

**Final Codebook (Public Use)
and
Technical Documentation**

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**Survey Administration for the
Bureau of Transportation Statistics
Omnibus Survey Program**

November Household Survey

to the

Bureau of Transportation Statistics

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1.0 INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) has a requirement to conduct a series of national 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 as internal DOT performance indicators. Overall, the surveys will support the collection of information on a wide range of transportation-related topics.

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

The November study collected data between November 8, 2000, and November 14, 2000. Data were collected from households in the U.S. using a random-digit-dialed telephone survey. The final completed sample size is 1,136 cases, and the total number of variables in the public-use dataset is 150. The data were collected by Battelle, under contract with the BTS.

This codebook provides technical documentation for the November Household survey. Its primary goal is to document background information, sampling procedures, data collection, data elements and survey variables, response rates, and final weights.

This codebook contains the following information:

- Background on the survey initiative;
- Overview of how sample members were selected for the survey;
- Information regarding the data collection period and the number of completed interviews;
- Information on the number of cases in the file and guidance on the use of weights for analyses;
- Data dictionary that provides the names of survey variables, their respective values, and their codes;
- Alphabetical index of data elements in the dataset;
- A list of variables in the data file generated from the SAS® data set; and
- The sampling plan used for the survey effort.

The codebook includes four appendices, as follows:

1. **Appendix A: Data Dictionaries.** A separate data dictionary is provided for the Interview dataset (questionnaire, weighting, and other survey-related variables) and the Disposition dataset (screening, disposition codes, and other pre-survey variables). They include detailed information on all variable names, possible responses, formatted values, and corresponding SAS[®] formats.
2. **Appendix B: Indices of Data Elements by Alphabetic Order.** A separate index is provided for the Interview dataset and the Disposition dataset. They are output from the SAS[®] Contents Procedure (SAS[®] Proc Contents) that show all variables ordered alphabetically.
3. **Appendix C: Frequency Tables for All Questionnaire Data Elements.** This is formatted output from the SAS[®] Frequencies Procedure (SAS[®] Proc Freq) and the SAS[®] Univariate Procedure (SAS[®] Proc Univariate), as well as the SUDAAN[™] Crosstab and Descript Procedures. Marginal frequency distributions (counts and percentages) are shown for each categorical questionnaire variable (note that the three continuous variables included on the questionnaire were re-coded into categorical variables for the purposes of these tables). Arithmetic means are also shown for the continuous variables. Standard errors are provided for the percentages and the arithmetic means. All statistics are calculated using the final survey weights.
4. **Appendix D: Final Survey Questionnaire.** This is a hard copy of the final survey questionnaire that was used to collect the data by CATI telephone interviews. Note that respondent zip code information is not included in the data set in conformance with Privacy Act provisions.

1.1 NOTES FOR THE USER

A CD-ROM containing the survey data and documentation accompanies this report. The CD-ROM contains the data files, tables of results, and an electronic version of this codebook. Three different types of data files are included on the CD-ROM:

1. The telephone call disposition information,
2. The data collected from completed interviews, and
3. The data collected from partial interviews.

In addition to the different types of information contained in the data files, they are provided in five different formats:

1. SAS Version 6.12 (.SD2 file extension),
2. SAS Transport (.DAT file extension),
3. Microsoft Excel (.XLS file extension),

4. Microsoft Access (.MDB file extension), and
5. ASCII (.TXT file extension).

The name of each file contains eight characters followed by the extension listed above that identifies the file format. The first character of each file name is an “H,” representing “Household Survey.” The second character indicates the type of information included in the file: “D” for telephone call disposition, “I” for completed interviews, and “P” for partial interviews. The next four characters represent the month and year in which the survey was conducted (e.g., 0800). The final two characters, “PU,” indicate that the file is for public use. Consider as an example the file named HI1100PU.SD2. This file contains the November 2000 Household Survey completed interview data in SAS Version 6.12 format for public use.

The tables of results are presented in three different formats:

1. Microsoft Word (.DOC file extension)
2. Hypertext Mark-up Language (.HTM file extension)
3. Adobe Acrobat (.PDF file extension)

2.0 SURVEY METHODOLOGY

This section describes the overall survey methodology, including the identification of the target population, the selection of the sample, the calculation of the survey weights, and the calculation of the survey response rates.

2.1 THE TARGET POPULATION

The target population for this survey is comprised of the non-institutionalized population, aged eighteen years or older who are currently living in the United States. This is the population about which inferences are to be made.

