have they changed?**

\_\_\_\_\_

INTERVIEWER: HIT "ESCAPE" KEY AFTER ENTERING INFORMATION.

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

- 1) Yes
- 2) No

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

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

\_\_\_\_\_

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

\_\_\_\_\_ people

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

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

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

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

- 1) Male
- 2) Female



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

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

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

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

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

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

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

- 1) Yes
- 2) No

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

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

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

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

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

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

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

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

HIT "RETURN" TO CONTINUE

## Section I - Interviewer Close Out Questions

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

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

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

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

- 11) Text of response
- 99) No notes to add

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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851B	G0851B	Carpool/Vanpool - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0302	G0302	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851C	G0851C	Public Transit - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0819	G0819	Public Trans - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G3000	G3000A	Public Transit - Reason for Using	01	Have no vehicle available	Num	8	USEPTWHY
			02	Cheaper/Costs less/Saves money/Parking too expensive			
			03	Faster than other means of transportation			
			04	More convenient than other means of transportation			
			05	Less impact on the environment than other means of transportation			
			06	Parking not available			
			07	Away from home on business or pleasure travel			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G3000	G3000B	Public Transit - Other Reason for Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G3050	G3050A	Public Transit - Trip Purpose	1	Work	Num	8	PTPURP
			2	School			
			3	Shopping			
			4	Recreation (movie, dining out, etc.)			
			5	Visit friends/relatives			
			6	Errands (post office, dry cleaning, etc.)			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3050	G3050B	Public Transit - Other Trip Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851D	G0851D	Bus - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902B	G0902B	Bus - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851E	G0851E	Train - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0880	G0880	AMTRAK - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0350	G0350	Use - Commercial Airline	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851F	G0851F	Commercial Airline - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902D	G0902D	Com Airline - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0401	G0401	Use - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851G	G0851G	Other Aircraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902E	G0902E	Other Aircraft - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0452	G0452	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851H	G0851H	Motorcycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0501	G0501	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851I	G0851I	Bicycle - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0952	G0952B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1001	G1001A	Bicycle - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G1001	G1001C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	01	Paved roads, not on shoulder	Num	8	ROADTYPA
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			04	Sidewalks			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			07	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1051	G1051B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0551	G0551	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851J	G0851J	Walk - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWYA
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, walking the dog, and so on)			
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102B	Walk - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1151	G1151A	Walk - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151B	Walk - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202A	Walk - Type of Road	01	Paved roads, not on shoulder	Num	8	ROADTYPB
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			04	Sidewalks			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			07	Track			
			08	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1202	G1202B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0601	G0601	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851K	G0851K	Commercial Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0652	G0652	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851L	G0851L	Watercraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251A	Watercraft - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1251	G1251C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0851M	G0851M	Recreational Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1258	G1258C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0780	G0780	Use - Other Means of Transportation - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0851N	G0851N	Other Means of Transportation - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0103	B0103	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B0152	B0152	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	8-14 days/month			
			5	1-7 days/month			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B0352	B0352C	Commuter to Work - Trip Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311A	Com Airline - Most Recent Flight - When	1	Enter month and year	Num	8	TRIPTIME
			2	Less than three months ago			
			3	More than three months ago but less than one year ago			
			4	More than one year ago			
			5	Have never flown on a commercial airline			
			.D	Don't know			
			.R	Refused			
B2311	B2311B	Com Airline - Most Recent Flight - Month			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311C	Com Airline - Most Recent Flight - Year			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312A	Com Airline - Most Recent Flight - Month2			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2312	B2312B	Com Airline - Most Recent Flight - Year2			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2314	B2314	Com Airline - Most Recent Flight - Airport	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
B2321	B2321	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B2333	B2333A	Com Airline - Most Recent Flight - Section	1	Economy or coach section (also sometimes called the main cabin)	Num	8	TRIPSECT
			2	First class section			
			3	There were no sections in the plane; all seats were in the same section			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2332	B2333B	Com Airline - Most Recent Flight - Other Section	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
B2341	B2341	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2600	B2600	Com Airline - Most Recent Flight - Time Before Flight	1	Less than 30 minutes before your flight	Num	8	TRIPARR
			2	30 minutes to less than 60 minutes			
			3	60 minutes to less than 90 minutes			
			4	90 minutes to less than two hours before your flight			
			5	Two hours to less than three hours			
			6	Three hours or more before your flight			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2650	B2650	Com Airline - Most Recent Flight - Ticket Counter	01	Less than 15 minutes to check in	Num	8	CHECTIME
			02	15 minutes to less than 30 minutes			
			03	30 minutes to less than 60 minutes			
			04	60 minutes to less than 90 minutes to check in			
			05	90 minutes to less than two hours			
			06	Two hours to less than three hours			
			07	Three hours or more to check in			
			08	Did not check in at the ticket counter			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B2700	B2700	Com Airline - Most Recent Flight - Screening - Time	1	Less than 15 minutes to go through the checkpoint	Num	8	SCRETIME
			2	15 minutes to less than 30 minutes			
			3	30 minutes to less than 60 minutes			
			4	60 minutes to less than 90 minutes to go through the checkpoint			
			5	90 minutes to less than two hours			
			6	Two hours to less than three hours			
			7	Three hours or more to go through the checkpoint			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2750	B2750	Com Airline - Most Recent Flight - Screening - Time - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2800	B2800	Com Airline - Most Recent Flight - Screening - Intensity	1	Inadequate	Num	8	SCREINTE
			2	Adequate			
			3	Excessive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2851	B2851	Com Airline - Most Recent Flight - Screening - Confidence	1	Not confident	Num	8	SCRECNFB
			2				
			3				
			4				
			5	Very confident			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B2900	B2900	Com Airline - Most Recent Flight - Screening - Courtesy - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2950	B2950	Com Airline - Most Recent Flight - Screening - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI
			2	Somewhat unsatisfied			
			3	Neither unsatisfied nor satisfied			
			4	Somewhat satisfied			
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2975	B2975	Com Airline - Screening - Consistent	1	Very inconsistent	Num	8	SCRECONS
			2	Somewhat inconsistent			
			3	Somewhat consistent			
			4	Very consistent			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
			B3000	B3000			
2							
3							
4							
5	Very confident						
.D	Don't know						
.R	Refused						
.S	Appropriate skip						
B3100	B3100	Com Airline - Screening - Recent Changes	1	Less inclined to travel by commercial airline	Num	8	AIRIMPCT
			2	More inclined to travel by commercial airline			
			3	Have had no effect on your commercial airline travel			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
SS0400	SS0400	Concern - Safety Risks - Accident	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0151	SS0151	Concern - Safety Risks - Unskilled/Impaired Operators	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0251	SS0251	Concern - Safety Risks - Mechanical Equipment Failure	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0201	SS0201	Concern - Safety Risks - Dangerous Behavior of Others	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0450	SS0450	Concern - Safety Risks - Poor Condition of Infrastructures	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
SS0301	SS0301	Concern - Safety Risks - Hazardous Chemicals	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS0500	SS0500	Concern - Safety Risks - Large Pipelines	1	Not at all concerned	Num	8	CONCERN
			2				
			3				
			4				
			5	Very concerned			
			.D	Don't know			
			.R	Refused			
SS1050	SS1050	Satisfaction - Safety - Passenger Vehicle	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1100	SS1100	Satisfaction - Safety - Large Trucks	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1300	SS1300	Satisfaction - Safety - Airport Security	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
SS1150	SS1150	Satisfaction - Safety - Takeoff/Landing of Aircraft	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1350	SS1350	Satisfaction - Safety - Commercial Aircraft	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1250	SS1250	Satisfaction - Safety - Hazardous Chemicals	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1200	SS1200	Satisfaction - Safety - Large Pipelines	1	Very dissatisfied	Num	8	SATIS
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
D0061	D0061	Registered Vehicles			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
D0101	D0101	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
D1101	D1101	Disability - Screening - Change	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D1102	D1102	Disability - Screening - Change - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
D0103	D0103	Disability - Other HH Members	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0105	D0105	Disability - Nb of Other HH Members		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0106	D0106	Disability - Adaptive Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0107	D0107	Disability - Contact Again	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0251	D0251	Nb of People 18+ in HH		_____ people	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			
D0401	D0401A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401E	Group - Native Hawaiian or Other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401F	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0401	D0401H	Group - Other - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts or Science degree)			
			6	Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)			
			.D	Don't know			
.R	Refused						
D0501	D0501	HH Income	1	Under \$15,000	Num	8	INCOME
			2	From \$15,000 to less than \$30,000			
			3	From \$30,000 to less than \$50,000			
			4	From \$50,000 to less than \$75,000			
			5	From \$75,000 to less than \$100,000			
			6	\$100,000 or more			
			.D	Don't know			
.R	Refused						
D0900	D0900	Work	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0552	D0552	Additional Phone Lines - Number	0	None	Num	8	ADPHONE
			1	One			
			2	Two			
			3	Three			
			4	Four or more			
			.D	Don't know			
.R	Refused						

