

# Household Survey Results

## April 2003



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

## **Introduction and Background**

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

This document contains the following information:

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

## **1. Sample Design**

### **Target Population**

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

### **Sampling Frame and Selection**

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

implicit stratification on the telephone prefixes using the Census Bureau divisions and metropolitan status (See the Census Bureau regions and divisions below).

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

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

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

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

### **RDD Sample**

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

The system utilizes a database consisting of all residential telephone exchanges, working bank information, and various geographic service parameters such as state, county, Primary ZIP code, etc. In addition, the database provides working

bank information at the two-digit level – each of the 100 banks (i.e., first two digits of the four-digit suffix) in each exchange is defined as "working" if it contains one or more listed telephone households. On a National basis, this definition covers an estimated 96.4% of all residential telephone numbers and 99.96% of listed residential numbers. This database is updated on a quarterly basis.

The sample frame consists of the set of all telephone exchanges that meet the geographic criteria. This geographic definition is made using one or more of the geographic codes included in the database. Following specification of the geographic area, the system selects all exchanges and associated working banks that meet those criteria.

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

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

## **ID-PLUS**

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

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

The Dialer Phase – The remaining numbers are then processed using automated dialing equipment – actually a specially configured PROYTYIS 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*.

## 2. Sampling Weights and Adjustments

This section discusses the development of survey weights. Two types of weights were used in the present survey: inverse-probability weights (to correct for unequal selection probabilities) and post-stratification (to correct for known discrepancies between the sample and the population). The final analysis weight

reflects both types of adjustments, i.e. adjustment for non-response, multiple telephone lines, and persons-per-household, and post-stratification adjustments. The final analysis weight is the weight that should be used for analyzing the survey data.

The final analysis weight was developed using the following steps:

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

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

## Base Sampling Weights

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

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

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

## Adjustment for Unit Non-Response

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

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

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

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

## Adjustment for Households with Multiple Telephone Numbers

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

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

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

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

## Adjustment for Number of Eligible Household Members

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

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

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

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

## Post-Stratification Adjustments

Adjusting weighted survey counts so that they agree with population counts

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

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

Again, cells used in the post-stratification are defined by the combination of age, gender, and race/ethnicity. With two categories for gender, six for age and four for race/ethnicity, a total of 48 ( $2 \times 6 \times 4$ ) cells can be used. In any month, some race/ethnicity or, preferably, age categories may be merged if the number of completed interviews within the corresponding cells falls below thirty.

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

The multiplier  $M$  is then applied to  $W_{NRMTRA}$  to create  $W_{NRMTRAPS}$ . However,  $W_{NRMTRAPS}$  is 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.

### 3. Variance Estimation

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

#### Variance Estimation Methodology

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

#### Software

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

#### Methods

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

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

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

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

```
PROC CROSSTAB DATA = datafile DESIGN=STRWR;  
WEIGHT FNLWGT;  
NEST CENDIV METRO;
```

**SUBGROUP** var1;

**LEVELS** 7;

**TABLE**

var1;

**PRINT** nsum wsum totper setot / **STYLE**=nchs;

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

## Degrees of Freedom and Precision

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

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

## 4. Data Collection METHODOLOGY

### Expert Panel Review

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

### Cognitive Interviews

A total of twenty (20) cognitive interviews are conducted each month. The

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

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

## **Interview Procedures**

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

### **Pre-Testing**

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

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

### **Interviewer Training**

All new interviewers initially completed a generic two-day (approximately 12 hours) classroom training on general interviewing skills. Additionally, each month all interviewers will complete approximately four to six hours of classroom training on specific aspects of the Omnibus Household Survey. In response to normal interviewer turnover and/or increased staffing needs, all interviewers new to the project will receive the full complement of training prior to beginning their interviewing for this study. An outline of the generic two-day training is below. This generic training included these topics as well as Asking questions as worded (Verbatim Reading and Recording), use of bold type on the screen, use of light type on the screen, use of ALL CAPS on the screen (Maneuvering through CfMC: Start Interviewing, Meaning/Significance of font style (e.g., bold) and text effects (e.g., all caps)). Also, interviewers were provided with a list of Frequently Asked

Questions so they were ready to counter a respondent's potential refuse to participate in the study.

## **I. ORIENTATION** Introduction to M. Davis and Company, Inc.

Welcome MDAC Way Organizational Chart Your Job  
Description/Responsibilities Policies and Procedures

## **II. TRAINING**

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

A. Introduction to the Marketing and Opinion Research Industry\_ What  
is marketing and opinion research? Types of interviews Techniques  
used in data collection Survey settings

Overview of the marketing and opinion research process

Key Terms

B. The Interviewer's Role Appropriate Attitude Characteristics of a  
successful interviewer Recruiting Respondents The "Art" of  
Interviewing

Key Terms

C. Respondents Relating to Respondents "Training"  
Respondents

Building and Maintaining Rapport "Active Listening"  
Callback Scenarios and Procedures Terminations

D. Questions and Answers Plus Other Topics

The One Unbreakable Rule Types of Questions The  
Interviewing Process Paperwork Quality Assurance

Dos and Don'ts

Conducting the Interview

Editing the Interview

Monitoring (includes Quotas) Validation E. Bias,  
Probing and Clarifying Introduction

Good Feedback

Bad Feedback

Avoid Bias Verbatim Reading and Recording

Open-end Questions and Probing Additional Section, "Bias, Probing and Clarifying"  
F. Objections and Refusal Conversion Nine Most Common Objections and Reasons for Refusal Acknowledgement of the Objection Soft Refusal Conversion

G. Getting Familiar With The Computer

Mouse

Keyboard

Logging On  
H. Maneuvering through CfMC

Keyboard Commands

Introduction to CfMC Phone System

Starting the Interviewing  
Interviewing with SURVENT  
Responding to Different Question Types

SURVENT Commands

More About CfMC

Role Playing

I. Open Discussion Additional questions

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

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

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

On a monthly basis MDAC reviews the new questionnaire for changes, incorporates any changes approved by BTS emanating from the Expert Panel

Review, the Cognitive Interviews and the Pretest. MDAC re-issues a new manual to each interviewer with the changes.

### **Pre-Contact Letter**

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

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

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

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

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

### **Call Attempts and Callbacks**

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

The Wats Room has two shifts from Monday through Friday (9a.m – 4: 30pm and 5p.m. – Midnight), a shift from 9a.m. until Midnight on Saturday and a shift from 10am until Midnight on Sunday. MDAC has three shifts on Monday through Friday (9 am - 2 pm, 2 pm – 6 pm and 6 pm – 12 midnight) and two shifts on Saturdays (11am – 4 pm and 4 pm – 9 pm) and Sundays (1 pm – 5 pm and 5 pm – 9 pm). Monday through Friday, 9 am to 2 pm, only callbacks (scheduled and non-scheduled) are initiated at both the Wats Room and at MDAC due to historically

documented significantly lower completion rates during this time period. In addition, calls after 9pm local time are for scheduled callbacks only. No non-scheduled callbacks are conducted after 9pm local time.

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

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

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

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

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

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



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

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

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

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

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

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

### **Disposition Codes**

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

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

- BG – Business (The number dialed is a non-residential phone number. The call is terminated and the number resolved.)
- CF – Computer/Fax (The number dialed has led to a modem, fax, pager, or cell phone.)

- DS – Disconnected number (The number dialed is disconnected. The call is terminated and the number resolved.)
- NC – Number change (The call yielded a recording that the number was changed, with or without a change in the area code.)
- NQ – No one 18 years old or older in household
- UNB – Unavailable before and during study period

**Scope Undetermined:**

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

**In-Scope Numbers:**

- YES – Yes (Respondent has agreed to be screened and is eligible, 18 years old or older.)
- CB – Callback (The respondent has asked that we call them back at another time.)

- CBS – Callback Spanish
- DL – Deaf/Language (The respondent is eligible but is hard of hearing, or cannot speak English fluently to complete the interview.)
- RFQ – Respondent refusal (Respondent refuses after establishing there is a qualified household member by answering F0350 or a later appearing question, or after answering F0200 "yes".)
- UN – Unavailable (Was available when study began or unable to determine.)
- DR – Respondent deceased prior to completion of interview
- AC – The area code is changed but not the number
- HRQ – Requests their name be removed from calling list or respondent refusal for second time after establishing there is a qualified household member by answering F0350 or a later appearing question, or after answering F0200 "yes"

### **Household Screening**

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

### **Interviewing Methods**

Incentives were not offered to potential respondents in exchange for their participation in the survey. Surveys were conducted in both English and Spanish. If the potential respondent refuses to be interviewed the reason for refusal is recorded. The average length of the interview was 10 to 12 minutes and an additional 3 to 5 minutes to screen and recruit potential respondents.

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

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

scheduled.

## **Data Quality Control Procedures**

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

Our interviewer training for administering telephone surveys included:

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

## **Interviewer Performance**

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

## **Other Procedures**

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

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

## **Summary of Data Cleaning**

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

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

## **Treatment of Missing Values**

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

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

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

## Response Rates

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

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

## Non-Response Methods

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

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

8. Callbacks of respondents who initially refused or broke-off interview.
9. Minimizing turnover of key and non-key personnel.

### **Reasons for Non-Response**

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

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

### **References**

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"Sampling Techniques," 2<sup>nd</sup> Ed, 1967, William G. Cochran (Harvard University), Wiley

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#### **Articles:**

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

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## Omnibus Survey: April 2003 Month Specific Information

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

Each bi-monthly survey will contain a set of core questions that are based on critical information needs within DOT. In addition, supplemental questions will be included that correspond to one of the U.S. Department of Transportation's (DOT) five strategic goals: safety, mobility, economic growth, human and natural environment, and security. Finally, specific questions posed by the various DOT modes will be included and will vary from month to month.

The April 2003 survey collected data from April 6, 2003 through April 17, 2003. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,021 cases, and the total number of variables in the public-use dataset is 214. 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 April 2003 survey. A total of 5,163 of these numbers were identified as working residential numbers and were divided into 103 replicates. Each of the 61 fielding replicates released initially contained approximately 50 households. Two additional replicates were released during Fielding. Eight (8) unused replicates from April's sample were used to conduct a pretest. Each pretest replicate had approximately 50 households. Thirty-four (34) of the 103 April replicates were not utilized in the actual interviewing, resulting in 3,160 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame, N, is 270,569,400. The total number of telephone numbers in the sample (numbers dialed) is 3,160.

### 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	1.160
Standard deviation	0.480
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**

	<b>Value</b>
Mean	1.951
Standard deviation	0.862
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	9

## Post-Stratification Weight Adjustments

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

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

**Table 3: Post-Stratification Cells**

<b>CELL</b>	<b>DESCRIPTION</b>	<b>SAMPLE SIZE</b>	<b>POPULATION</b>
1	Male - Hispanic (Any Race)	36	10,167,034
2	Male - Non-Hispanic Black	27	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	27	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	57	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	66	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	86	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	56	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	47	11,755,768
9	Male - Non-Hispanic Other	27	4,146,032
10	Female - Hispanic (Any Race)	45	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	34	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	25	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	13	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	50	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	88	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	88	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	48	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	103	15,762,147
19	Female - Non-Hispanic Other	34	4,762,691
N/A	Missing Demographic Information	64	N/A
	<b>TOTAL</b>	<b>1,021</b>	<b>200,706,700</b>

## Data Collection Schedule

The survey was conducted over 12 days to enable at least 1,000 interviews to be completed. The survey period was from April 6 through April 17.

## Disposition of Sample Telephone Numbers

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used to calculate a CASRO response rate of approximately 46 percent.

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

Disposition Category	Number of Households
<b>Telephone Numbers Available</b>	<b>4,762</b>
<b>Telephone Numbers Released</b>	<b>3,160</b>
<b>Telephone Numbers Not Dialed</b>	<b>0</b>
<b>Telephone Numbers Dialed</b>	<b>3,160</b>
<b>Out-of-Scope Numbers (Ineligible)</b>	<b>832</b>
BG - Business	191
CF - Computer/Fax	224
DS - Disconnected number	376
NC - Number change	21
NQ - No one 18 years old or older in household	8
UNB - Unavailable before and during study period	12
<b>Scope Undetermined</b>	<b>399</b>
NA - No answer	305
BZ - Busy	0
AM - Answering machine	57
LM - Left message	0
CCC - Cannot complete call	4
PM - Privacy manager	14
NQL - Eligibility undetermined because of language problems or deafness	15
RFI - Refused to speak with interviewer (screening incomplete)	2
HRI - Hard refusal	0
OD - Maximum call attempts reached	0
CBU - Callback undetermined	2
CSU - Callback Spanish undetermined	0
<b>In-Scope Numbers</b>	<b>1,929</b>
Complete	1,021
DIP - Reinterview deletion, ineligible person in household interviewed	2
DDA - Reinterview deletion, discrepancy in answers during reinterview	5
CB - Callback	220
CBS - Callback Spanish	1
NAQ - No answer qualified	336
BZQ - Busy qualified	0
AMQ - Answering machine qualified	187
LMQ - Left message qualified	3
CCQ - Cannot complete call qualified	3
PMQ - Privacy manager qualified	7
DL - Deaf/Language	53
RFQ - Respondent refusal	12
UN - Unavailable	27
DR - Respondent deceased prior to completion of interview	0

AC - The area code is changed but not the number	0
HRQ - Hard refusal	52
<b>CASRO Response Rate</b>	<b>46.25%</b>

## APRIL 2003 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, freight and air travel</b>
SS	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	None this month
M	Operating Administration Modal Questions	TSA, NHTSA
D	Demographic Questions	Identical series each month
I	Interviewer Close Out Questions	Identical series each month

Formatting conventions for this document:

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

## Section F - Introduction and Respondent Selection

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

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

HIT "RETURN" TO CONTINUE

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

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

THANK RESPONDENT AND TERMINATE. HIT "RETURN" TO CONTINUE.