2.2 SAMPLE SELECTION

The Genesys system, developed and maintained by the Marketing Systems Group, was used to draw the sample for this survey. This system employs list-assisted random digit dialing. 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.

Banks of 100 consecutive telephone numbers (e.g., 301-475-8100 to 301-475-8199) were constructed and compared to a database containing the count of directory-listed residential telephone numbers in each bank. The banks that contain zero directory-listed telephone numbers were deleted from the sampling frame. This greatly increases the chance of dialing residential households. Obviously, the deleted banks will contain some residential telephone numbers. However, recent research has shown that less than 2 percent of the residential telephone numbers nationally are located in 100-banks with zero directory-listed numbers.

Prior to sample selection, Genesys imposed an implicit stratification on the telephone prefixes using the Census divisions and metropolitan status. Within each Census division, counties and their associated prefix areas located in metropolitan statistical areas (MSAs) were ordered by the size of the MSA. Counties and their associated prefix areas within a Census division that are located outside of MSAs were first sorted by state. Within each state, the counties and their associated prefix areas were ordered by geographic location. This implicit stratification ensured that the sample of telephone numbers was geographically representative.

After the prefixes were stratified by Census division and metropolitan status, a single stage, equal-probability sample of telephone numbers was drawn. The total number of ten-digit telephone numbers in the universe was 100 times the total number of working banks in the universe. The selection interval was calculated by dividing the total number of ten-digit telephone numbers by the designated sample size. To identify the first sample telephone number, a random number between 0 and 1 was generated and multiplied by the selection interval. The integer part of this product divided by 100 identified the sequential working bank where the first sample number was located. The fractional portion of this product, truncated to two digits, provides the suffix. To identify the second sample number, a new random number

was generated and was multiplied by the selection interval. This product was added to the selection interval and the result was divided by 100. The suffix of the sample number was identified in the same way as the suffix of the first sample number. This process continued until all sample telephone numbers were determined.

Genesys-ID Plus was used to detect non-working numbers before the sample was released. This system actually dials the telephone number. If the telephone number starts to ring, Genesys-ID Plus hangs up immediately. If the system detects non-working intercept signals, the telephone number being dialed is excluded from the sample. Non-residential telephone numbers also were excluded from the sample by comparing them to a database of Yellow Page listings. Battelle purchased 16,998 telephone numbers for the November survey. Of these, 10,000 were identified as working, residential telephone numbers and were divided into 20 replicates of approximately 500 households. Eight of the sample replicates were not needed, resulting in 6,012 numbers being released for use by the telephone interviewers.

2.3 SURVEY WEIGHTS

This section discusses the development of the survey weights. The final analysis weight reflects all non-response, multiple telephone line, persons-per-household, and post-stratification adjustments and is the weight that should be used for the analysis of the data. The sampling weight, which represents the inverse of the probability of selection, is the starting point for the calculation of the analysis weight.

The analysis weight was developed using the following steps:

- calculation of the sampling weight,
- adjustment for non-response,
- adjustment for multiple telephone numbers,
- adjustment for selecting a random, adult household member, and
- post-stratification adjustment to the target population.

The product of all of the above quantities represents the final analysis weight.

2.3.1 Calculation of the Sampling Weight

The first step in weighting the sample was to calculate the sampling weight for each sampled telephone number. The sampling weight W_S for each telephone number was calculated as the inverse of its 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. For this survey, the total number of telephone numbers in the sampling frame was 246,870,500.

2.3.2 Adjustment for Non-Response

The next step was to adjust for non-response. Sampled telephone numbers were classified as responding or non-responding households according to Census region and metropolitan status (inside or outside an MSA). The non-response adjustment factor for all telephone numbers in each Census region (c) by metropolitan status (s) combination, was calculated as follows:

$$ADJ_{NR} = \frac{1}{\text{CASRO response rates}}$$

where the denominator is the CASRO response rate for Census region c and metropolitan status s (see section 2.4). 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 region/ metropolitan status combination.

2.3.3 Adjustment for 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 was:

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

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

2.3.4 Adjustment for Selecting a Random, Adult Household Member

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 was:

$$ADJ_{RA} = \text{the number of eligible household members}$$

For respondents that did not provide this information, a value for ADJ_{RA} was imputed according to the distribution of the number of people in a household (from responding households) within

the age, gender, and education cross-classification cell matching that of the respondent for which the value is being imputed. The weight that is adjusted for non-response and for multiple probabilities of selection (W_{NRMT}) is then multiplied by ADJ_{RA} , resulting in W_{NRMTRA} , a weight that is adjusted for non-response, for multiple probabilities of selection, and selecting a random, adult household member.