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0751	D0751	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
	BASEWGT	Base Weight			Num	8	FORNUM
	NR_FACT	Nonresponse Adjustment Factor			Num	8	FORNUM
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	FORNUM
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	FORNUM
	CEN_FACT	Census Population Adjustment Factor			Num	8	FORNUM
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	FORNUM
	FNLWGT	Final Weight			Num	8	FORNUM
	BTRIWGT	Weight Before Trimming			Num	8	FORNUM
	ISTRIM	Weight was Trimmed			Num	8	FORNUM



# Omnibus Survey: July 2002 Marginal Frequency Distributions

Survey Period: July 13, 2002 - July 22, 2002

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section G - General Transportation Core Questions</b>				
<b>G0103 During June, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)</b>				
Yes	1,035	190,608,629	95.04	0.836
No	43	9,938,708	4.96	0.836
Subtotal valid responses	1,078	200,547,337	100	
Don't know	1	159,363		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851A How many days did you drive or ride?</b>				
Count	1,013	187,099,678		
Mean	25.458	25.768		
Standard deviation	8.040	0.263		
Minimum	1	1		
25th percentile	25	25		
Median	30	30		
75th percentile	30	30		
Maximum	30	30		
<b>G0150 During June, did you drive or ride in an organized carpool or vanpool?</b>				
Yes	54	8,990,477	4.48	0.682
No	1,025	191,716,223	95.52	0.682
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851B How many days did you drive or ride?</b>				
Count	54	8,990,477		
Mean	10.500	11.549		
Standard deviation	9.390	1.614		
Minimum	1	1		
25th percentile	2	2		
Median	5	8		
75th percentile	20	20		
Maximum	30	30		
<b>G0302 During June, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.</b>				
Yes	166	32,671,364	16.29	1.282
No	912	167,891,167	83.71	1.282
Subtotal valid responses	1,078	200,562,531	100	
Don't know	1	144,169		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851C How many days did you use it?</b>				
Count	165	32,602,076		
Mean	9.091	9.047		
Standard deviation	9.427	0.858		
Minimum	1	1		
25th percentile	2	2		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Median	5	5		
75th percentile	15	15		
Maximum	30	30		
<b>G0819 Is public transportation available in your area?</b>				
Yes	746	140,293,300	71.17	1.438
No	312	56,828,751	28.83	1.438
Subtotal valid responses	1,058	197,122,051	100	
Don't know	21	3,584,649		
Refused	0	0		
Total	1,079	200,706,700		
<b>G3000A Please tell me the main reason you used public transit last month.</b>				
Have no vehicle available	48	10,373,871	31.83	4.291
Cheaper/Costs less/Saves money/Parking too expensive	15	2,883,493	8.85	2.461
Faster than other means of transportation	11	2,023,383	6.21	2.185
More convenient than other means of transportation	53	10,342,927	31.74	4.155
Less impact on the environment than other means of transportation	0	0	0.00	0.000
Parking not available	12	2,383,782	7.31	2.159
Away from home on business or pleasure travel	22	3,905,515	11.98	2.572
Other	4	674,611	2.07	1.219
Subtotal valid responses	165	32,587,582	100	
Don't know	1	83,782		
Refused	0	0		
Appropriate skip	913	168,035,336		
Total	1,079	200,706,700		
<b>G3050A Consider your most recent trip using public transit. What was the primary purpose of the trip?</b>				
Work	60	11,456,978	35.07	4.204
School	3	651,617	1.99	1.195
Shopping	22	4,188,146	12.82	2.887
Recreation (movie, dining out, etc.)	45	9,654,812	29.55	4.118
Visit friends/relatives	6	1,530,820	4.69	2.333
Errands (post office, dry cleaning, etc.)	25	4,427,737	13.55	2.941
Other	5	761,254	2.33	1.094
Subtotal valid responses	166	32,671,364	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	913	168,035,336		
Total	1,079	200,706,700		
<b>G0201 During June, did you ride on a city-to-city bus, such as Greyhound?</b>				
Yes	8	1,376,205	0.69	0.249
No	1,071	199,330,495	99.31	0.249
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851D How many days did you ride on it?</b>				
Count	8	1,376,205		
Mean	2.375	2.226		
Standard deviation	1.996	0.565		
Minimum	1	1		
25th percentile	1	1		
Median	1.5	2		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
75th percentile	3.5	2		
Maximum	6	6		
<b>G0902B And of these days, how many were for business or work?</b>				
Count	8	1,376,205		
Mean	1.875	1.721		
Standard deviation	2.357	0.683		
Minimum	0	0		
25th percentile	0	0		
Median	1	1		
75th percentile	3.5	2		
Maximum	6	6		
<b>G0251 During June, did you ride on a city-to-city train, such as AMTRAK?</b>				
Yes	18	3,400,325	1.69	0.482
No	1,061	197,306,375	98.31	0.482
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851E How many days did you ride on it?</b>				
Count	18	3,400,325		
Mean	4.278	3.376		
Standard deviation	5.074	0.945		
Minimum	1	1		
25th percentile	2	1		
Median	2	2		
75th percentile	3	3		
Maximum	20	20		
<b>G0902C And of these days, how many were for business or work?</b>				
Count	18	3,400,325		
Mean	2.444	1.896		
Standard deviation	5.294	0.972		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	1		
Maximum	20	20		
<b>G0880 In your area, do you have long distance, city-to-city train service such as AMTRAK?</b>				
Yes	544	103,046,958	54.91	1.685
No	465	84,611,180	45.09	1.685
Subtotal valid responses	1,009	187,658,138	100	
Don't know	52	9,648,237		
Refused	0	0		
Appropriate skip	18	3,400,325		
Total	1,079	200,706,700		
<b>G0350 During June, did you fly on a commercial airline?</b>				
Yes	145	24,475,390	12.19	1.071
No	934	176,231,310	87.81	1.071
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0851F How many days did you fly on a commercial airline?</b>				
Count	145	24,475,390		
Mean	2.628	2.736		
Standard deviation	1.810	0.175		
Minimum	1	1		
25th percentile	2	2		
Median	2	2		
75th percentile	3	4		
Maximum	12	12		
<b>G0902D And of these days, how many were for business or work?</b>				
Count	145	24,475,390		
Mean	1.262	1.309		
Standard deviation	2.141	0.202		
Minimum	0	0		
25th percentile	0	0		
Median	0	0		
75th percentile	2	2		
Maximum	12	12		
<b>G0401 During June, did you fly on a charter, private, or corporate airplane or helicopter?</b>				
Yes	15	3,422,217	1.71	0.496
No	1,064	197,284,483	98.29	0.496
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?</b>				
Count	15	3,422,217		
Mean	3.133	2.652		
Standard deviation	4.779	0.761		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	3	2		
Maximum	20	20		
<b>G0902E And of these days, how many were for business or work?</b>				
Count	15	3,422,217		
Mean	2.533	2.080		
Standard deviation	5.041	0.832		
Minimum	0	0		
25th percentile	0	0		
Median	1	1		
75th percentile	3	2		
Maximum	20	20		
<b>G0452 During June, did you drive or ride on a motorcycle, including a motorized scooter, or a motorized bicycle (such as a moped) or an ATV?</b>				
Yes	123	23,203,460	11.56	1.118
No	956	177,503,240	88.44	1.118
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0851H How many days did you drive or ride one of these vehicles?</b>				
Count	123	23,203,460		
Mean	5.138	5.005		
Standard deviation	5.755	0.475		
Minimum	1	1		
25th percentile	2	2		
Median	3	3		
75th percentile	6	6		
Maximum	30	30		
<b>G0501 During June, did you ride a bicycle? Please do not include stationary bicycles.</b>				
Yes	217	38,631,615	19.25	1.344
No	862	162,075,085	80.75	1.344
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851I How many days did you ride your bicycle?</b>				
Count	214	38,127,967		
Mean	6.743	6.817		
Standard deviation	6.482	0.491		
Minimum	1	1		
25th percentile	2	2		
Median	4	4		
75th percentile	10	10		
Maximum	30	30		
<b>G0952A Primarily for what purpose did you use it?</b>				
Commuting to work or school	8	1,669,259	4.32	1.719
Recreation	117	20,864,878	54.01	3.879
Exercise/for my health	75	13,676,618	35.40	3.740
Personal errands (to the store, post office, and so on)	16	2,194,449	5.68	1.543
Required for my job	1	226,411	0.59	0.585
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	217	38,631,615	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	862	162,075,085		
Total	1,079	200,706,700		
<b>G1001C And on a typical day that you rode your bicycle, about how much time did you spend bicycling?</b>				
Count	215	38,194,440		
Mean	1.226	1.268		
Standard deviation	1.156	0.132		
Minimum	0.017	0.017		
25th percentile	0.5	0.5		
Median	1	1		
75th percentile	1.5	1		
Maximum	8	8		
<b>G1051A Did you bicycle mostly on:</b>				
Paved roads, not on shoulder	81	15,013,421	39.04	3.839
Shoulders of paved roads	32	5,234,495	13.61	2.546
Bike lanes on roads	15	2,716,894	7.06	1.955
Sidewalks	18	3,280,397	8.53	2.362