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

HIT "RETURN" TO CONTINUE

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

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

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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

HIT "RETURN" TO SCHEDULE CALLBACK

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

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

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

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

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

F0400A. INTERVIEWER: IS THE ELIGIBLE RESPONDENT ON THE PHONE, OR IS THE ELIGIBLE RESPONDENT COMING TO THE PHONE?

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

F0420A. **Hello, my name is \_\_\_\_\_ and I am calling on behalf of the United States Department of Transportation about a national study on transportation issues. I need to talk with the person living there now, aged 18 or older, who will have a birthday next. I was informed that would be you; is that correct?**

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

F0420B. **So you are the person who will have a birthday next?**

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

F0456. INTERVIEWER NOTE: READ THE FOLLOWING PARENTHETICALS ONLY IF RESPONDENT ASKS FOR ADDITIONAL DETAILS. REPEAT F0351 AS NECESSARY. THEN SAY...

**I have some questions about your transportation use, and about your opinions on important transportation issues such as 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 SCHEDULE CALLBACK

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 all the kinds of transportation you used either for personal or for business travel last month.**

HIT "RETURN" TO CONTINUE

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

- 1) Yes
- 2) No (*Skip to G0150*)

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

\_\_\_\_days

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

- 1) Yes
- 2) No (*Skip to G0302*)

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

\_\_\_\_days

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

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

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

\_\_\_\_days

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

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

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

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

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

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

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

\_\_\_\_\_ days

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

\_\_\_\_\_ days

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

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

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

\_\_\_\_\_ days

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

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

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

\_\_\_\_days

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

\_\_\_\_\_ days

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

- 1) Yes
- 2) No

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

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

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

\_\_\_\_days

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

\_\_\_\_\_ days

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

- 1) Yes
- 2) No (*Skip to G0453*)

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

\_\_\_\_days

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

\_\_\_\_days

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

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

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

\_\_\_\_days

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

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

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

\_\_\_\_days

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

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

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

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

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

G1052. **Did you bicycle mostly on: (READ LIST)**

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

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

- 1) Yes
- 2) No (*Skip to G0702*)

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

\_\_\_\_ days

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

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

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

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

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

G1203. **Did you walk, run, or jog mostly on: (READ LIST)**

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

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

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

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

\_\_\_\_days

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

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

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

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

- 1) Yes
- 2) No (*Skip to G0601*)

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

\_\_\_\_days

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

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

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

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

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

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

\_\_\_\_days

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

- 1) Yes
- 2) No (*Skip to G0752*)

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

\_\_\_\_days

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

- 1) Yes
- 2) No (*Skip to G2002*)

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

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

G2002. **Now I would like to ask you your opinions associated with your use of three major modes of transportation in March.**

HIT "RETURN" TO CONTINUE

*If G0103 = 2 then skip to instruction before G2102*

G2016. **Considering all the costs associated with driving or riding in a personal vehicle, how satisfied were you with what it cost you to travel by personal vehicle during March? Were you (READ LIST)**

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

G2026. **In terms of security from crime or terrorism, how secure did you feel while driving or riding in a personal vehicle in March? Did you feel (READ LIST)**

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

G2046. **In terms of safety from accidents, how safe did you feel while driving or riding in a personal vehicle in March? Did you feel (READ LIST)**

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

G2066. **In terms of travel time, using a personal vehicle, overall, how satisfied were you with the amount of time it took you to get where you wanted to go in March? Were you (READ LIST)**

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

G2086. **In general, how would you rate the level of convenience of traveling by personal vehicle? Is it (READ LIST)**

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



G2094. Now please tell me, when you travel by personal vehicle, which one of the following is most important to you? Is it (READ LIST)

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

*If G0302 = 2 then skip to instruction before G2202*

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

G2116. Considering all the costs associated with using public transit, how satisfied were you with what it cost you to travel by public transit during March? Were you (READ LIST)

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

G2126. In terms of security from crime or terrorism, how secure did you feel while using public transit in March? Did you feel (READ LIST)

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

G2146. In terms of safety from accidents, how safe did you feel while using public transit in March? Did you feel (READ LIST)

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

G2166. **In terms of travel time on public transit, overall, how satisfied were you with the amount of time it took you to get where you wanted to go during March? Were you (READ LIST)**

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

G2186. **In general how would you rate the level of convenience of traveling by public transit? Is it (READ LIST)**

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

G2194. **Now please tell me, when you use public transit, which one of the following is most important to you? Is it (READ LIST)**

- 1) **The cost of the travel**
- 2) **Your security from terrorism or crime**
- 3) **Your safety from accidents**
- 4) **The amount of time it takes to complete the travel**
- 5) **The level of convenience of using public transit**
- 6) **The level of customer service you receive**

*If G0350 = 2 then skip to B0051*

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

G2216. **Considering all the costs associated with flying on a commercial airline, how satisfied were you with what it cost you to travel by commercial airline during March? Were you (READ LIST)**

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

G2226. In terms of security from crime or terrorism, how secure did you feel while flying on a commercial airline in March? Did you feel (READ LIST)

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

G2246. In terms of safety from accidents, how safe did you feel while flying on a commercial airline in March? Did you feel (READ LIST)

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

G2266. In terms of travel time using commercial airlines, overall, how satisfied were you with the amount of time it took you to get where you wanted to go during March? Were you (READ LIST)

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

G2286. In general, how would you rate the level of convenience of traveling by commercial airline? Is it (READ LIST)

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

G2294. Now please tell me, when you travel by commercial airline, which of the following is most important to you? Is it (READ LIST)

- 1) The cost of the travel
- 2) Your security from terrorism or crime
- 3) Your safety from accidents
- 4) The amount of time it takes to complete the travel
- 5) The level of convenience of traveling by air
- 6) The level of customer service you receive

**Section B - BTS Topical Transportation Questions**

B0051.       **The next questions are about commuting to work.**

HIT "RETURN" TO CONTINUE

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

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

B0104.       **Last month did you commute, that is, travel routinely from home to work?**  
(INTERVIEWER: EXCLUDE TELECOMMUTING; COMMUTING MAY INCLUDE ANY TYPE OF TRANSPORTATION.)

- 1)    Yes
- 2)    No (*Skip to B0371*)

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

\_\_\_\_\_ days

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

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

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

B0157.       **Did you drive alone or were there other commuters in your car?**

- 1)    Alone
- 2)    Other commuters
- 3)    Other non-commuters (children, students, etc.)

*Skip to B0310*

B0158. **Please list the combination of modes used.**

\_\_\_\_\_

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

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

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

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

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

\_\_\_\_\_ hours and \_\_\_\_\_ minutes (*go to B0371*)

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

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

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

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

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

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

\_\_\_\_\_ miles

B0371. **Have you ever telecommuted? That is, have you ever worked at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend or self-employed persons who work at home.)**

- 1) Yes
- 2) No

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

- 1) Yes (*If B0371 is "No", skip to B0395*)
- 2) No (*Skip to B0395*)

B0376. **Are you currently participating in a telecommuting program?**

- 1) Yes
- 2) No (*Skip to B0395*)

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

\_\_\_\_\_ days

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

\_\_\_\_\_

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

[INTERVIEWER: FOCUS IS ON WORKING SOMEWHERE OTHER THAN ONE'S "NORMAL" WORKPLACE FOR THE PURPOSE OF REDUCING COMMUTE TIME.

SATELLITE OFFICE: ALTERNATE WORK SITE THAT IS IN A SEPARATE LOCATION OTHER THAN YOUR PRIMARY WORKSITE.

TELEWORK CENTER: ALTERNATE WORK SITE, COULD POSSIBLY HOUSE WORKERS FROM MANY DIFFERENT BUSINESSES.]

- 1) Yes
- 2) No

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

- 1) Yes (*If B0395 is "No", skip to B2300*)
- 2) No (*Skip to B2300*)

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

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

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

\_\_\_\_\_ days

B0390. **What is your primary reason for working at a telework center or satellite office?** (INTERVIEWER: RECORD VERBATIM)

\_\_\_\_\_

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

HIT "RETURN" TO CONTINUE

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

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

B2315. **Please let me verify your last answer as [insert respondent's last answer].**

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

*If B2311 1) is earlier than one year ago skip to B3002 (Note: Remember we are collecting data for the month of March, one year ago would include April 2002 through March 2003).*

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

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

B2333. **Still thinking of your most recent flight in which of the following sections was your seat located: (READ ENTIRE LIST EXCEPT DON'T KNOW)**

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

*If B2333=1, 2 or 3 skip to B2341*

B2334. **Was your seat located in any of the following areas: (READ LIST)**

- 1) **Business class section**
- 2) **Flight attendant's**
- 3) **Flight crew section or "cockpit"**
- 4) **None of the sections**

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

- 1) Yes
- 2) No

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

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

IF MORE THAN 5 HOURS, CODE AS 5

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

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

IF MORE THAN 5 HOURS, CODE AS 5

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

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

- 1) **Less than you expected**
- 2) **About what you expected**
- 3) **More than you expected**



B2801. **How would you rate the thoroughness of the screening process? Would you rate it (READ LIST)**

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

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

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

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

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

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

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

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

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

*If B2311 1) is one year ago or later skip to B3100 (Note: Remember we are collecting data for the month of March, one year ago would include April 2002 through March 2003).*

B3002. **How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have (READ LIST)**

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

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

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

B4300. **My next group of questions ask for information about Internet use and household freight deliveries.**

B4310. **During March, did you have access to the Internet, from home, work, or some other location?**

- 1) **Yes**
- 2) **No (Skip to B4350)**

*If B4310 = refused or do not know skip to B4350*

B4320. **During March, did you use the Internet to purchase merchandise to be delivered to an address other than your home address (for example delivery to a friend or family member)?**

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

B4330. **During March, did you use the Internet to purchase merchandise to be delivered to your home address?**

- 1) **Yes**
- 2) **No (Skip to B4350)**

*If B4330 = refused or do not know skip to B4350*

B4340. **During March, how many times did you purchase merchandise to be delivered to your home using the Internet?**

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

B4350. **During March, how many times did you purchase merchandise to be delivered to your home by using the telephone?**

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

B4360. **During March, how many times did you purchase merchandise to be delivered to your home by mailing an order form to a business or company?**

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

B4370. **During March, how many times did you purchase merchandise, in person, at a store or business that had to be delivered to your home; that is, you did not take the merchandise home with you?**

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

B4380. **During March, how many deliveries did you receive at your home that were delivered by a company other than the US Postal Service - someone other than your regular mail delivery person? Non-US Postal Service companies include FedEx, UPS, Emory, Airborne Express, DHL, as well as other private delivery companies that could include private furniture or appliance delivery companies.**

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

B4390. **During March, did you receive any of the following types of merchandise at your home: (READ LIST. RECORD ALL MENTIONS.)**

- 01) **Books**
- 02) **Clothing or clothing accessories (including footwear)**
- 03) **Computer hardware**
- 04) **Computer software**
- 05) **Drugs, health aids, or beauty aids**
- 06) **Electronics or appliances**
- 07) **Food, beer, or wine**
- 08) **Furniture or other home furnishings**
- 09) **Audio or video cassettes/CDs/DVDs**
- 10) **Office equipment or supplies (for a home office)**
- 11) **Toys, hobby goods, or games**
- 97) **Other – SPECIFY \_\_\_\_\_**

- B5000. **My next set of questions is about recent events in the news.**
- B5010. **Recently the government has issued several changes to threat levels used to assess the potential for terrorist acts. Have those changes in threat level caused you to fill up or “top off” your fuel tank more often than you did before?**
- 1) Yes
  - 2) No
- B5020. **Have those changes in threat level caused you to begin carrying food, water, or other emergency supplies in your personal vehicle?**
- 1) Yes
  - 2) No
- B5030. **As a result of the current war in Iraq, have you changed your everyday travel routines?**
- 1) Yes
  - 2) No (*Skip to B5040*)
- B5031. **What kinds of changes have you made?**
- SPECIFY \_\_\_\_\_
- B5040. **There has been a lot of news recently about a newly identified disease called Severe Acute Respiratory Syndrome or SARS. Do you or did you have travel plans to any of the affected areas?**
- 1) Yes
  - 2) No (*Skip to SS0050*)
- B5041. **Has concern about this new disease caused you to change any of your travel plans?**
- 1) Yes
  - 2) No

**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	
SS0401.	<b>The risk of being in any kind of transportation accident.</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
SS0252.	<b>Safety risks due to mechanical equipment failure.</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:**

SS1051. **On a scale of 1 to 5 where "1"one means very dissatisfied and "5" means very satisfied how satisfied are you with what the Federal Government is doing to ensure effective passenger vehicle safety standards?**

1 2 3 4 5

SS1101. **(On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied). How satisfied are you with what the Federal Government is doing to ensure effective safety standards for large trucks?**

1 2 3 4 5

SS1301. **On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied how satisfied are you with what the Federal Government is doing to ensure effective safety standards for airport security?**

1 2 3 4 5

SS1151. **(On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied). How satisfied are you with what the Federal Government is doing to ensure the safe take-off and landing of aircraft through the air traffic control system?**

1 2 3 4 5

SS1351. **On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied how satisfied are you with what the Federal Government is doing to ensure the safety of commercial aircraft passengers?**

1 2 3 4 5

SS1251. **(On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied). How satisfied are you with what the Federal Government is doing to ensure the safe transportation of hazardous chemicals?**

1 2 3 4 5

SS1201. **On a scale of 1 to 5 where “1” means very dissatisfied and “5” means very satisfied how satisfied are you with what the Federal Government is doing to ensure the safety of large fuel and natural gas pipelines in your community?**

1      2      3      4      5

## Section M - Operating Administration Modal Questions

The next group of questions are of interest to the National Highway Transportation Safety Administration.