2.3.5 Post-Stratification Adjustment to Target Population

Adjusting weighted survey counts so that they agree with Census population counts 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 weights was a post-stratification adjustment that would allow the weights to sum to the target population (i.e., U.S. non-institutionalized persons eighteen years of age or older) by age, gender, and education. The method of adjustment that was used is called Iterative Proportional Fitting (IPF) or Raking^a. The outcome of that procedure is a multiplier (M) that scales W_{NRMTRA} to a value that will expand the sample size within each age, gender, and education category to the target population total in that category. However, some respondents did not supply the demographic information necessary to categorize their age, gender, and/or education. Thus, they were excluded from the Raking procedure and assigned a value of 1 for M . The multiplier M was then applied to W_{NRMTRA} to create $W_{NRMTRAPS}$. However, $W_{NRMTRAPS}$ is overstated because a portion of the sample was not included in the calculation of the post-stratification adjustment. Therefore, a deflation factor was applied to the value of $W_{NRMTRAPS}$ for the respondents who were included in the calculation. This deflation factor denotes the proportion of the target population represented by respondents with non-missing demographic information. The scaled value of $W_{NRMTRAPS}$ is the final analysis weight (W_{final}).

2.4 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 was obtained using the following formula:

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

Table 1 presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 26 percent.

^a SAS® Institute Inc. (1990), *SAS/IML® Software Usage and Reference, Version 6, First Edition*, pp. 355-358, Cary, NC: SAS® Institute Inc.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
# Telephone Numbers Released	6,012
# Out of Scope Numbers (ineligible)	1,320
# No Contact (Scope Undetermined)	1,015
# HH In scope	3,677
# Completes	1,136
# Partial Completes	41
# Language Problem	191
# Not Screened	270
# Refusal	1,502
# Parental Refusal	0
# Respondent Identified, Case not Finalized	387
# Unavailable During Study Period	150
HH Response Rate	25.7 %

3.0 SUMMARY OF SURVEY PROCEDURES

This section describes the procedures undertaken to conduct the survey, including the data collection schedule, specific interview procedures, quality control procedures and reporting, and data cleaning.

3.1 DATA COLLECTION SCHEDULE

This survey was targeted to collect 1,000 completed interviews in a one-week timeframe. Data collection began on November 8, 2000, and continued until November 14, 2000. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. A total of 1,136 completed interviews were obtained. Approximately 83 interviewers were trained for the study.

3.2 INTERVIEW PROCEDURES

3.2.1 Pretest

Prior to the start of actual data collection, a pretest was conducted to test the usability of the survey instrument. Particular focus was placed on testing questions that were new to the November survey. Qualified data collection and data preparation staff performed this pretest by first reviewing the questionnaire and then using it in simulated data collection situations. They looked for vague or confusing instructions; inconsistent questions or answer categories; incomplete or redundant sections; and poor pace, tone, flow, and format of questions. They also tested the interview length and determined that the survey questionnaire could be administered in approximately 15 minutes.

3.2.2 Interviewer Training

Two types of training were performed for the November survey. First of all, returning interviewers completed a four-hour refresher course that covered the new survey questions and the changes made to the call scheduler. Secondly, each of the new telephone interviewers received sixteen hours of training to cover the required data collection procedures. This training was held on two consecutive days. Recruiting and training qualified, diversified interviewers was a critical component to ensuring overall data quality and success for this project. Interviewers played a major role in encouraging the respondents to cooperate. The purposes of the training activities were to:

- Standardize the quality of the data collection techniques and procedures from the outset
- Increase the accuracy, quality, and relevance of data collected
- Provide explicit, nonjudgmental procedures for the data collection staff to follow

The training sessions were structured to ensure that each interviewer acquired sufficient background knowledge of the study, fully comprehended all techniques, and successfully developed the skills required of an interviewer. Interviewers were not allowed to perform any data collection for the study until they demonstrated to the study manager that they were able to perform their duties at the highest level of competency. A formal certification process was held at the conclusion of the training. Topics included in the training were: study overview, basic telephone interviewing techniques, respondent selection, refusal avoidance/conversion, question-by-question specifications, role-playing exercises, and administrative procedures.

3.2.3 Scheduling Calls and Tracking Cases

All survey data were collected using Blaise, Battelle's computer-assisted telephone interviewing (CATI) program. Blaise also was used to schedule calls and track cases.