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Bike paths, walking paths or trails	55	9,680,243	25.17	3.301
Unpaved roads (for example dirt, gravel, sand)	12	2,085,001	5.42	1.952
Grass	3	447,984	1.16	0.708
Other	0	0	0.00	0.000
Subtotal valid responses	216	38,458,435	100	
Don't know	1	173,180		
Refused	0	0		
Appropriate skip	862	162,075,085		
Total	1,079	200,706,700		
<b>G0551 During June, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)</b>				
Yes	779	146,225,924	72.86	1.499
No	300	54,480,776	27.14	1.499
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851J How many days did you walk, run or jog?</b>				
Count	767	144,186,033		
Mean	12.588	12.375		
Standard deviation	8.853	0.348		
Minimum	1	1		
25th percentile	5	5		
Median	10	10		
75th percentile	20	18		
Maximum	30	30		
<b>G1102A Primarily for what purpose did you walk, run, or jog?</b>				
Commuting to work or school	27	4,423,684	3.03	0.642
Recreation	130	25,132,723	17.19	1.529
Exercise/for my health	500	92,964,970	63.58	1.966
Personal errands (to the store, post office, walking the dog, and so on)	113	22,213,239	15.19	1.520
Required for my job	9	1,491,308	1.02	0.364
Some other purpose	0	0	0.00	0.000
Subtotal valid responses	779	146,225,924	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	300	54,480,776		
Total	1,079	200,706,700		
<b>G1151C And on a typical day that you walked, ran, or jogged, about how much time did you spend walking, running, or jogging?</b>				
Count	770	144,913,538		
Mean	0.806	0.792		
Standard deviation	1.008	0.039		
Minimum	0.167	0.167		
25th percentile	0.333	0.333		
Median	0.5	0.5		
75th percentile	1	1		
Maximum	12	12		
<b>G1202A Did you walk, run, or jog mostly on:</b>				
Paved roads, not on shoulder	197	35,878,748	24.54	1.694
Shoulders of paved roads	60	11,490,142	7.86	1.058

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Bike lanes on roads	6	725,257	0.50	0.206
Sidewalks	319	61,458,335	42.03	1.967
Bike paths, walking paths or trails	88	15,244,703	10.43	1.155
Unpaved roads (for example dirt, gravel, sand)	47	8,861,022	6.06	0.977
Track	25	5,234,108	3.58	0.781
Grass	34	6,920,569	4.73	0.879
Other	3	413,040	0.28	0.170
Subtotal valid responses	779	146,225,924	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	300	54,480,776		
Total	1,079	200,706,700		
<b>G0555 During June, did you ride as a passenger on a cruise ship?</b>				
Yes	9	2,078,281	1.04	0.369
No	1,070	198,628,419	98.96	0.369
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0601 During June, did you ride on a commercial boat, ship or ferry?</b>				
Yes	37	6,451,929	3.22	0.587
No	1,041	194,109,577	96.78	0.587
Subtotal valid responses	1,078	200,561,506	100	
Don't know	1	145,194		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851K How many days did you ride on a commercial boat, ship, or ferry?</b>				
Count	37	6,451,929		
Mean	3.000	3.256		
Standard deviation	5.011	0.990		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	2	2		
Maximum	30	30		
<b>G0652 During June, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?</b>				
Yes	52	9,418,041	4.69	0.738
No	1,027	191,288,659	95.31	0.738
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851L How many days did you operate or ride on a personal watercraft?</b>				
Count	52	9,418,041		
Mean	3.846	3.451		
Standard deviation	3.686	0.399		
Minimum	1	1		
25th percentile	1.5	1		
Median	3	3		
75th percentile	5	4		
Maximum	20	20		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G1251C In total, about how much time did you spend using a personal watercraft last month?</b>				
Count	52	9,418,041		
Mean	10.173	9.529		
Standard deviation	13.247	1.760		
Minimum	0.167	0.167		
25th percentile	2.5	3		
Median	5.5	6		
75th percentile	10	10		
Maximum	72	72		
<b>G0701 During June, did you operate or ride on a recreational boat such as a sailboat, motorboat, or yacht?</b>				
Yes	154	28,099,658	14.00	1.198
No	925	172,607,042	86.00	1.198
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851M How many days did you operate or ride on a recreational boat?</b>				
Count	153	27,940,295		
Mean	3.987	3.723		
Standard deviation	3.939	0.319		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	5	5		
Maximum	20	20		
<b>G1258C In total, about how much time did you spend using a recreational boat last month?</b>				
Count	154	28,099,658		
Mean	16.385	15.377		
Standard deviation	22.410	1.738		
Minimum	0.333	0.333		
25th percentile	4	4		
Median	8.5	8		
75th percentile	20	20		
Maximum	160	160		
<b>G0750 During June, did you use any other means of transportation? For example a taxi, limousine, charter or tour bus, hotel or airport shuttle.</b>				
Yes	151	26,853,909	13.39	1.138
No	927	173,624,129	86.61	1.138
Subtotal valid responses	1,078	200,478,038	100	
Don't know	1	228,662		
Refused	0	0		
Total	1,079	200,706,700		
<b>G0851N How many days did you use other means of transportation?</b>				
Count	150	26,603,230		
Mean	3.580	3.484		
Standard deviation	3.916	0.351		
Minimum	1	1		
25th percentile	1	1		
Median	2	2		
75th percentile	4	4		
Maximum	25	25		



Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section B - BTS Topical Transportation Questions</b>				
<b>B0103 Last month did you commute, that is, travel routinely from home to work?</b>				
Yes	674	125,682,759	62.70	1.631
No	403	74,780,505	37.30	1.631
Subtotal valid responses	1,077	200,463,264	100	
Don't know	0	0		
Refused	2	243,436		
Total	1,079	200,706,700		
<b>B0152 Altogether, about how many days did you commute last month?</b>				
29-31 days/month	68	12,494,790	10.03	1.302
22-28 days/month	176	33,767,416	27.11	1.939
15-21 days/month	366	68,115,029	54.69	2.161
8-14 days/month	39	6,744,315	5.42	0.922
1-7 days/month	20	3,422,682	2.75	0.724
Subtotal valid responses	669	124,544,232	100	
Don't know	5	1,138,528		
Refused	0	0		
Appropriate skip	405	75,023,940		
Total	1,079	200,706,700		
<b>B0310 Did you work at the same location on most days?</b>				
Yes	608	114,432,131	91.05	1.215
No	66	11,250,629	8.95	1.215
Subtotal valid responses	674	125,682,760	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	405	75,023,940		
Total	1,079	200,706,700		
<b>B0315 Did you work at more than one location on a typical day?</b>				
Yes	38	6,258,506	55.63	7.149
No	28	4,992,123	44.37	7.149
Subtotal valid responses	66	11,250,629	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	1,013	189,456,071		
Total	1,079	200,706,700		
<b>B0320C On a typical day, how much time did you spend traveling from worksite to worksite?</b>				
Count	34	5,301,705		
Mean	1.995	2.116		
Standard deviation	1.782	0.321		
Minimum	0.333	0.333		
25th percentile	1	1		
Median	1.125	1.5		
75th percentile	3	4		
Maximum	7	7		
<b>B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?</b>				
Count	633	118,884,523		
Mean	0.428	0.421		
Standard deviation	0.433	0.017		
Minimum	0.017	0.017		
25th percentile	0.2	0.2		
Median	0.333	0.333		
75th percentile	0.5	0.5		
Maximum	5	5		
<b>B2311A What month and year was your most recent commercial airline flight?</b>				
Less than three months ago	230	39,389,555	22.83	1.489

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
More than three months ago but less than one year ago	195	35,176,999	20.39	1.453
More than one year ago	361	69,204,310	40.11	1.813
Have never flown on a commercial airline	147	28,784,374	16.68	1.384
Subtotal valid responses	933	172,555,238	100	
Don't know	145	27,866,872		
Refused	1	284,590		
Total	1,079	200,706,700		
<b>B2321 Was the primary purpose of your trip business or job related?</b>				
Yes, business/job related	111	18,693,653	25.07	2.313
No	314	55,872,901	74.93	2.313
Subtotal valid responses	425	74,566,554	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2333A Still thinking of your most recent flight in which of the following sections was your seat located:</b>				
Economy or coach section (also sometimes called the main cabin)	328	58,132,922	79.03	2.187
First class section	21	3,844,656	5.23	1.250
There were no sections in the plane; all seats were in the same section	67	11,141,990	15.15	1.898
Other	4	441,598	0.60	0.328
Subtotal valid responses	420	73,561,166	100	
Don't know	5	1,005,388		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2341 Did the price paid for the airline ticket carry any restrictions? For example, did you have to book your trip two weeks in advance, were you required to stay overnight on a Friday or Saturday, or were you prohibited from changing your ticket without paying a penalty?</b>				
Yes	206	36,073,605	56.81	2.941
No	151	27,422,778	43.19	2.941
Subtotal valid responses	357	63,496,383	100	
Don't know	68	11,070,171		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2600 How soon before your most recent flight did you arrive at the airport? Did you arrive at the airport...</b>				
Less than 30 minutes before your flight	6	830,567	1.12	0.513
30 minutes to less than 60 minutes	39	6,467,285	8.73	1.456
60 minutes to less than 90 minutes	124	21,485,580	29.00	2.470
90 minutes to less than two hours before your flight	110	19,257,550	25.99	2.407
Two hours to less than three hours	117	21,313,976	28.77	2.502
Three hours or more before your flight	27	4,740,091	6.40	1.319
Subtotal valid responses	423	74,095,049	100	
Don't know	2	471,505		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2650 How long did you wait in line to check in at the ticket counter for your most recent flight? Did you wait...</b>				
Less than 15 minutes to check in	167	29,283,895	39.48	2.675
15 minutes to less than 30 minutes	143	25,812,992	34.80	2.655
30 minutes to less than 60 minutes	62	9,674,132	13.04	1.742
60 minutes to less than 90 minutes to check in	11	2,169,639	2.93	0.953
90 minutes to less than two hours	2	328,224	0.44	0.317
Two hours to less than three hours	3	553,103	0.75	0.431

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Three hours or more to check in	1	169,132	0.23	0.228
Did not check in at the ticket counter	32	6,181,386	8.33	1.513
Subtotal valid responses	421	74,172,503	100	
Don't know	4	394,051		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2700 How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. Did you wait...</b>				
Less than 15 minutes to go through the checkpoint	242	42,962,468	58.19	2.702
15 minutes to less than 30 minutes	123	20,839,402	28.22	2.431
30 minutes to less than 60 minutes	39	6,871,154	9.31	1.578
60 minutes to less than 90 minutes to go through the checkpoint	13	2,606,739	3.53	1.096
90 minutes to less than two hours	2	370,465	0.50	0.357
Two hours to less than three hours	1	186,858	0.25	0.253
Three hours or more to go through the checkpoint	0	0	0.00	0.000
Subtotal valid responses	420	73,837,086	100	
Don't know	5	729,468		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2750 How satisfied were you with the time that you waited in line at the passenger screening checkpoint? Were you...</b>				
Very unsatisfied	13	1,695,966	2.29	0.694
Somewhat unsatisfied	22	3,544,686	4.79	1.094
Neither unsatisfied nor satisfied	49	8,897,346	12.02	1.874
Somewhat satisfied	126	22,808,669	30.81	2.548
Very satisfied	210	37,073,349	50.09	2.741
Subtotal valid responses	420	74,020,016	100	
Don't know	4	410,915		
Refused	1	135,623		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2800 How would you rate the intensity of screening that you received? Would you rate it...</b>				
Inadequate	54	9,671,962	13.20	1.915
Adequate	344	59,757,278	81.56	2.180
Excessive	20	3,839,778	5.24	1.250
Subtotal valid responses	418	73,269,018	100	
Don't know	6	1,001,822		
Refused	1	295,714		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2851 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident were you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?</b>				
1 Not confident	41	6,888,883	9.26	1.628
2	51	9,476,143	12.74	1.857
3	143	24,539,709	33.00	2.552
4	123	22,298,458	29.99	2.501
5 Very confident	65	11,161,599	15.01	1.940
Subtotal valid responses	423	74,364,792	100	
Don't know	2	201,762		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you...</b>				