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

- 1) Yes
- 2) No (*Skip to MNH0710*)

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

**MNH0710. How satisfied are you with how your local community is designed for making bike riding safe? Are you (READ LIST)**

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

**MNH0715. How satisfied are you with how your local community is designed for making walking safe? Are you (READ LIST)**

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



**Section D - Demographic Questions**

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

HIT "RETURN" TO CONTINUE

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

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

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

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

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

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

- 1) Yes
- 2) No (*Skip to D0110*)

D1104. **How have they changed for you?**

\_\_\_\_\_

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

- 1) Yes
- 2) No

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

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

\_\_\_\_\_

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

- 1) Yes
- 2) No

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

- 1) Yes
- 2) No

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

\_\_\_\_\_ people

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

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

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

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

- 1) Male
- 2) Female

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

- 1) Yes
- 2) No

D0402. **Is the racial group that best describes you... (READ ENTIRE LIST. READ PARENTHETICAL ONLY IF RESPONDENT ASKS FOR CLARIFICATION.) (RECORD ALL THAT APPLY)**

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

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

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

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

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

D0553. **Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.**

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

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

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

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

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

— — — — —

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

- 1) Yes
- 2) No

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

HIT "RETURN" TO CONTINUE

**Section I - Interviewer Close Out Questions**

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

HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

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

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

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

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	CENDIV
			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
	INLNTH	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			
G3001	G3001A	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			
G3001	G3001B	Public Transit - Other Reason for Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G3051	G3051A	Public Transit - Trip Purpose	1	Work/Work-related	Num	8	PTPURP
			2	Shopping			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3	College/Other school			
			4	Medical services			
			5	Social, religious worship, personal business			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G3051	G3051B	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			
G0210	G0210	Use - Charter or Tour Bus	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851O	G0851O	Charter or Tour Bus - Days		_____ 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			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0851E	G0851E	Train - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0902C	G0902C	Train - Days - Business		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0880	G0880	AMTRAK - Available	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
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

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0453	G0453	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			
G0852I	G0852I	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			
G1002	G1002A	Bicycle - Time Spent - Hours		_____ hours	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
G1002	G1002B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1002	G1002C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052A	Bicycle - Type of Road	01	Paved roads (not on shoulders of paved roads)	Num	8	ROADTYPA
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			04	Sidewalks			
			07	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1052	G1052B	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)			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			5	Required for my job			
			7	Some other purpose			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1102	G1102B	Walk - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G1151	G1151A	Walk - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1151	G1151B	Walk - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.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			
G1203	G1203A	Walk - Type of Road	01	Paved roads (not on shoulders of paved roads)	Num	8	ROADTYPB
			02	Shoulders of paved roads			
			03	Bike lanes on roads			
			05	Bike paths, walking paths or trails			
			06	Unpaved roads (for example dirt, gravel, sand)			
			04	Sidewalks			
			07	Track			
			08	Grass			
			97	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1203	G1203B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
G0702	G0702	Use - Recreational Boat	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.D	Don't know			
			.R	Refused			
G0852M	G0852M	Recreational Boat - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1259	G1259C	Recreational Boat - Time Spent - Decimal Hours		Calculated	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			
G0852L	G0852L	Watercraft - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252A	Watercraft - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G1252	G1252B	Watercraft - 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			
G1252	G1252C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
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			
G0555	G0555	Use - Cruise Ship	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
G0851P	G0851P	Cruise Ship - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G0752	G0752	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
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2016	G2016	Personal Vehicle - Costs	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2026	G2026	Personal Vehicle - Security	1	Very insecure	Num	8	TRASECA
			2	Somewhat insecure			
			3	Somewhat secure			
			4	Very secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2046	G2046	Personal Vehicle - Safety	1	Very unsafe	Num	8	TRASAFEA
			2	Somewhat unsafe			
			3	Somewhat safe			
			4	Very safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2066	G2066	Personal Vehicle - Travel Time	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2086	G2086	Personal Vehicle - Convenient	1	Very inconvenient	Num	8	TRACONVA
			2	Somewhat inconvenient			
			3	Somewhat convenient			
			4	Very convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2094	G2094	Personal Vehicle - Most Important Thing	1	The cost of the travel	Num	8	VEHIMPOB
			2	Your security from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			5	The level of convenience of using a personal vehicle			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2116	G2116	Transit - Costs	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2126	G2126	Transit - Security	1	Very insecure	Num	8	TRASECA
			2	Somewhat insecure			
			3	Somewhat secure			
			4	Very secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2146	G2146	Transit - Safety	1	Very unsafe	Num	8	TRASAFEA
			2	Somewhat unsafe			
			3	Somewhat safe			
			4	Very safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2166	G2166	Transit - Travel Time	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2186	G2186	Transit - Convenient	1	Very inconvenient	Num	8	TRACONVA
			2	Somewhat inconvenient			
			3	Somewhat convenient			
			4	Very convenient			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2194	G2194	Transit - Most Important Thing	1	The cost of the travel	Num	8	TRAIMPOB
			2	Your security from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of convenience of using public transit			
			6	The level of customer service you receive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2216	G2216	Com Airline - Costs	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2226	G2226	Com Airline - Security	1	Very insecure	Num	8	TRASECA
			2	Somewhat insecure			
			3	Somewhat secure			
			4	Very secure			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2246	G2246	Com Airline - Safety	1	Very unsafe	Num	8	TRASAFEA
			2	Somewhat unsafe			
			3	Somewhat safe			
			4	Very safe			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2266	G2266	Com Airline - Travel Time	1	Very dissatisfied	Num	8	TRASATA
			2	Dissatisfied			
			3	Satisfied			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	Very satisfied			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2286	G2286	Com Airline - Convenient	1	Very inconvenient	Num	8	TRACONVA
			2	Somewhat inconvenient			
			3	Somewhat convenient			
			4	Very convenient			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
G2294	G2294	Com Airline - Most Important Thing	1	The cost of the travel	Num	8	AIRIMPOB
			2	Your security from terrorism or crime			
			3	Your safety from accidents			
			4	The amount of time it takes to complete the travel			
			5	The level of convenience of traveling by air			
			6	The level of customer service you receive			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0900	D0900	Work	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0104	B0104	Commute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0153	B0153A	Commute - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0153	B0153B	Commute - Days by Category	1	29-31 days/month	Num	8	DAYSCOMU

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0154	B0154	Commute to Work - Transportation Mode	1	Walk	Num	8	TELEMODE
			2	Drive in a personal vehicle			
			3	Use a carpool or vanpool			
			4	Use public transit			
			5	Combination of modes			
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0157	B0157	Commute to Work - Number of Commuters	1	Alone	Num	8	TELENUMB
			2	Other commuters			
			3	Other non-commuters (children, students, etc.)			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0158	B0158	Commute to Work - Combination of Modes	Text	Verbatim response	Char	250	\$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0310	B0310	Commute to Work - Same Location	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0315	B0315	Commute to Work - Several Locations	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0320	B0320A	Commute to Work - Svrl Loc - Time Spent - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320B	Commute to Work - Svrl Loc - Time Spent - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0320	B0320C	Commute to Work - Svrl Loc - Time Spent - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0352	B0352C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0353	B0353	Commute to Work - Distance		_____ miles	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0371	B0371	Telecommute	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.S	Appropriate skip			
B0375	B0375	Telecommute - Option	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0376	B0376	Telecommute - Participation	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0363	B0363	Telecommute - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0377	B0377	Telecommute - Primary Reason	Text	Verbatim response	Char	250	\$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0395	B0395	Telework	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0380	B0380	Telework - Option	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0386	B0386	Telework - Currently	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0388	B0388	Telework - Days		_____ days	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B0390	B0390	Telework - Primary Reason	Text	Verbatim response	Char	250	\$TEXTVAR
			.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			
			6	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		Month _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2311	B2311C	Com Airline - Most Recent Flight - Year		Year _____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2321	B2321	Com Airline - Most Recent Flight - Purpose	1	Yes, business/job related	Num	8	TRIPURP
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2333	B2333	Com Airline - Most Recent Flight - Section	1	Economy or coach section (also sometimes called the main cabin)	Num	8	TRIPSECT
			2	First class section			
			3	There were no sections in the plane; all seats were in the same section			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			7	Other			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2334	B2334	Com Airline - Most Recent Flight - Section - Area	1	Business class section	Num	8	TRIPAREA
			2	Flight attendant's			
			3	Flight crew section or "cockpit"			
			4	None of the sections			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2341	B2341	Com Airline - Most Recent Flight - Price Restrictions	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2601	B2601A	Com Airline - Most Recent Flight - Time Before Flight - Hours		_____ hours	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2601	B2601B	Com Airline - Most Recent Flight - Time Before Flight - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2601	B2601C	Com Airline - Most Recent Flight - Time Before Flight - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701A	Com Airline - Most Recent Flight - Screening - Time - Hours		_____ hours	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			
B2701	B2701B	Com Airline - Most Recent Flight - Screening - Time - Minutes		_____ minutes	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2701	B2701C	Com Airline - Most Recent Flight - Screening - Time - Decimal Hours		Calculated	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2751	B2751	Com Airline - Most Recent Flight - Screening - Time - Satisfaction	1	Less than you expected	Num	8	SCRETIME
			2	About what you expected			
			3	More than you expected			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2801	B2801	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			
B2853	B2853	Com Airline - Most Recent Flight - Screening - Confidence	1	No confidence	Num	8	SCRECONF
			2	A small amount of confidence			
			3	A moderate amount of confidence			
			4	A great deal of confidence			
			5	Total confidence			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B2900	B2900	Com Airline - Most Recent Flight - Screening - Courtesy - Satisfaction	1	Very unsatisfied	Num	8	SCRESATI



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			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			
B2977	B2977	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			
B3002	B3002	Com Airline - Screening - Confidence	1	No confidence	Num	8	SCRECONF
			2	A small amount of confidence			
			3	A moderate amount of confidence			
			4	A great deal of confidence			
			5	Total confidence			
			.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
			3	Have had no effect on your commercial airline travel			
			2	More inclined to travel by commercial airline			
			.D	Don't know			
			.R	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B4310	B4310	Internet - Access	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4320	B4320	Internet - Merchandise - Delivery - Other Address	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B4330	B4330	Internet - Merchandise - Delivery - Home Address	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B4340	B4340	Internet - Merchandise - Delivery - Home Address - Number		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
B4350	B4350	Phone - Merchandise - Delivery - Home Address - Number		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
B4360	B4360	Mail - Merchandise - Delivery - Home Address - Number		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
B4370	B4370	Store - Merchandise - Delivery - Home Address - Number		_____	Num	8	FORNUM
			.D	Don't know			
			.R	Refused			
B4380	B4380	Private Delivery Company - Delivery - Home Address - Number		_____	Num	8	FORNUM
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
B4390	B4390A	Type of Merchandise - Books	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390B	Type of Merchandise - Clothing	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390C	Type of Merchandise - Hardware	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390D	Type of Merchandise - Software	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390E	Type of Merchandise - Drugs	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390F	Type of Merchandise - Electronics	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390G	Type of Merchandise - Food	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390H	Type of Merchandise - Furniture	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
B4390	B4390I	Type of Merchandise - Audio/Video	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390J	Type of Merchandise - Office Equipment	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390K	Type of Merchandise - Toys	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390L	Type of Merchandise - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B4390	B4390M	Type of Merchandise - Other - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.S	Appropriate skip			
B5010	B5010	Changes in Threat Level - Fuel	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B5020	B5020	Changes in Threat Level - Emergency Supplies	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B5030	B5030	War with Iraq - Change in Travel Routines	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B5031	B5031	War with Iraq - Change in Travel Routines - Text			Char	250	\$TEXTVAR
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
			.S	Appropriate skip			
B5040	B5040	SARS - Travel Plans to Affected Areas	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
B5041	B5041	SARS - Change in Travel Plans	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
SS0401	SS0401	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			
SS0252	SS0252	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				