The Blaise system was programmed to release telephone numbers for calling based on standard and project-specific scheduling algorithms. Calls were scheduled based on optimal calling patterns, and dispersed over different times of the day. Calls also were prioritized based upon their case status. For example, a telephone number for a household where a respondent had already agreed to participate was given a higher priority in the scheduler than a number where no contact had been made.

Follow-up efforts were limited to fifteen attempts to determine whether a telephone number was residential, an additional five attempts to identify an eligible respondent, and a final five attempts to secure a completed interview or refusal. Therefore, the maximum number of call attempts to any household was 25. Once contact was made with a household, follow-up attempts followed a loose call-back schedule established at the initial contact. That is, good times and days to call back were requested at the initial contact, but follow-up calls also were attempted before these appointment times, unless told otherwise not to do so by the household. This allowed for making the maximum number of attempts within the study period.

The November Survey included refusal conversion interviews during November 13-14, 2000, to increase response rates. Six to twelve highly experienced refusal conversion specialists attempted to complete the interview with 1,093 households that had previously refused to participate. From those attempts, 102 households completed the survey.

3.2.4 Household Screening

Once contact was made with individuals at a dialed telephone number, interviewers screened for eligibility by verifying that the number belonged to a residence (not a business or institution). An adult household member was then asked to identify the individual 18 years or older in the household who will have the next birthday. The method preserved the randomness of the selection without requiring the time and effort to acquire a household roster and potentially cause a break-off. If the respondent was available, the interviewer immediately attempted to complete the interview. If the selected respondent was not available, the interviewer asked for a good time to call back. In order to preserve respondent anonymity in the latter case, the interviewer asked for and recorded only the potential respondent's first name or initial.

3.2.5 Interviewing

No incentives were offered to respondents for completing the interview, and the survey was conducted only in English. If the selected household member refused the interview, the interviewer recorded the reason for refusal. The average length of the completed interview was approximately 13 minutes. Additionally, about 3-5 minutes were needed to recruit/screen potential respondents.

Once contact was made with the eligible respondent, the interviewer briefly explained the purpose of the survey and asked for the respondent's cooperation. The respondent was assured that the survey responses were being provided anonymously; that the respondent would not be asked for his/her full name, address, or other identifying information. Verbal consent to participate in the survey was asked of all respondents

If the respondent agreed to participate, and assuming it was a convenient time, the interview would begin. If the time was not convenient, the interviewer would schedule a time to call back. The interviews were completed in one telephone call. If a respondent started, but refused to complete an interview in one phone call, the session was broken off and the interview was coded as a refusal. The data for these respondents is reported in the "HP1100PU.SD2" dataset. No attempts were made to weight these data.

3.3 QUALITY CONTROL PROCEDURES AND REPORTING

Interviewer performance was evaluated on the basis of production reports and regular on-line monitoring. Interviewer conduct during interviews was evaluated primarily by supervisory monitoring of actual calls, supplemented by review of interviewer notes maintained in the CATI system (all calls and notes recorded about those calls are maintained by the CATI system).

Battelle's telephone centers used for this survey each contain supervisor stations equipped with monitoring systems for the purpose of monitoring and validating interviewers' work. These systems allow supervisors to listen to both the interviewer and the respondent while the interview is in progress. Monitoring is an important element in the quality control process. In addition to the actual recorded answers, supervisors rated interviewers on interviewing elements including, following the prescribed interviewing routine exactly, reading each question verbatim, probing without leading, and not missing or falsifying any responses. Interviewers also were rated on style; that is, ability to hold the subject's attention without being too cold or too empathetic.

Another aspect of quality control was to look forward to subsequent monthly household surveys. A "suggestion box" was created for the interviewers to provide comments on four main issues: (1) questions they found difficult to read, (2) questions that respondents found difficult to understand, (3) frequent comments or questions from respondents, and (4) things the interviewers found awkward with the Blaise CATI system.

3.4 SUMMARY OF DATA CLEANING

One of the most important advantages of computer-assisted surveys is that errors can be identified and averted during the interview by building logic, range, and consistency checks into the program. Battelle's CATI system permits interviewers to back up and correct erroneous answers to previous questions without violating instrument logic.

Data cleaning programs were written that enforced questionnaire logic strictly. An interview could not be certified as "clean" until all appropriate questions had either been answered or assigned an acceptable non-response value, and until the data record for each interview was consistent with the instrument program logic.