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Very unsatisfied	9	837,970	1.13	0.420
Somewhat unsatisfied	20	3,500,925	4.70	1.083
Neither unsatisfied nor satisfied	83	14,253,803	19.15	2.117
Somewhat satisfied	137	24,793,544	33.31	2.615
Very satisfied	175	31,044,689	41.71	2.694
Subtotal valid responses	424	74,430,931	100	
Don't know	0	0		
Refused	1	135,623		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you...</b>				
Very unsatisfied	15	1,865,002	2.50	0.699
Somewhat unsatisfied	28	4,643,893	6.23	1.239
Neither unsatisfied nor satisfied	79	13,692,389	18.36	2.089
Somewhat satisfied	173	31,369,476	42.07	2.712
Very satisfied	130	22,995,794	30.84	2.517
Subtotal valid responses	425	74,566,554	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B2975 How consistent have check-in and screening procedures been in U.S. airports you have departed from? Have they been...</b>				
Very inconsistent	54	9,974,014	14.19	1.959
Somewhat inconsistent	90	15,025,658	21.38	2.245
Somewhat consistent	159	27,692,405	39.40	2.747
Very consistent	96	17,591,537	25.03	2.525
Subtotal valid responses	399	70,283,614	100	
Don't know	25	3,987,226		
Refused	1	295,714		
Appropriate skip	654	126,140,146		
Total	1,079	200,706,700		
<b>B3000 On a scale from 1 to 5 where 1 means not confident and 5 means very confident, how confident are you in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions?</b>				
1 Not confident	88	16,938,472	14.43	1.587
2	95	19,074,794	16.25	1.703
3	204	40,613,030	34.60	2.209
4	119	23,437,677	19.97	1.794
5 Very confident	97	17,308,933	14.75	1.562
Subtotal valid responses	603	117,372,906	100	
Don't know	50	8,528,368		
Refused	1	238,872		
Appropriate skip	425	74,566,554		
Total	1,079	200,706,700		
<b>B3100 Have the changes in passenger screening procedures since September 11 made you...</b>				
Less inclined to travel by commercial airline	225	42,382,331	21.65	1.439
More inclined to travel by commercial airline	55	10,172,989	5.20	0.786
Have had no effect on your commercial airline travel	769	143,241,554	73.16	1.551
Subtotal valid responses	1,049	195,796,874	100	
Don't know	28	4,640,007		
Refused	2	269,819		
Total	1,079	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section SS - Strategic Goal Section</b>				
<b>SS0101 Using a scale from 1 to 5 where 1 means not at all concerned and 5 means very concerned, please tell me how concerned you are about the following risks to your personal safety. Consider all the types of transportation.</b>				
<b>SS0400 The risk of being in any kind of transportation accident. Include all types of transportation.</b>				
1 Not at all concerned	163	28,893,588	14.46	1.167
2	185	34,566,416	17.30	1.320
3	317	58,303,932	29.19	1.540
4	143	25,548,118	12.79	1.121
5 Very concerned	264	52,442,627	26.25	1.554
Subtotal valid responses	1,072	199,754,681	100	
Don't know	6	816,396		
Refused	1	135,623		
Total	1,079	200,706,700		
<b>SS0151 Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.</b>				
1 Not at all concerned	124	21,247,815	10.76	1.019
2	166	29,688,326	15.04	1.195
3	239	44,939,183	22.76	1.448
4	178	32,344,067	16.38	1.278
5 Very concerned	351	69,232,941	35.06	1.672
Subtotal valid responses	1,058	197,452,332	100	
Don't know	20	2,934,407		
Refused	1	319,961		
Total	1,079	200,706,700		
<b>SS0251 Safety risks due to mechanical equipment failure. Include all types of transportation.</b>				
1 Not at all concerned	158	30,310,936	15.32	1.250
2	212	39,458,800	19.95	1.368
3	277	49,257,373	24.90	1.471
4	152	28,141,031	14.23	1.193
5 Very concerned	263	50,656,304	25.61	1.539
Subtotal valid responses	1,062	197,824,444	100	
Don't know	17	2,882,256		
Refused	0	0		
Total	1,079	200,706,700		
<b>SS0201 Safety risks due to the dangerous behavior of others (such as aggression, road rage, air rage, and drunk driving).</b>				
1 Not at all concerned	79	13,205,918	6.62	0.798
2	128	23,964,409	12.01	1.107
3	233	42,613,678	21.35	1.398
4	233	43,923,454	22.01	1.420
5 Very concerned	400	75,846,688	38.01	1.677
Subtotal valid responses	1,073	199,554,147	100	
Don't know	4	618,207		
Refused	2	534,346		
Total	1,079	200,706,700		
<b>SS0450 Safety risks due to the poor condition of roads, runways, or rail lines.</b>				
1 Not at all concerned	185	32,378,303	16.31	1.245
2	236	44,018,920	22.18	1.415
3	252	47,236,919	23.80	1.468
4	151	28,259,288	14.24	1.185
5 Very concerned	241	46,588,561	23.47	1.486
Subtotal valid responses	1,065	198,481,991	100	
Don't know	13	2,089,086		
Refused	1	135,623		
Total	1,079	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>SS0301 Safety risks from hazardous chemicals released in a transportation accident.</b>				
1 Not at all concerned	273	50,030,654	25.20	1.479
2	222	42,382,148	21.34	1.402
3	191	33,854,321	17.05	1.286
4	126	22,653,851	11.41	1.100
5 Very concerned	255	49,644,742	25.00	1.519
Subtotal valid responses	1,067	198,565,716	100	
Don't know	11	1,902,352		
Refused	1	238,632		
Total	1,079	200,706,700		
<b>SS0500 Safety risks from large fuel or natural gas pipelines in your community.</b>				
1 Not at all concerned	395	72,873,245	37.09	1.666