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			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			
			.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			
SS1051	SS1051	Satisfaction - Safety - Passenger Vehicle	1	Very dissatisfied	Num	8	SATISFYA
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1101	SS1101	Satisfaction - Safety - Large Trucks	1	Very dissatisfied	Num	8	SATISFYA
			2				

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1301	SS1301	Satisfaction - Safety - Airport Security	1	Very dissatisfied	Num	8	SATISFYA
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1151	SS1151	Satisfaction - Safety - Takeoff/Landing of Aircraft	1	Very dissatisfied	Num	8	SATISFYA
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1351	SS1351	Satisfaction - Safety - Commercial Aircraft	1	Very dissatisfied	Num	8	SATISFYA
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1251	SS1251	Satisfaction - Safety - Hazardous Chemicals	1	Very dissatisfied	Num	8	SATISFYA
			2				
			3				
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
SS1201	SS1201	Satisfaction - Safety - Large Pipelines	1	Very dissatisfied	Num	8	SATISFYA
			2				
			3				

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4				
			5	Very satisfied			
			.D	Don't know			
			.R	Refused			
MNH0510	MNH0510	Driving	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
MNH0580	MNH0580	Driving - Crash	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0600	MNH0600	Driving - Near Miss	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
MNH0710	MNH0710	Community Design - Riding Safe - Satisfaction	1	Very satisfied	Num	8	SATISFYB
			2	Somewhat satisfied			
			3	Neither satisfied nor dissatisfied			
			4	Somewhat dissatisfied			
			5	Very dissatisfied			
			.D	Don't know			
			.R	Refused			
MNH0715	MNH0715	Community Design - Walking Safe - Satisfaction	1	Very satisfied	Num	8	SATISFYB
			2	Somewhat satisfied			
			3	Neither satisfied nor dissatisfied			
			4	Somewhat dissatisfied			
			5	Very dissatisfied			
			.D	Don't know			
			.R	Refused			
D0061	D0061	Registered Vehicles			Num	8	FORNUM
			.D	Don't know			
			.R	Refused			



Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0104	D0104	Disability	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D1103	D1103	Disability - Screening - Change	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D1104	D1104	Disability - Screening - Change - Text	Text	Verbatim response	Char	250	\$TEXTVAR
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0110	D0110	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			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.D	Don't know			
			.R	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.D	Don't know			
			.R	Refused			
D0404	D0404	Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402D	Group - Native Hawaiian or Other Pacific Islander	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
D0402	D0402E	Group - White	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402F	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
D0402	D0402G	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/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			
D0553	D0553	Additional Phone Lines - Number	0	None	Num	8	ADPHONE
			1	One			
			2	Two			
			3	Three			
			4	Four or more			
			.D	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.R	Refused			
D0751	D0751	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.D	Don't know			
			.R	Refused			
			.S	Appropriate skip			
D0810	D0810	Advance Notice	1	Yes	Num	8	YESNO
			2	No			
			.D	Don't know			
			.R	Refused			
	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 HOUSEHOLD SURVEY RESULTS

### Marginal Frequency Distributions with Percentages and Standard Errors

Survey period: April 06, 2003 – April 17, 2003

#### Section G - General Transportation Core Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0103 During March, did you drive or ride in a personal vehicle? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)</b>				
Yes	976	191,666,540	95.50	0.736
No	45	9,040,160	4.50	0.736
Subtotal valid responses	1,021	200,706,700	100	
Don't know	0	0		
Refused	0	0		
Total	1,021	200,706,700		

#### **G0851A How many days did you drive or ride?**

Count	962	188,915,901
Mean	25.600	25.735
Standard deviation	8.666	0.322
Minimum	1	1
25th percentile	21	23
Median	31	31
75th percentile	31	31
Maximum	31	31

#### **G0150 During March, did you drive or ride in an organized carpool or vanpool?**

Yes	52	11,067,425	5.53	0.871
No	966	189,110,179	94.47	0.871
Subtotal valid responses	1,018	200,177,604	100	
Don't know	2	434,049		
Refused	1	95,047		
Total	1,021	200,706,700		

#### **G0851B How many days did you drive or ride?**

Count	52	11,067,425
Mean	9.135	8.964
Standard deviation	8.689	1.335
Minimum	1	1
25th percentile	2.5	2
Median	4	4
75th percentile	17	16
Maximum	31	31

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0302 During March, did you ride on any public transit within a city or metropolitan area? Examples of public transit include a bus, rapid rail (subway, surface or elevated), light rail, commuter bus or rail from suburb to city.</b>				
Yes		129	27,236,302	13.57 1.238
No		892	173,470,398	86.43 1.238
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851C How many days did you use it?</b>				
Count		128	27,141,134	
Mean		8.883	8.990	
Standard deviation		9.195	0.965	
Minimum		1	1	
25th percentile		2	2	
Median		5	5	
75th percentile		15	15	
Maximum		31	31	
<b>G3001A As opposed to other means of transportation, please tell me the main reason you used public transit last month.</b>				
Have no vehicle available		34	8,265,528	30.71 4.896
Cheaper/Costs less/Saves money/Parking too expensive		15	2,869,056	10.66 2.910
Faster than other means of transportation		4	1,043,864	3.88 2.044
More convenient than other means of transportation		53	10,621,922	39.46 4.945
Less impact on the environment than other means of transportation		0	0	0.00 0.000
Parking not available		11	2,464,941	9.16 2.788
Away from home on business or pleasure travel		7	1,358,789	5.05 2.095
Other		1	292,678	1.09 1.081
Subtotal valid responses		125	26,916,778	100
Don't know		2	131,865	
Refused		2	187,659	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G3051A Consider your most recent trip using public transit. What was the primary purpose of the trip?</b>				
Work/Work-related		48	9,748,305	36.78 4.783
Shopping		12	2,519,578	9.51 3.373
College/Other school		9	2,628,381	9.92 3.429
Medical services		8	1,506,048	5.68 2.098
Social, religious worship, personal business		45	9,569,959	36.10 4.958
Other		3	534,657	2.02 1.438
Subtotal valid responses		125	26,506,928	100
Don't know		3	485,200	
Refused		1	244,174	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

<b>G0201 During March, did you ride on a city-to-city bus, such as Greyhound?</b>				
Yes		8	2,277,925	1.13 0.484
No		1,013	198,428,775	98.87 0.484
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	

<b>G0851D How many days did you ride on it?</b>				
Count		8	2,277,925	
Mean		2.875	2.161	
Standard deviation		2.475	0.471	
Minimum		1	1	
25th percentile		1	1	
Median		2	2	
75th percentile		4	2	
Maximum		8	8	

<b>G0902B And of these days, how many were for business or work?</b>				
Count		8	2,277,925	
Mean		0.250	0.347	
Standard deviation		0.463	0.201	
Minimum		0	0	
25th percentile		0	0	
Median		0	0	
75th percentile		0.5	1	
Maximum		1	1	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0210 During March, did you ride on a charter or tour bus line?</b>				
Yes		11	2,311,372	1.15 0.376
No		1,009	198,301,422	98.85 0.376
Subtotal valid responses		1,020	200,612,794	100
Don't know		1	93,906	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851O How many days did you ride on it?</b>				
Count		11	2,311,372	
Mean		4.182	3.716	
Standard deviation		5.492	1.603	
Minimum		1	1	
25th percentile		1	1	
Median		1	1	
75th percentile		5	5	
Maximum		15	15	
<b>G0251 During March, did you ride on a city-to-city train, such as AMTRAK?</b>				
Yes		16	3,318,042	1.65 0.473
No		1,005	197,388,658	98.35 0.473
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851E How many days did you ride on it?</b>				
Count		16	3,318,042	
Mean		2.625	3.616	
Standard deviation		3.384	1.527	
Minimum		1	1	
25th percentile		1	1	
Median		2	2	
75th percentile		2.5	3	
Maximum		15	15	



Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0902C And of these days, how many were for business or work?</b>				
Count		16	3,318,042	
Mean		1.375	2.610	
Standard deviation		3.739	1.661	
Minimum		0	0	
25th percentile		0	0	
Median		0	0	
75th percentile		1	2	
Maximum		15	15	
<b>G0880 In your area, do you have long distance, city-to-city train service such as AMTRAK?</b>				
Yes		506	104,823,398	54.91 1.770
No		464	86,062,299	45.09 1.770
Subtotal valid responses		970	190,885,697	100
Don't know		51	9,821,003	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0350 During March, did you fly on a commercial airline?</b>				
Yes		114	20,008,220	9.97 1.009
No		907	180,698,480	90.03 1.009
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851F How many days did you fly on a commercial airline?</b>				
Count		114	20,008,220	
Mean		2.667	1.661	
Standard deviation		1.733	0.161	
Minimum		1	1	
25th percentile		2	2	
Median		2	2	
75th percentile		3	2	
Maximum		10	10	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0902D And of these days, how many were for business or work?</b>				
Count		114	20,008,220	
Mean		1.342	1.268	
Standard deviation		2.185	0.208	
Minimum		0	0	
25th percentile		0	0	
Median		0	0	
75th percentile		2	2	
Maximum		10	10	
<b>G0401 During March, did you fly on a charter, private, or corporate airplane or helicopter?</b>				
Yes		9	1,187,458	0.59 0.238
No		1,012	199,519,242	99.41 0.238
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851G How many days did you fly on a charter, private, or corporate airplane or helicopter?</b>				
Count		9	1,187,458	
Mean		5.444	3.788	
Standard deviation		6.966	1.347	
Minimum		1	1	
25th percentile		2	2	
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		9	1,187,458	
Mean		2.222	1.928	
Standard deviation		4.868	0.983	
Minimum		0	0	
25th percentile		0	0	
Median		0	1	
75th percentile		2	2	
Maximum		15	15	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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**G0453 During March, did you drive or ride on a motorcycle, a motorized scooter, motorized bicycle, moped or all terrain vehicle?**

Yes		77	14,679,296	7.31 0.908
No		944	186,027,404	92.69 0.908
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	

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

Count	77	14,679,296
Mean	5.000	0.983
Standard deviation	6.621	1.033
Minimum	1	1
25th percentile	1	2
Median	3	3
75th percentile	5	7
Maximum	31	31

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

Yes	137	29,056,738	14.48 1.312
No	884	171,649,962	85.52 1.312
Subtotal valid responses	1,021	200,706,700	100
Don't know	0	0	
Refused	0	0	
Total	1,021	200,706,700	

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

Count	137	29,056,738
Mean	6.321	6.311
Standard deviation	7.501	0.695
Minimum	1	1
25th percentile	2	2
Median	3	3
75th percentile	6	6
Maximum	31	31

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0952A Primarily for what purpose did you use it?</b>				
Commuting to work or school		8	1,836,103	6.32 2.498
Recreation		85	18,557,532	63.87 4.775
Exercise/for my health		28	5,169,373	17.79 3.575
Personal errands (to the store, post office, and so on)		14	2,974,699	10.24 3.278
Required for my job		2	519,031	1.79 1.269
Some other purpose		0	0	0.00 0.000
Subtotal valid responses		137	29,056,738	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		884	171,649,962	
Total		1,021	200,706,700	

<b>G1002C And on a typical day that you rode a bicycle, about how much time did you spend bicycling?</b>				
Count		137	29,056,738	
Mean		1.166	1.106	
Standard deviation		1.059	0.081	
Minimum		0.083	0.083	
25th percentile		0.5	0.5	
Median		1	1	
75th percentile		1.5	1.5	
Maximum		7	7	