2	202	38,043,612	19.37	1.367
3	160	28,842,071	14.68	1.222
4	84	15,251,183	7.76	0.943
5 Very concerned	214	41,444,583	21.10	1.438
Subtotal valid responses	1,055	196,454,694	100	
Don't know	23	4,013,374		
Refused	1	238,632		
Total	1,079	200,706,700		
<b>SS1010 Using a scale from 1 to 5 where 1 means not at all satisfied and 5 means very satisfied, please tell me how satisfied you are about what the Federal government is doing to address the following transportation safety issues:</b>				
<b>SS1050 Establishing effective passenger vehicle safety standards.</b>				
1 Very dissatisfied	71	11,955,175	6.20	0.788
2	113	22,077,796	11.45	1.135
3	378	73,342,025	38.05	1.724
4	283	49,387,611	25.62	1.466
5 Very satisfied	194	35,991,722	18.67	1.364
Subtotal valid responses	1,039	192,754,329	100	
Don't know	39	7,742,622		
Refused	1	209,749		
Total	1,079	200,706,700		
<b>SS1100 Establishing effective safety standards for large trucks.</b>				
1 Very dissatisfied	130	24,497,074	13.21	1.240
2	181	31,391,990	16.92	1.288
3	320	58,995,499	31.80	1.650
4	213	41,005,978	22.11	1.490
5 Very satisfied	154	29,612,596	15.96	1.313
Subtotal valid responses	998	185,503,137	100	
Don't know	78	14,532,829		
Refused	3	670,734		
Total	1,079	200,706,700		
<b>SS1300 Establishing effective safety standards for airport security.</b>				
1 Very dissatisfied	94	16,119,713	8.27	0.906
2	151	28,299,163	14.51	1.213
3	324	59,067,023	30.29	1.589
4	259	48,229,282	24.73	1.510
5 Very satisfied	216	43,301,286	22.20	1.504
Subtotal valid responses	1,044	195,016,467	100	
Don't know	34	5,451,601		
Refused	1	238,632		
Total	1,079	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>SS1150 Ensuring the safe take-off and landing of aircraft through the air traffic control system.</b>				
1 Very dissatisfied	58	9,279,645	4.86	0.701
2	114	20,897,609	10.96	1.079
3	280	52,364,711	27.45	1.565
4	309	57,688,713	30.24	1.609
5 Very satisfied	262	50,516,088	26.48	1.589
Subtotal valid responses	1,023	190,746,766	100	
Don't know	54	9,438,387		
Refused	2	521,547		
Total	1,079	200,706,700		
<b>SS1350 Ensuring the safety of commercial aircraft passengers.</b>				
1 Very dissatisfied	57	10,209,103	5.25	0.749
2	127	25,005,090	12.86	1.174
3	330	59,905,543	30.81	1.597
4	282	52,011,504	26.75	1.547
5 Very satisfied	248	47,296,678	24.33	1.518
Subtotal valid responses	1,044	194,427,918	100	
Don't know	35	6,278,782		
Refused	0	0		
Total	1,079	200,706,700		
<b>SS1250 Ensuring the safe transportation of hazardous chemicals.</b>				
Very dissatisfied	107	18,212,031	9.67	1.012
Somewhat dissatisfied	162	30,484,733	16.19	1.295
Neither satisfied nor dissatisfied	334	64,382,729	34.19	1.706
Somewhat satisfied	222	39,695,158	21.08	1.403
Very satisfied	184	35,552,368	18.88	1.414
Subtotal valid responses	1,009	188,327,019	100	
Don't know	69	12,206,904		
Refused	1	172,777		
Total	1,079	200,706,700		
<b>SS1200 Assuring the safety of large fuel and natural gas pipelines in your community.</b>				
1 Very dissatisfied	76	13,797,562	7.53	0.929
2	109	19,502,230	10.65	1.088
3	310	59,108,015	32.27	1.704
4	260	48,846,375	26.67	1.576
5 Very satisfied	231	41,918,628	22.88	1.479
Subtotal valid responses	986	183,172,810	100	
Don't know	91	17,173,637		
Refused	2	360,253		
Total	1,079	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>Section D - Demographic Questions</b>				
<b>D0061 How many registered road vehicles are available for regular use by members of your household?</b>				
Count	1,073	199,240,025		
Mean	2.048	2.197		
Standard deviation	1.150	0.042		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	3	3		
Maximum	8	8		
<b>D0101 Do you have any kind of disability or health impairment?</b>				
Yes	125	22,659,991	11.34	1.108
No	950	177,107,923	88.66	1.108
Subtotal valid responses	1,075	199,767,914	100	
Don't know	0	0		
Refused	4	938,786		
Total	1,079	200,706,700		
<b>D1101 Have air travel passenger screening procedures changed for you since September 11, 2001?</b>				
Yes	13	2,158,473	50.88	11.788
No	12	2,083,899	49.12	11.788
Subtotal valid responses	25	4,242,372	100	
Don't know	3	356,756		
Refused	0	0		
Appropriate skip	1,051	196,107,572		
Total	1,079	200,706,700		
<b>D0103 Does anyone else currently living there, including children, have any kind of disability or health impairment?</b>				
Yes	83	17,170,683	8.58	0.992
No	994	182,964,124	91.42	0.992
Subtotal valid responses	1,077	200,134,807	100	
Don't know	0	0		
Refused	2	571,893		
Total	1,079	200,706,700		
<b>D0105 How many other people (beside yourself)?</b>				
Count	82	17,062,738		
Mean	1.354	1.446		
Standard deviation	0.894	0.149		
Minimum	1	1		
25th percentile	1	1		
Median	1	1		
75th percentile	1	1		
Maximum	6	6		
<b>D0106 Does anyone in the household use adaptive equipment in any motor vehicle (for example hand controls, modified foot pedals, or a wheelchair lift)?</b>				
Yes	7	1,395,826	3.84	1.512
No	181	34,923,070	96.16	1.512
Subtotal valid responses	188	36,318,896	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	891	164,387,804		
Total	1,079	200,706,700		



Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0107 We may conduct another study soon that focuses on transportation use among persons with disabilities or health impairments. Your household's experience and opinions on this critically important topic would be of great value. May we contact your household for this study?</b>				
Yes	139	26,255,806	73.49	3.739
No	46	9,471,132	26.51	3.739
Subtotal valid responses	185	35,726,938	100	
Don't know	2	307,992		
Refused	1	283,966		
Appropriate skip	891	164,387,804		
Total	1,079	200,706,700		
<b>D0251 How many people aged 18 or older live in your household, including yourself?</b>				
Count	1,071	198,725,914		
Mean	1.971	2.257		
Standard deviation	0.837	0.040		
Minimum	1	1		
25th percentile	1	2		
Median	2	2		
75th percentile	2	3		
Maximum	7	7		
<b>D0300 Please stop me when I reach the category that includes your age:</b>				
18 to 24 years	93	23,713,347	11.98	1.255
25 to 34	196	38,585,348	19.49	1.384
35 to 44	243	43,807,223	22.12	1.395
45 to 54	225	36,458,158	18.41	1.264
55 to 64	137	23,351,133	11.79	1.087
65 to 74	96	18,972,280	9.58	1.029
75 or older	79	13,117,533	6.62	0.781
Subtotal valid responses	1,069	198,005,022	100	
Don't know	0	0		
Refused	10	2,701,678		
Total	1,079	200,706,700		
<b>D0350 Are you male or female?</b>				
Male	494	95,662,385	47.66	1.714
Female	585	105,044,315	52.34	1.714
Subtotal valid responses	1,079	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,079	200,706,700		
<b>D0401 Is the racial or ethnic group that best describes you...</b>				
<b>D0401A American Indian (Native American) or Alaska Native</b>				
Yes	31	3,146,701	1.61	0.318
No	1,028	192,028,580	98.39	0.318
Subtotal valid responses	1,059	195,175,281	100	
Don't know	0	0		
Refused	20	5,531,419		
Total	1,079	200,706,700		
<b>D0401B Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)</b>				
Yes	33	3,861,090	1.98	0.384
No	1,026	191,314,191	98.02	0.384
Subtotal valid responses	1,059	195,175,281	100	
Don't know	0	0		
Refused	20	5,531,419		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
Total	1,079	200,706,700		
<b>D0401C Black or African-American</b>				
Yes	98	22,330,488	11.44	1.187
No	961	172,844,793	88.56	1.187
Subtotal valid responses	1,059	195,175,281	100	
Don't know	0	0		
Refused	20	5,531,419		
Total	1,079	200,706,700		
<b>D0401D Hispanic or Latino</b>				
Yes	97	20,116,942	10.31	1.064
No	962	175,058,339	89.69	1.064
Subtotal valid responses	1,059	195,175,281	100	
Don't know	0	0		
Refused	20	5,531,419		
Total	1,079	200,706,700		
<b>D0401E Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)</b>				
Yes	2	490,443	0.25	0.179
No	1,057	194,684,838	99.75	0.179
Subtotal valid responses	1,059	195,175,281	100	
Don't know	0	0		
Refused	20	5,531,419		
Total	1,079	200,706,700		
<b>D0401F White (Caucasian, Anglo)</b>				
Yes	802	145,957,576	74.78	1.508
No	257	49,217,705	25.22	1.508
Subtotal valid responses	1,059	195,175,281	100	
Don't know	0	0		
Refused	20	5,531,419		
Total	1,079	200,706,700		
<b>D0401G Other</b>				
Yes	13	1,553,208	0.80	0.246
No	1,046	193,622,073	99.20	0.246
Subtotal valid responses	1,059	195,175,281	100	
Don't know	0	0		
Refused	20	5,531,419		
Total	1,079	200,706,700		
<b>D0450 What is the highest level of education you have completed?</b>				
Less than high school graduate	87	16,088,208	8.11	0.933
High school graduate (or GED)	352	67,762,330	34.17	1.638
Some college (or technical vocational school/professional business school)	182	33,061,942	16.67	1.248
Two-year college degree (AA: Associate in Arts)	108	19,944,023	10.06	1.023
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)	204	38,473,908	19.40	1.356
Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)	137	22,967,882	11.58	1.050
Subtotal valid responses	1,070	198,298,293	100	
Don't know	0	0		
Refused	9	2,408,407		
Total	1,079	200,706,700		