<b>G1052A Did you bicycle mostly on:</b>				
Paved roads (not on shoulders of paved roads)		80	16,522,569	58.06 4.991
Shoulders of paved roads		5	1,925,046	6.76 3.177
Bike lanes on roads		7	1,625,833	5.71 2.270
Bike paths, walking paths or trails		25	4,751,715	16.70 3.744
Unpaved roads (for example dirt, gravel, sand)		7	1,370,100	4.81 1.979
Sidewalks		9	2,006,833	7.05 2.461
Grass		1	254,392	0.89 0.891
Other		0	0	0.00 0.000
Subtotal valid responses		134	28,456,488	100
Don't know		2	539,053	
Refused		1	61,197	
Appropriate skip		884	171,649,962	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0551 During March, did you walk, run, or jog at least one time outside for 10 minutes or more? (such as to work, to a store or to a park)</b>				
Yes		715	140,110,514	69.81 1.649
No		306	60,596,186	30.19 1.649
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851J How many days did you walk, run or jog?</b>				
Count		708	138,697,670	
Mean		12.696	12.729	
Standard deviation		9.422	0.411	
Minimum		1	1	
25th percentile		5	5	
Median		10	10	
75th percentile		20	20	
Maximum		31	31	
<b>G1102A Primarily for what purpose did you walk, run, or jog?</b>				
Commuting to work or school		36	8,201,799	5.92 1.135
Recreation		102	19,596,537	14.14 1.463
Exercise/for my health		423	81,070,671	58.50 2.095
Personal errands (to the store, post office, walking the dog, and so on)		121	23,586,009	17.02 1.580
Required for my job		24	5,248,766	3.79 0.833
Some other purpose		3	867,289	0.63 0.370
Subtotal valid responses		709	138,571,071	100
Don't know		3	620,121	
Refused		3	919,322	
Appropriate skip		306	60,596,186	
Total		1,021	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		705	138,168,910	
Mean		0.858	0.938	
Standard deviation		1.100	0.062	
Minimum		0.167	0.167	
25th percentile		0.333	0.333	
Median		0.5	0.5	
75th percentile		1	1	
Maximum		12	12	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G1203A Did you walk, run, or jog mostly on:</b>				
Paved roads (not on shoulders of paved roads)		232	47,200,067	33.91 2.036
Shoulders of paved roads		30	6,117,740	4.40 0.856
Bike lanes on roads		5	881,096	0.63 0.306
Bike paths, walking paths or trails		65	11,552,862	8.30 1.103
Unpaved roads (for example dirt, gravel, sand)		45	7,783,553	5.59 0.895
Sidewalks		279	56,174,731	40.36 2.085
Track		20	3,885,786	2.79 0.763
Grass		30	5,153,330	3.70 0.734
Other		3	445,720	0.32 0.205
Subtotal valid responses		709	139,194,885	100
Don't know		5	812,427	
Refused		1	103,202	
Appropriate skip		306	60,596,186	
Total		1,021	200,706,700	

<b>G0702 During March, did you operate or ride on a recreational boat such as a motorboat, canoe, rowboat or sailboat?</b>				
Yes		39	8,139,431	4.06 0.702
No		982	192,567,269	95.94 0.702
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	

<b>G0852M How many days did you use a recreational boat?</b>				
Count		39	8,139,431	
Mean		3.436	3.190	
Standard deviation		3.447	0.467	
Minimum		1	1	
25th percentile		1	1	
Median		2	2	
75th percentile		4	4	
Maximum		15	15	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G1259C On a typical day that you went recreational boating, about how much time did you spend using the recreational boat?</b>				
Count		39	8,139,431	
Mean		3.582	3.703	
Standard deviation		2.640	0.511	
Minimum		0.033	0.033	
25th percentile		1	1	
Median		3	4	
75th percentile		6	6	
Maximum		10.167	10.167	

<b>G0652 During March, did you operate or ride on a personal watercraft such as a jetski, skidoo or waverunner?</b>				
Yes		2	307,739	0.15 0.126
No		1,019	200,398,961	99.85 0.126
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	

<b>G0852L How many days did you use a personal watercraft?</b>				
Count		2	307,739	
Mean		3.000	3.000	
Standard deviation		0.000	0.000	
Minimum		3	3	
25th percentile		3	3	
Median		3	3	
75th percentile		3	3	
Maximum		3	3	

<b>G1252C On a typical day that you went personal watercrafting, about how much time did you spend using the personal watercraft?</b>				
Count		2	307,739	
Mean		3.000	3.000	
Standard deviation		0.000	0.000	
Minimum		3	3	
25th percentile		3	3	
Median		3	3	
75th percentile		3	3	
Maximum		3	3	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0601 During March, did you ride on a commercial boat, ship or ferry?</b>				
Yes		20	4,199,684	2.09 0.513
No		1,001	196,507,016	97.91 0.513
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851K How many days did you ride on a commercial boat, ship, or ferry?</b>				
Count		20	4,199,684	
Mean		2.050	1.911	
Standard deviation		1.849	0.407	
Minimum		1	1	
25th percentile		1	1	
Median		1	1	
75th percentile		2.5	2	
Maximum		7	7	
<b>G0555 During March, did you ride as a passenger on a cruise ship?</b>				
Yes		6	1,277,248	0.64 0.269
No		1,015	199,429,452	99.36 0.269
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G0851P How many days did you ride as a passenger on a cruise ship?</b>				
Count		6	1,277,248	
Mean		3.833	3.958	
Standard deviation		2.401	0.931	
Minimum		1	1	
25th percentile		1	1	
Median		4.5	4	
75th percentile		5	5	
Maximum		7	7	



Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G0752 During March, did you use any other means of transportation? For example a taxi, limousine, hotel or airport shuttle, or any other means of transportation that I may not have mentioned to you.</b>				
Yes		144	27,936,353	13.92 1.218
No		877	172,770,347	86.08 1.218
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>G2016 Considering all the costs associated with driving or riding in a personal vehicle, how satisfied were you with what it cost you to travel by personal vehicle during March? Were you</b>				
Very dissatisfied		65	13,696,168	7.19 0.984
Dissatisfied		218	42,438,232	22.28 1.532
Satisfied		545	107,716,006	56.56 1.817
Very satisfied		142	26,605,512	13.97 1.259
Subtotal valid responses		970	190,455,918	100
Don't know		5	1,053,413	
Refused		1	157,209	
Appropriate skip		45	9,040,160	
Total		1,021	200,706,700	
<b>G2026 In terms of security from crime or terrorism, how secure did you feel while driving or riding in a personal vehicle in March? Did you feel</b>				
Very insecure		13	2,530,828	1.33 0.429
Somewhat insecure		47	9,440,477	4.94 0.770
Somewhat secure		249	50,507,016	26.45 1.634
Very secure		662	128,483,766	67.28 1.727
Subtotal valid responses		971	190,962,087	100
Don't know		3	438,829	
Refused		2	265,624	
Appropriate skip		45	9,040,160	
Total		1,021	200,706,700	
<b>G2046 In terms of safety from accidents, how safe did you feel while driving or riding in a personal vehicle in March? Did you feel</b>				
Very unsafe		11	2,310,972	1.21 0.389
Somewhat unsafe		102	21,573,187	11.31 1.164
Somewhat safe		392	76,392,493	40.07 1.798
Very safe		466	90,383,591	47.41 1.835
Subtotal valid responses		971	190,660,243	100
Don't know		5	1,006,297	
Refused		0	0	
Appropriate skip		45	9,040,160	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G2066 In terms of travel time, using a personal vehicle, overall, how satisfied were you with the amount of time it took you to get where you wanted to go in March? Were you</b>				
Very dissatisfied		16	3,097,880	1.62 0.465
Dissatisfied		88	17,932,494	9.40 1.050
Satisfied		580	116,246,557	60.92 1.770
Very satisfied		287	53,552,834	28.06 1.617
Subtotal valid responses		971	190,829,765	100
Don't know		4	553,539	
Refused		1	283,236	
Appropriate skip		45	9,040,160	
Total		1,021	200,706,700	

<b>G2086 In general, how would you rate the level of convenience of traveling by personal vehicle? Is it</b>				
Very inconvenient		10	1,873,591	0.98 0.334
Somewhat inconvenient		41	8,414,479	4.42 0.738
Somewhat convenient		210	44,155,388	23.17 1.615
Very convenient		710	136,087,454	71.43 1.702
Subtotal valid responses		971	190,530,912	100
Don't know		3	627,708	
Refused		2	507,920	
Appropriate skip		45	9,040,160	
Total		1,021	200,706,700	

<b>G2094 Now please tell me, when you travel by personal vehicle, which one of the following is most important to you? Is it</b>				
The cost of the travel		72	14,294,933	7.56 0.953
Your security from terrorism or crime		26	5,138,717	2.72 0.621
Your safety from accidents		249	51,506,882	27.23 1.682
The amount of time it takes to complete the travel		104	20,305,926	10.74 1.138
The level of convenience of using a personal vehicle		511	97,894,737	51.76 1.855
Subtotal valid responses		962	189,141,195	100
Don't know		13	2,379,032	
Refused		1	146,313	
Appropriate skip		45	9,040,160	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G2116 Considering all the costs associated with using public transit, how satisfied were you with what it cost you to travel by public transit during March? Were you</b>				
Very dissatisfied		4	930,147	3.42 1.862
Dissatisfied		6	1,361,881	5.00 2.148
Satisfied		72	15,442,013	56.70 5.009
Very satisfied		47	9,502,261	34.89 4.831
Subtotal valid responses		129	27,236,302	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

<b>G2126 In terms of security from crime or terrorism, how secure did you feel while using public transit in March? Did you feel</b>				
Very insecure		1	122,365	0.45 0.450
Somewhat insecure		20	4,343,194	15.95 3.683
Somewhat secure		54	12,955,556	47.57 5.071
Very secure		54	9,815,187	36.04 4.644
Subtotal valid responses		129	27,236,302	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

<b>G2146 In terms of safety from accidents, how safe did you feel while using public transit in March? Did you feel</b>				
Very unsafe		1	127,352	0.47 0.468
Somewhat unsafe		9	2,155,001	7.91 2.677
Somewhat safe		47	11,184,210	41.06 5.032
Very safe		72	13,769,739	50.56 5.039
Subtotal valid responses		129	27,236,302	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

<b>G2166 In terms of travel time on public transit, overall, how satisfied were you with the amount of time it took you to get where you wanted to go during March? Were you</b>				
Very dissatisfied		5	1,338,727	4.92 2.304
Dissatisfied		10	2,095,189	7.69 2.456
Satisfied		71	16,147,348	59.29 4.865
Very satisfied		43	7,655,038	28.11 4.310
Subtotal valid responses		129	27,236,302	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G2186 In general how would you rate the level of convenience of traveling by public transit? Is it</b>				
Very inconvenient		2	320,040	1.18 0.920
Somewhat inconvenient		16	3,288,947	12.08 3.214
Somewhat convenient		56	11,878,280	43.61 4.952
Very convenient		55	11,749,035	43.14 5.059
Subtotal valid responses		129	27,236,302	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

<b>G2194 Now please tell me, when you use public transit, which one of the following is most important to you? Is it</b>				
The cost of the travel		14	2,467,022	9.11 2.524
Your security from terrorism or crime		11	2,766,317	10.21 3.360
Your safety from accidents		14	3,474,589	12.83 3.399
The amount of time it takes to complete the travel		24	5,097,101	18.82 4.008
The level of convenience of using public transit		58	11,436,912	42.22 4.990
The level of customer service you receive		7	1,847,426	6.82 2.670
Subtotal valid responses		128	27,089,367	100
Don't know		0	0	
Refused		1	146,935	
Appropriate skip		892	173,470,398	
Total		1,021	200,706,700	

<b>G2216 Considering all the costs associated with flying on a commercial airline, how satisfied were you with what it cost you to travel by commercial airline during March? Were you</b>				
Very dissatisfied		1	258,538	1.32 1.313
Dissatisfied		18	3,430,028	17.54 4.258
Satisfied		67	11,905,457	60.86 5.183
Very satisfied		26	3,966,610	20.28 3.976
Subtotal valid responses		112	19,560,633	100
Don't know		2	447,587	
Refused		0	0	
Appropriate skip		907	180,698,480	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G2226 In terms of security from crime or terrorism, how secure did you feel while flying on a commercial airline in March? Did you feel</b>				
Very insecure	0	0	0.00	0.000
Somewhat insecure	15	2,993,305	14.96	4.061
Somewhat secure	48	9,012,098	45.04	5.294
Very secure	51	8,002,817	40.00	5.064
Subtotal valid responses	114	20,008,220	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	907	180,698,480		
Total	1,021	200,706,700		

<b>G2246 In terms of safety from accidents, how safe did you feel while flying on a commercial airline in March? Did you feel</b>				
Very unsafe	0	0	0.00	0.000
Somewhat unsafe	10	1,954,117	9.77	3.161
Somewhat safe	49	8,964,227	44.80	5.302
Very safe	55	9,089,876	45.43	5.234
Subtotal valid responses	114	20,008,220	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	907	180,698,480		
Total	1,021	200,706,700		

<b>G2266 In terms of travel time using commercial airlines, overall, how satisfied were you with the amount of time it took you to get where you wanted to go during March? Were you</b>				
Very dissatisfied	4	478,969	2.39	1.302
Dissatisfied	13	2,107,489	10.53	2.978
Satisfied	64	11,690,845	58.43	5.142
Very satisfied	33	5,730,917	28.64	4.724
Subtotal valid responses	114	20,008,220	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	907	180,698,480		
Total	1,021	200,706,700		

<b>G2286 In general, how would you rate the level of convenience of traveling by commercial airline? Is it</b>				
Very inconvenient	2	168,766	0.84	0.618
Somewhat inconvenient	25	4,246,659	21.22	4.227
Somewhat convenient	54	9,847,190	49.22	5.300
Very convenient	33	5,745,605	28.72	4.732
Subtotal valid responses	114	20,008,220	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	907	180,698,480		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>G2294 Now please tell me, when you travel by commercial airline, which of the following is most important to you? Is it</b>				
The cost of the travel		19	3,300,898	16.61 3.855
Your security from terrorism or crime		13	2,585,230	13.01 4.012
Your safety from accidents		31	5,516,184	27.75 4.634
The amount of time it takes to complete the travel		19	3,458,024	17.40 4.174
The level of convenience of traveling by air		24	3,765,860	18.95 3.987
The level of customer service you receive		7	1,249,624	6.29 2.459
Subtotal valid responses		113	19,875,820	100
Don't know		1	132,400	
Refused		0	0	
Appropriate skip		907	180,698,480	
Total		1,021	200,706,700	

## Section B - BTS Topical Transportation Questions

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0900 Last month, did you do any work for pay or profit?</b>				
Yes	605	119,601,677	59.80	1.753
No	415	80,393,277	40.20	1.753
Subtotal valid responses	1,020	199,994,954	100	
Don't know	0	0		
Refused	1	711,746		
Total	1,021	200,706,700		

<b>B0104 Last month did you commute, that is, travel routinely from home to work?</b>				
Yes	563	111,591,874	93.30	1.191
No	42	8,009,803	6.70	1.191
Subtotal valid responses	605	119,601,677	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	416	81,105,023		
Total	1,021	200,706,700		

<b>B0153A Altogether, about how many days did you commute to work last month?</b>				
Count	562	111,441,739		
Mean	20.664	20.745		
Standard deviation	5.072	0.246		
Minimum	1	1		
25th percentile	20	20		
Median	20	20		
75th percentile	24	24		
Maximum	31	31		

<b>B0153B Altogether, about how many days did you commute to work last month?</b>				
29-31 days/month	30	6,088,182	5.46	1.134
22-28 days/month	166	34,603,919	31.05	2.254
15-21 days/month	316	61,042,447	54.78	2.403
8-14 days/month	34	6,268,700	5.63	1.049
1-7 days/month	16	3,438,492	3.09	0.904
Subtotal valid responses	562	111,441,740	100	
Don't know	1	150,135		
Refused	0	0		
Appropriate skip	458	89,114,825		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B0154A On a typical day last month, to get to work did you</b>				
Walk		11	2,271,015	2.04 0.653
Drive in a personal vehicle		494	97,701,769	87.55 1.530
Use a carpool or vanpool		10	2,259,702	2.02 0.672
Use public transit		10	2,106,760	1.89 0.676
Combination of modes		30	5,731,712	5.14 0.984
Other		8	1,520,917	1.36 0.530
Subtotal valid responses		563	111,591,875	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		458	89,114,825	
Total		1,021	200,706,700	
<b>B0157 Did you drive alone or were there other commuters in your car?</b>				
Alone		455	89,423,191	91.53 1.412
Other commuters		31	6,763,922	6.92 1.303
Other non-commuters (children, students, etc.)		8	1,514,656	1.55 0.578
Subtotal valid responses		494	97,701,769	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		527	103,004,931	
Total		1,021	200,706,700	
<b>B0310 Did you work at the same location on most days?</b>				
Yes		507	101,420,453	90.89 1.343
No		56	10,171,422	9.11 1.343
Subtotal valid responses		563	111,591,875	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		458	89,114,825	
Total		1,021	200,706,700	
<b>B0315 Did you work at more than one location on a typical day?</b>				
Yes		40	7,261,709	71.39 6.851
No		16	2,909,713	28.61 6.851
Subtotal valid responses		56	10,171,422	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		965	190,535,278	
Total		1,021	200,706,700	



Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B0320C On a typical day, how much time did you spend traveling from worksite to worksite?</b>				
Count		37	6,901,214	
Mean		1.484	1.640	
Standard deviation		1.474	0.351	
Minimum		0.167	0.167	
25th percentile		0.5	0.5	
Median		1	1	
75th percentile		2	2	
Maximum		6	6	
<b>B0352C On a typical day, how much time did a one-way, door-to-door trip from home to work take?</b>				
Count		518	103,354,896	
Mean		0.419	0.423	
Standard deviation		0.345	0.016	
Minimum		0.017	0.017	
25th percentile		0.2	0.167	
Median		0.333	0.333	
75th percentile		0.5	0.5	
Maximum		3	3	
<b>B0353 On a typical day, how many miles one-way do you travel from home to work?</b>				
Count		498	99,268,157	
Mean		15.478	15.681	
Standard deviation		17.907	0.913	
Minimum		1	1	
25th percentile		5	5	
Median		10	10	
75th percentile		21	20	
Maximum		180	180	
<b>B0371 Have you ever telecommuted? That is, have you ever worked at home for pay for your employer instead of working at the office? (This does not include taking work home at night or over the weekend or self-employed persons who work at home.)</b>				
Yes		96	16,883,255	14.17 1.529
No		507	102,248,389	85.83 1.529
Subtotal valid responses		603	119,131,644	100
Don't know		2	470,034	
Refused		0	0	
Appropriate skip		416	81,105,023	
Total		1,021	200,706,701	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B0375 Does your current job offer the option of telecommuting?</b>				
Yes		83	14,391,233	12.13 1.389
No		518	104,248,918	87.87 1.389
Subtotal valid responses		601	118,640,151	100
Don't know		4	961,526	
Refused		0	0	
Appropriate skip		416	81,105,023	
Total		1,021	200,706,700	
<b>B0376 Are you currently participating in a telecommuting program?</b>				
Yes		25	4,024,274	44.77 7.389
No		29	4,964,849	55.23 7.389
Subtotal valid responses		54	8,989,123	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		967	191,717,577	
Total		1,021	200,706,700	
<b>B0363 During the month of March how many days did you telecommute?</b>				
Count		25	4,024,274	
Mean		8.920	8.881	
Standard deviation		6.538	1.173	
Minimum		1	1	
25th percentile		5	5	
Median		8	8	
75th percentile		12	12	
Maximum		28	28	
<b>B0395 Have you ever worked at a telework center or satellite office?</b>				
Yes		24	4,985,067	4.17 0.916
No		580	114,486,974	95.83 0.916
Subtotal valid responses		604	119,472,041	100
Don't know		1	129,636	
Refused		0	0	
Appropriate skip		416	81,105,023	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B0380 Does your current job offer the option of working at a telework center or satellite office?</b>				
Yes		30	6,821,707 5.76	1.088
No		569	111,580,523 94.24	1.088
Subtotal valid responses		599	118,402,230 100	
Don't know		6	1,199,447	
Refused		0	0	
Appropriate skip		416	81,105,023	
Total		1,021	200,706,700	

<b>B0386 Do you currently work at a telework center or satellite office?</b>				
Yes		6	1,389,964 62.64	16.413
No		4	829,173 37.36	16.413
Subtotal valid responses		10	2,219,137 100	
Don't know		0	0	
Refused		0	0	
Appropriate skip		1,011	198,487,563	
Total		1,021	200,706,700	

<b>B0388 During the month of March, how many days did you work at a telework center or satellite office?</b>				
Count		4	1,079,319	
Mean		17.250	20.031	
Standard deviation		12.121	3.751	
Minimum		2	2	
25th percentile		8.5	15	
Median		18	21	
75th percentile		26	31	
Maximum		31	31	

<b>B2311A In what month and year was your most recent commercial airline flight?</b>				
Less than three months ago		182	33,968,746 19.55	1.479
More than three months ago but less than one year ago		185	35,777,680 20.59	1.551
One year ago		10	1,693,306 0.97	0.346
More than one year ago		360	71,142,307 40.94	1.897
Have never flown on a commercial airline		144	31,186,468 17.95	1.514
Subtotal valid responses		881	173,768,507 100	
Don't know		140	26,938,193	
Refused		0	0	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B2321 Was the primary purpose of your trip business or work related?</b>				
Yes, business/job related		92	16,469,931 23.05	2.400
No		285	54,969,801 76.95	2.400
Subtotal valid responses		377	71,439,732 100	
Don't know		0	0	
Refused		0	0	
Appropriate skip		644	129,266,968	
Total		1,021	200,706,700	
<b>B2333 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)		292	55,787,187 79.42	2.320
First class section		19	3,303,363 4.70	1.178
There were no sections in the plane; all seats were in the same section		58	10,810,496 15.39	2.093
Other		3	338,583 0.48	0.281
Subtotal valid responses		372	70,239,629 100	
Don't know		5	1,200,103	
Refused		0	0	
Appropriate skip		644	129,266,968	
Total		1,021	200,706,700	
<b>B2334 Was your seat located in any of the following areas:</b>				
Business class section		2	209,201 61.79	28.995
Flight attendant's		0	0 0.00	0.000
Flight crew section or "cockpit"		0	0 0.00	0.000
None of the sections		1	129,382 38.21	28.995
Subtotal valid responses		3	338,583 100	
Don't know		0	0	
Refused		0	0	
Appropriate skip		1,018	200,368,117	
Total		1,021	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		204	37,086,869 58.91	3.126
No		124	25,866,640 41.09	3.126
Subtotal valid responses		328	62,953,509 100	
Don't know		49	8,486,223	
Refused		0	0	
Appropriate skip		644	129,266,968	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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**B2601C How soon before your most recent flight did you arrive at the airport?**

Count		375	70,774,806	
Mean		1.703	1.699	
Standard deviation		0.644	0.039	
Minimum		0.250	0.250	
25th percentile		1.0	1	
Median		2.0	2	
75th percentile		2.0	2	
Maximum		5	5	

**B2701C How long did you wait in line to go through the passenger screening checkpoint for your most recent flight? The checkpoint we are referring to is the only one where you must walk through a metal detector and your carry-on items are x-rayed. How long did you wait?**

Count		371	70,683,562	
Mean		0.336	0.336	
Standard deviation		0.391	0.020	
Minimum		0.017	0.017	
25th percentile		0.083	0.083	
Median		0.25	0.25	
75th percentile		0.5	0.5	
Maximum		4	4	

**B2751 How did you feel about the amount of time spent waiting in line at the passenger screening checkpoint? Did you feel the amount of time was**

Less than you expected	144	27,437,873	38.41	2.848
About what you expected	197	36,388,944	50.94	2.930
More than you expected	36	7,612,915	10.66	1.871
Subtotal valid responses	377	71,439,732	100	
Don't know	0	0		
Refused	0	0		
Appropriate skip	644	129,266,968		
Total	1,021	200,706,700		

**B2801 How would you rate the thoroughness of the screening process? Would you rate it**

Inadequate	36	6,454,299	9.10	1.645
Adequate	319	60,376,543	85.08	2.052
Excessive	20	4,132,094	5.82	1.360
Subtotal valid responses	375	70,962,936	100	
Don't know	2	476,796		
Refused	0	0		
Appropriate skip	644	129,266,968		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B2853 How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have</b>				
No confidence		13	2,387,571	3.38 1.069
A small amount of confidence		50	9,877,355	14.00 2.056
A moderate amount of confidence		174	32,072,633	45.46 2.930
A great deal of confidence		103	20,158,821	28.57 2.707
Total confidence		33	6,054,605	8.58 1.639
Subtotal valid responses		373	70,550,985	100
Don't know		4	888,747	
Refused		0	0	
Appropriate skip		644	129,266,968	
Total		1,021	200,706,700	

<b>B2900 How satisfied were you with the courtesy of the screeners at the passenger screening checkpoint? Were you</b>				
Very unsatisfied		5	775,031	1.08 0.529
Somewhat unsatisfied		18	3,316,249	4.64 1.203
Neither unsatisfied nor satisfied		44	8,633,789	12.09 1.963
Somewhat satisfied		150	30,002,804	42.00 2.926
Very satisfied		160	28,711,859	40.19 2.824
Subtotal valid responses		377	71,439,732	100
Don't know		0	0	
Refused		0	0	
Appropriate skip		644	129,266,968	
Total		1,021	200,706,700	

<b>B2950 How satisfied were you overall with your experience at the passenger screening checkpoint? Were you</b>				
Very unsatisfied		5	915,830	1.28 0.602
Somewhat unsatisfied		21	3,715,072	5.21 1.247
Neither unsatisfied nor satisfied		59	11,113,188	15.58 2.150
Somewhat satisfied		158	31,490,458	44.15 2.933
Very satisfied		133	24,096,928	33.78 2.752
Subtotal valid responses		376	71,331,476	100
Don't know		0	0	
Refused		1	108,256	
Appropriate skip		644	129,266,968	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B2977 How consistent have screening procedures been in airports you have departed from? Have they been</b>				
Very inconsistent		20	3,950,508	5.70 1.360
Somewhat inconsistent		74	13,047,422	18.84 2.298
Somewhat consistent		153	30,201,306	43.61 2.975
Very consistent		120	22,052,995	31.84 2.745
Subtotal valid responses		367	69,252,231	100
Don't know		9	1,873,822	
Refused		1	313,679	
Appropriate skip		644	129,266,968	
Total		1,021	200,706,700	