Code and Questionnaire Item	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0501 Please stop me when I reach the category that includes your household's total annual income for last calendar year, that is, 2001:</b>				
Under \$15,000	101	16,492,328	9.62	1.075
From \$15,000 to less than \$30,000	164	30,040,542	17.53	1.409
From \$30,000 to less than \$50,000	228	42,384,881	24.73	1.600
From \$50,000 to less than \$75,000	206	39,966,382	23.32	1.584
From \$75,000 to less than \$100,000	108	19,857,197	11.59	1.178
\$100,000 or more	124	22,621,169	13.20	1.238
Subtotal valid responses	931	171,362,499	100	
Don't know	40	8,421,696		
Refused	108	20,922,505		
Total	1,079	200,706,700		
<b>D0900 Last month, did you do any work for pay or profit?</b>				
Yes	658	121,701,906	61.74	1.676
No	406	75,422,426	38.26	1.676
Subtotal valid responses	1,064	197,124,332	100	
Don't know	4	842,944		
Refused	11	2,739,424		
Total	1,079	200,706,700		
<b>D0552 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.</b>				
None	902	179,165,821	80.33	3.194
One	124	14,488,208	16.51	2.886
Two	34	2,977,326	2.01	1.153
Three	4	361,715	1.16	1.149
Four or more	1	208,755	0.00	0.000
Subtotal valid responses	1,065	197,201,825	100	
Don't know	0	0		
Refused	14	3,504,875		
Total	1,079	200,706,700		
<b>D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?</b>				
Household use only	97	11,008,443	61.04	4.165
Business use only	23	2,558,219	14.18	2.960
Both household and business use	43	4,469,341	24.78	3.614
Subtotal valid responses	163	18,036,003	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	916	182,670,697		
Total	1,079	200,706,700		