<b>B3002 How would you describe your level of confidence in the ability of the passenger screeners to keep air travel secure from individuals with hostile intentions? Would you say you have</b>				
No confidence		46	7,980,173	6.49 1.045
A small amount of confidence		110	22,152,628	18.02 1.825
A moderate amount of confidence		243	50,594,029	41.14 2.311
A great deal of confidence		134	27,256,047	22.17 1.899
Total confidence		77	14,983,920	12.19 1.480
Subtotal valid responses		610	122,966,797	100
Don't know		29	5,493,951	
Refused		5	806,220	
Appropriate skip		377	71,439,732	
Total		1,021	200,706,700	

<b>B3100 Have the changes in passenger screening procedures since September 11, 2001 made you</b>				
Less inclined to travel by commercial airline		242	45,865,519	23.68 1.525
Have had no effect on your commercial airline travel		668	131,220,503	67.75 1.704
More inclined to travel by commercial airline		76	16,597,996	8.57 1.085
Subtotal valid responses		986	193,684,018	100
Don't know		29	5,880,395	
Refused		6	1,142,287	
Total		1,021	200,706,700	

<b>B4310 During March, did you have access to the Internet, from home, work, or some other location?</b>				
Yes		721	144,536,949	72.05 1.587
No		299	56,061,945	27.95 1.587
Subtotal valid responses		1,020	200,598,894	100
Don't know		1	107,806	
Refused		0	0	
Appropriate skip		0	0	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B4320 During March, did you use the Internet to purchase merchandise to be delivered to an address other than your home address (for example delivery to a friend or family member)?</b>				
Yes		94	17,407,355	12.09 1.375
No		624	126,532,845	87.91 1.375
Subtotal valid responses		718	143,940,200	100
Don't know		2	313,514	
Refused		1	283,236	
Appropriate skip		300	56,169,750	
Total		1,021	200,706,700	

<b>B4330 During March, did you use the Internet to purchase merchandise to be delivered to your home address?</b>				
Yes		279	53,791,635	37.56 2.047
No		437	89,423,605	62.44 2.047
Subtotal valid responses		716	143,215,240	100
Don't know		4	1,038,474	
Refused		1	283,236	
Appropriate skip		300	56,169,750	
Total		1,021	200,706,700	

<b>B4340 During March, how many times did you purchase merchandise to be delivered to your home using the Internet?</b>				
Count		270	52,029,988	
Mean		2.656	2.602	
Standard deviation		2.406	0.168	
Minimum		1	1	
25th percentile		1	1	
Median		2	2	
75th percentile		3	3	
Maximum		20	20	

<b>B4350 During March, how many times did you purchase merchandise to be delivered to your home by using the telephone?</b>				
Count		1,011	198,584,205	
Mean		0.565	0.486	
Standard deviation		1.834	0.045	
Minimum		0	0	
25th percentile		0	0	
Median		0	0	
75th percentile		0	0	
Maximum		31	31	



Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B4360 During March, how many times did you purchase merchandise to be delivered to your home by mailing an order form to a business or company?</b>				
Count		1,011	198,673,492	
Mean		0.329	0.339	
Standard deviation		1.204	0.060	
Minimum		0	0	
25th percentile		0	0	
Median		0	0	
75th percentile		0	0	
Maximum		24	24	

<b>B4370 During March, how many times did you purchase merchandise, in person, at a store or business that had to be delivered to your home; that is, you did not take the merchandise home with you?</b>				
Count		1,015	199,131,310	
Mean		0.205	0.225	
Standard deviation		1.038	0.063	
Minimum		0	0	
25th percentile		0	0	
Median		0	0	
75th percentile		0	0	
Maximum		26	26	

<b>B4380 During March, how many deliveries did you receive at your home that were delivered by a company other than the US Postal Service - someone other than your regular mail delivery person? Non-US Postal Service companies include FedEx, UPS, Emory, Airborne Express, DHL, as well as other private delivery companies that could include private furniture or appliance delivery companies.</b>				
Count		1,010	198,788,337	
Mean		1.246	1.280	
Standard deviation		2.447	0.106	
Minimum		0	0	
25th percentile		0	0	
Median		0	0	
75th percentile		2	2	
Maximum		26	26	

<b>B4390 During March, did you receive any of the following types of merchandise at your home:</b>				
<b>B4390A Books</b>				
Yes		169	33,496,922	18.10 1.437
No		771	151,581,392	81.90 1.437
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B4390B Clothing or clothing accessories (including footwear)</b>				
Yes		163	31,425,369	16.98 1.394
No		777	153,652,945	83.02 1.394
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390C Computer hardware</b>				
Yes		48	9,126,421	4.93 0.784
No		892	175,951,893	95.07 0.784
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390D Computer software</b>				
Yes		48	9,161,696	4.95 0.771
No		892	175,916,618	95.05 0.771
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390E Drugs, health aids, or beauty aids</b>				
Yes		119	20,854,112	11.27 1.129
No		821	164,224,202	88.73 1.129
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390F Electronics or appliances</b>				
Yes		86	15,687,550	8.48 1.023
No		854	169,390,764	91.52 1.023
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B4390G Food, beer, or wine</b>				
Yes		48	10,814,833	5.84 0.981
No		892	174,263,481	94.16 0.981
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390H Furniture or other home furnishings</b>				
Yes		68	12,804,921	6.92 0.913
No		872	172,273,393	93.08 0.913
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390I Audio or video cassettes/CDs/DVDs</b>				
Yes		107	20,813,585	11.25 1.142
No		833	164,264,729	88.75 1.142
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390J Office equipment or supplies (for a home office)</b>				
Yes		21	3,819,035	2.06 0.520
No		919	181,259,279	97.94 0.520
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	
<b>B4390K Toys, hobby goods, or games</b>				
Yes		50	9,171,095	4.96 0.753
No		890	175,907,219	95.04 0.753
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B4390L Other</b>				
Yes		432	87,126,922	47.08 1.851
No		508	97,951,392	52.92 1.851
Subtotal valid responses		940	185,078,314	100
Don't know		60	11,790,918	
Refused		21	3,837,468	
Total		1,021	200,706,700	

**B5010 Recently the government has issued several changes to threat levels used to assess the potential for terrorist acts. Have those changes in threat level caused you to fill up or "top off" your fuel tank more often than you did before?**

Yes		136	26,727,623	13.52 1.227
No		871	171,029,369	86.48 1.227
Subtotal valid responses		1,007	197,756,992	100
Don't know		11	2,514,005	
Refused		3	435,703	
Total		1,021	200,706,700	

**B5020 Have those changes in threat level caused you to begin carrying food, water, or other emergency supplies in your personal vehicle?**

Yes		68	13,679,655	6.86 0.890
No		947	185,645,887	93.14 0.890
Subtotal valid responses		1,015	199,325,542	100
Don't know		6	1,381,158	
Refused		0	0	
Total		1,021	200,706,700	

**B5030 As a result of the current war in Iraq, have you changed your everyday travel routines?**

Yes		27	4,135,009	2.06 0.443
No		992	196,121,063	97.94 0.443
Subtotal valid responses		1,019	200,256,072	100
Don't know		2	450,628	
Refused		0	0	
Total		1,021	200,706,700	

**B5040 There has been a lot of news recently about a newly identified disease called Severe Acute Respiratory Syndrome or SARS. Do you or did you have travel plans to any of the affected areas?**

Yes		12	2,323,158	1.17 0.396
No		1,005	196,842,092	98.83 0.396
Subtotal valid responses		1,017	199,165,250	100
Don't know		3	829,704	
Refused		1	711,746	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>B5041 Has concern about this new disease caused you to change any of your travel plans?</b>				
Yes		6	1,386,671 59.69	16.166
No		6	936,487 40.31	16.166
Subtotal valid responses		12	2,323,158 100	
Don't know		0	0	
Refused		0	0	
Appropriate skip		1,009	198,383,542	
Total		1,021	200,706,700	

**Section SS - Strategic Goal Section**

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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**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.**

**SS0401 The risk of being in any kind of transportation accident.**

1 Not at all concerned	212	38,786,943	19.49	1.379
2	211	40,364,694	20.28	1.428
3	335	68,715,876	34.53	1.714
4	117	22,843,511	11.48	1.134
5 Very concerned	136	28,285,690	14.21	1.313
Subtotal valid responses	1,011	198,996,714	100	
Don't know	10	1,709,986		
Refused	0	0		
Total	1,021	200,706,700		

**SS0151 Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.**

1 Not at all concerned	207	37,818,537	19.28	1.388
2	181	36,787,194	18.75	1.419
3	241	48,637,583	24.79	1.579
4	141	27,586,127	14.06	1.278
5 Very concerned	227	45,349,349	23.12	1.532
Subtotal valid responses	997	196,178,790	100	
Don't know	21	4,194,088		
Refused	3	333,822		
Total	1,021	200,706,700		

**SS0252 Safety risks due to mechanical equipment failure.**

1 Not at all concerned	263	50,728,352	25.66	1.565
2	235	45,418,956	22.97	1.523
3	235	48,722,372	24.64	1.579
4	115	22,172,153	11.21	1.125
5 Very concerned	156	30,677,833	15.52	1.317
Subtotal valid responses	1,004	197,719,666	100	
Don't know	15	2,810,421		
Refused	2	176,613		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<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	95	17,015,686	8.56	0.985
2	158	30,470,250	15.32	1.284
3	274	53,636,851	26.97	1.594
4	207	44,758,744	22.51	1.546
5 Very concerned	276	52,974,272	26.64	1.583
Subtotal valid responses	1,010	198,855,803	100	
Don't know	10	1,773,464		
Refused	1	77,433		
Total	1,021	200,706,700		

<b>SS0450 Safety risks due to the poor condition of roads, runways, or rail lines.</b>				
1 Not at all concerned	235	43,492,980	21.93	1.436
2	213	42,328,346	21.35	1.468
3	262	52,820,610	26.64	1.621
4	134	26,452,801	13.34	1.248
5 Very concerned	164	33,197,448	16.74	1.363
Subtotal valid responses	1,008	198,292,185	100	
Don't know	12	2,337,082		
Refused	1	77,433		
Total	1,021	200,706,700		

<b>SS0301 Safety risks from hazardous chemicals released in a transportation accident.</b>				
1 Not at all concerned	348	66,101,104	33.34	1.683
2	210	42,425,747	21.40	1.473
3	189	38,208,975	19.27	1.433
4	85	17,510,033	8.83	1.067
5 Very concerned	175	34,044,594	17.17	1.375
Subtotal valid responses	1,007	198,290,453	100	
Don't know	12	2,159,356		
Refused	2	256,891		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>SS0500 Safety risks from large fuel or natural gas pipelines in your community.</b>				
1 Not at all concerned	454	84,641,116	42.91	1.779
2	187	38,491,343	19.51	1.449
3	156	33,244,532	16.85	1.444
4	60	12,435,374	6.30	0.880
5 Very concerned	146	28,442,829	14.42	1.268
Subtotal valid responses	1,003	197,255,194	100	
Don't know	16	3,060,394		
Refused	2	391,112		
Total	1,021	200,706,700		

**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:**

**SS1051 On a scale of 1 to 5 where "1"one means very dissatisfied and "5" means very satisfied how satisfied are you with what the Federal Government is doing to ensure effective passenger vehicle safety standards?**

1 Very dissatisfied	69	13,829,651	7.09	0.925
2	94	20,361,167	10.44	1.165
3	333	64,025,069	32.83	1.696
4	257	51,536,188	26.42	1.600
5 Very satisfied	233	45,286,286	23.22	1.546
Subtotal valid responses	986	195,038,361	100	
Don't know	34	5,590,906		
Refused	1	77,433		
Total	1,021	200,706,700		

**SS1101 (On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied). How satisfied are you with what the Federal Government is doing to ensure effective safety standards for large trucks?**

1 Very dissatisfied	106	19,653,585	10.74	1.108
2	154	29,714,467	16.23	1.373
3	296	56,567,501	30.90	1.733
4	199	40,533,325	22.14	1.562
5 Very satisfied	172	36,607,508	20.00	1.584
Subtotal valid responses	927	183,076,386	100	
Don't know	92	17,460,074		
Refused	2	170,240		
Total	1,021	200,706,700		



Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>SS1301 On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied how satisfied are you with what the Federal Government is doing to ensure effective safety standards for airport security?</b>				
1 Very dissatisfied	47	9,062,513	4.63	0.731
2	94	17,230,728	8.79	0.984
3	230	46,558,470	23.76	1.542
4	309	60,934,528	31.10	1.676
5 Very satisfied	311	62,155,849	31.72	1.719
Subtotal valid responses	991	195,942,088	100	
Don't know	28	4,594,372		
Refused	2	170,240		
Total	1,021	200,706,700		

**SS1151 (On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied). How satisfied are you with what the Federal Government is doing to ensure the safe take-off and landing of aircraft through the air traffic control system ?**

1 Very dissatisfied	34	6,615,853	3.54	0.654
2	74	13,699,214	7.33	0.924
3	239	48,026,382	25.69	1.641
4	293	55,684,845	29.79	1.671
5 Very satisfied	308	62,889,744	33.65	1.793
Subtotal valid responses	948	186,916,038	100	
Don't know	71	13,555,412		
Refused	2	235,250		
Total	1,021	200,706,700		

**SS1351 On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied how satisfied are you with what the Federal Government is doing to ensure the safety of commercial aircraft passengers?**

1 Very dissatisfied	41	8,362,943	4.32	0.731
2	81	16,608,632	8.58	1.017
3	247	48,498,610	25.05	1.578
4	323	62,762,224	32.42	1.701
5 Very satisfied	288	57,386,100	29.64	1.692
Subtotal valid responses	980	193,618,509	100	
Don't know	40	7,010,758		
Refused	1	77,433		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>SS1251 (On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied). How satisfied are you with what the Federal Government is doing to ensure the safe transportation of hazardous chemicals?</b>				
Very dissatisfied	73	14,111,484	7.71	0.985
Somewhat dissatisfied	108	19,969,738	10.91	1.157
Neither satisfied nor dissatisfied	324	65,447,345	35.76	1.825
Somewhat satisfied	212	42,082,989	23.00	1.556
Very satisfied	208	41,395,830	22.62	1.607
Subtotal valid responses	925	183,007,386	100	
Don't know	94	17,529,074		
Refused	2	170,240		
Total	1,021	200,706,700		

<b>SS1201 On a scale of 1 to 5 where "1" means very dissatisfied and "5" means very satisfied how satisfied are you with what the Federal Government is doing to ensure the safety of large fuel and natural gas pipelines in your community?</b>				
1 Very dissatisfied	54	10,964,961	6.08	0.885
2	81	14,933,064	8.28	0.982
3	288	58,618,420	32.51	1.794
4	236	46,979,363	26.06	1.678
5 Very satisfied	246	48,812,064	27.07	1.720
Subtotal valid responses	905	180,307,872	100	
Don't know	111	19,662,953		
Refused	5	735,875		
Total	1,021	200,706,700		

**Section M - Operating Administration Modal Questions**

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>MNH0510 Have you driven a vehicle in the last twelve months?</b>				
Yes	928	182,197,040	90.94	1.055
No	92	18,160,113	9.06	1.055
Subtotal valid responses	1,020	200,357,153	100	
Don't know	0	0		
Refused	1	349,547		
Total	1,021	200,706,700		

<b>MNH0580 In the last 12 months, have you been involved in a crash in a vehicle where you were the driver?</b>				
Yes	63	10,902,526	6.00	0.802
No	863	170,763,315	94.00	0.802
Subtotal valid responses	926	181,665,841	100	
Don't know	2	531,199		
Refused	0	0		
Appropriate skip	93	18,509,660		
Total	1,021	200,706,700		

<b>MNH0600 In the last 12 months, have you been involved in a near miss in a vehicle where you were the driver?</b>				
Yes	248	48,606,584	26.71	1.642
No	678	133,388,933	73.29	1.642
Subtotal valid responses	926	181,995,517	100	
Don't know	2	201,523		
Refused	0	0		
Appropriate skip	93	18,509,660		
Total	1,021	200,706,700		

<b>MNH0710 How satisfied are you with how your local community is designed for making bike riding safe? Are you</b>				
Very satisfied	259	49,010,716	25.25	1.563
Somewhat satisfied	303	62,894,786	32.41	1.747
Neither satisfied nor dissatisfied	165	32,034,180	16.51	1.311
Somewhat dissatisfied	137	27,245,830	14.04	1.286
Very dissatisfied	125	22,901,421	11.80	1.151
Subtotal valid responses	989	194,086,933	100	
Don't know	30	6,026,046		
Refused	2	593,721		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>MNH0715 How satisfied are you with how your local community is designed for making walking safe? Are you</b>				
Very satisfied		322	60,117,984	30.59 1.643
Somewhat satisfied		358	71,181,566	36.22 1.739
Neither satisfied nor dissatisfied		116	24,914,978	12.68 1.278
Somewhat dissatisfied		117	24,106,494	12.27 1.206
Very dissatisfied		90	16,217,458	8.25 0.959
Subtotal valid responses		1,003	196,538,480	100
Don't know		16	3,570,961	
Refused		2	597,259	
Total		1,021	200,706,700	

**Section D - Demographic Questions**

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
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**D0061 How many registered road vehicles are available for regular use by members of your household?**

Count	991	189,857,204		
Mean	2.015	2.160		
Standard deviation	1.200	0.053		
Minimum	0	0		
25th percentile	1	1		
Median	2	2		
75th percentile	2	3		
Maximum	10	10		

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

Yes	111	19,054,008	9.97	0.999
No	883	172,154,110	90.03	0.999
Subtotal valid responses	994	191,208,118	100	
Don't know	0	0		
Refused	27	9,498,582		
Total	1,021	200,706,700		

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

Yes	5	639,298	14.38	6.810
No	20	3,806,184	85.62	6.810
Subtotal valid responses	25	4,445,482	100	
Don't know	1	84,378		
Refused	0	0		
Appropriate skip	995	196,176,840		
Total	1,021	200,706,700		

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

Yes	63	14,081,579	7.38	1.006
No	932	176,837,806	92.62	1.006
Subtotal valid responses	995	190,919,385	100	
Don't know	0	0		
Refused	26	9,787,315		
Total	1,021	200,706,700		

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0105 How many other people (besides yourself)?</b>				
Count		63	14,081,579	
Mean		1.079	1.057	
Standard deviation		0.272	0.026	
Minimum		1	1	
25th percentile		1	1	
Median		1	1	
75th percentile		1	1	
Maximum		2	2	
<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		6	1,418,740	4.82 2.228
No		151	28,017,714	95.18 2.228
Subtotal valid responses		157	29,436,454	100
Don't know		0	0	
Refused		1	179,012	
Appropriate skip		863	171,091,234	
Total		1,021	200,706,700	
<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		87	17,083,525	58.04 4.402
No		70	12,352,929	41.96 4.402
Subtotal valid responses		157	29,436,454	100
Don't know		0	0	
Refused		1	179,012	
Appropriate skip		863	171,091,234	
Total		1,021	200,706,700	
<b>D0251 How many people aged 18 or older live in your household, including yourself?</b>				
Count		986	189,890,266	
Mean		1.952	2.262	
Standard deviation		0.877	0.054	
Minimum		1	1	
25th percentile		1	2	
Median		2	2	
75th percentile		2	3	
Maximum		9	9	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0300 Please stop me when I reach the category that includes your age:</b>				
18 to 24 years		75	24,960,527	13.45 1.569
25 to 34		171	34,287,493	18.48 1.398
35 to 44		209	40,002,490	21.56 1.478
45 to 54		219	34,614,486	18.65 1.290
55 to 64		129	22,620,067	12.19 1.138
65 to 74		88	15,621,383	8.42 0.962
75 or older		86	13,474,398	7.26 0.849
Subtotal valid responses		977	185,580,844	100
Don't know		2	964,156	
Refused		42	14,161,700	
Total		1,021	200,706,700	
<b>D0350 Are you male or female?</b>				
Male		459	95,392,185	47.53 1.798
Female		562	105,314,515	52.47 1.798
Subtotal valid responses		1,021	200,706,700	100
Don't know		0	0	
Refused		0	0	
Total		1,021	200,706,700	
<b>D0404 Do you consider yourself to be Hispanic or Latino?</b>				
Yes		81	18,592,722	9.95 1.116
No		900	168,274,536	90.05 1.116
Subtotal valid responses		981	186,867,258	100
Don't know		3	545,657	
Refused		37	13,293,785	
Total		1,021	200,706,700	
<b>D0402 Is the racial group that best describes you...</b>				
<b>D0402A American Indian (Native American) or Alaska Native</b>				
Yes		27	3,656,740	2.08 0.433
No		910	171,836,142	97.92 0.433
Subtotal valid responses		937	175,492,882	100
Don't know		5	1,234,229	
Refused		79	23,979,589	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0402B Asian (e.g., Chinese, Filipino, Japanese, Korean, Vietnamese)</b>				
Yes		22	2,983,137	1.70 0.398
No		915	172,509,745	98.30 0.398
Subtotal valid responses		937	175,492,882	100
Don't know		5	1,234,229	
Refused		79	23,979,589	
Total		1,021	200,706,700	
<b>D0402C Black or African-American</b>				
Yes		92	20,936,304	11.93 1.290
No		845	154,556,578	88.07 1.290
Subtotal valid responses		937	175,492,882	100
Don't know		5	1,234,229	
Refused		79	23,979,589	
Total		1,021	200,706,700	
<b>D0402D Native Hawaiian or other Pacific Islander (e.g., Samoan or Chamorro)</b>				
Yes		7	1,050,009	0.60 0.254
No		930	174,442,873	99.40 0.254
Subtotal valid responses		937	175,492,882	100
Don't know		5	1,234,229	
Refused		79	23,979,589	
Total		1,021	200,706,700	
<b>D0402E White (Caucasian, Anglo)</b>				
Yes		770	141,101,737	80.40 1.530
No		167	34,391,144	19.60 1.530
Subtotal valid responses		937	175,492,881	100
Don't know		5	1,234,229	
Refused		79	23,979,589	
Total		1,021	200,706,699	
<b>D0402F Other</b>				
Yes		30	7,005,078	3.99 0.770
No		907	168,487,804	96.01 0.770
Subtotal valid responses		937	175,492,882	100
Don't know		5	1,234,229	
Refused		79	23,979,589	
Total		1,021	200,706,700	



Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0450 What is the highest level of education you have completed?</b>				
Less than high school graduate		83	16,841,968	9.03 1.051
High school graduate (or GED)		281	55,991,155	30.03 1.686
Some college (or technical vocational school/professional business school)		167	31,936,554	17.13 1.360
Two-year college degree (AA: Associate in Arts)		106	18,083,908	9.70 1.031
Four-year college degree (BA or BS: Bachelor of Arts of Science degree)		212	39,891,030	21.39 1.493
Graduate degree (Master's, Ph.D., Lawyer, Medical Doctor)		128	23,735,758	12.73 1.178
Subtotal valid responses		977	186,480,373	100
Don't know		1	226,065	
Refused		43	14,000,262	
Total		1,021	200,706,700	

<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		94	17,295,779	10.99 1.252
From \$15,000 to less than \$30,000		144	26,309,999	16.72 1.476
From \$30,000 to less than \$50,000		196	37,597,159	23.90 1.678
From \$50,000 to less than \$75,000		182	34,190,966	21.73 1.635
From \$75,000 to less than \$100,000		98	19,184,972	12.20 1.304
\$100,000 or more		117	22,735,473	14.45 1.385
Subtotal valid responses		831	157,314,348	100
Don't know		33	7,527,178	
Refused		157	35,865,174	
Total		1,021	200,706,700	

<b>D0553 Not including the telephone number which I called you on, how many additional phone numbers do you have in your household? Please do not count numbers for cellular phones, or phone lines that are exclusively for computer or fax use.</b>				
None		854	172,715,582	92.56 0.750
One		96	11,214,194	6.01 0.672
Two		22	2,121,528	1.14 0.314
Three		5	374,328	0.20 0.098
Four or more		2	175,227	0.09 0.068
Subtotal valid responses		979	186,600,859	100
Don't know		0	0	
Refused		42	14,105,841	
Total		1,021	200,706,700	

Variable Name / Question Text or Variable Label / Value Labels	Unweighted Count/Value	Weighted Count/Value	Weighted Percentage	Standard Error
<b>D0751 Is the primary use of the additional phone number(s) for household use, business use, or both?</b>				
Household use only		61	7,989,005	57.93 4.878
Business use only		29	2,637,014	19.12 3.574
Both household and business use		34	3,164,305	22.95 4.008
Subtotal valid responses		124	13,790,324	100
Don't know		1	94,952	
Refused		0	0	
Appropriate skip		896	186,821,424	
Total		1,021	200,706,700	
<b>D0810 Did your household receive an advance notice in the mail concerning this study?</b>				
Yes		359	64,667,586	37.36 1.794
No		539	108,444,726	62.64 1.794
Subtotal valid responses		898	173,112,312	100
Don't know		90	16,706,625	
Refused		33	10,887,763	
Total		1,021	200,706,700	