A program was written to reformat the cleaned instrument responses. Analysis files were then prepared in SAS®, and additional edits performed. The additional edits included checks on the number of missing values, assignment of additional non-response values, and some constructed variables. Weights were applied to the data files.

3.4.1 Disposition Data

Table 1 in Section 2.4 illustrates the various possible outcomes for each sampled telephone number. These dispositions (e.g., complete, partial complete, refusal, no contact, etc.) are presented for each sampled telephone number in the disposition data files (i.e., HD1100PU.xxx), along with other tracking and screening information such as the start and end times of the interview, the number of call attempts, and demographic information. This information can be used to determine the optimum number of call attempts necessary to achieve the highest response rate with the most efficient use of resources. It can also be used for characterizing the differences, if any, among responding and non-responding households.

3.4.2 Treatment of Missing Values

As with any survey, the BTS household survey, by design, contains questions that are not asked of 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 are given standard codes for easy identification. Table 2 below presents the response categories and how they are represented in each data file.

Battelle has not attempted to impute any data to account for missing values in specific questions, except during the weighting process described in Section 2.3.4. Those values were imputed only for the purpose of weighting the data and are not included in the final data files.

Table 2. Summary of Codes for Missing Value Response Categories by Type of Data File

Response Category	Data Set Value				
	SAS® Version 6.12¹	SAS® Transport¹	Microsoft Excel	Microsoft Access	ASCII
Appropriate Skip	.S	.S	-7	-7	-7
Refused	.R	.R	-8	-8	-8
Don't Know	.D	.D	-9	-9	-9

¹ All codes represent special cases of SAS® missing values and are treated as such in SAS® procedures.

APPENDIX A:
DATA DICTIONARIES

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET

Question Number	Variable Name	Variable Label	Response Category *	Response Category Description	Format Name
CAT1	CASEID	CaselD		9-Digit ID Values	
A1	GTA1A	Used Local Bus, Subway, or Commuter Rail	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1B	Drive Alone in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1C	Travel in Organized Carpool or Vanpool	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1D	Travel with Others in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1E	Used City to City Bus	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1F	Used City to City Train	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1G	Used Taxi, Limo, or Shuttle Service	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1	GTA1H	Used Commercial Airplane	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1I	Used Private or Charter Airplane	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1J	Used Comm Boat, Ship, or Ferry	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1K	Used Recreational Boat	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1	GTA1L	Used Bicycle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1a	GTA1AT	Days Used Bus, Subway, or Commuter Rail	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1a	GTA1BT	Days Used Private Vehicle	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1CT	Days Travel in Carpool or Vanpool	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1DT	Days Travel with Others in Private Veh	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1ET	Days Used City to City Bus	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1a	GTA1FT	Days Used City to City Train	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1GT	Days Used Taxi, Limo, or Shuttle Service	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1HT	Days Used Commercial Airplane	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1IT	Days Used Private or Charter Airplane	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1a	GTA1JT	Days Used Comm Boat, Ship or Ferry	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1KT	Days Used Recreational Boat	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1a	GTA1LT	Days Used Bicycle	.D	Don't Know	TE_15F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-2	
			2	3-5	
			3	6-10	
			4	More than 10 Days	
A1La	GTA1LA	Primary Use of Bicycle	.D	Don't Know	TE_45F
			.R	Refused	
			.S	Appropriate Skip	
			1	Commuting to Work	
			2	Recreation	
			3	Exercise	
			4	Some Other Purpose	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
A1La	GTA1LAO	Other Bicycle Use Specification		Text Values	\$SPECCOD
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
D1	DCD1	Number of Licensed Vehicles in Household		Numeric Values	SPECCODE
			.D	Don't Know	
			.R	Refused	
D1	DCD1CAT	Number of Lic Veh in Household (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			1	0	
			2	1	
			3	2	
			4	3	
			5	4	
			6	5 or More	
C15	RMC15A	Concern Lev - US Dep on Oil fm Midl East	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C15	RMC15B	Concern Lev - Computer Systems Secure	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C15	RMC15C	Concern Lev - Terrorism/Air/Outside US	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C15	RMC15D	Concern Lev - Terrorism/Air/Inside US	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C15	RMC15E	Concern Lev - Terrorism/Hwy Etc./in US	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C15	RMC15F	Concern Lev - Ill Immigrants/US Borders	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	
C15	RMC15G	Concern Lev - Illegal Drugs/US Borders	.D	Don't Know	TE_21F
			.R	Refused	
			1	Not Concerned	
			3	Neutral	
			5	Concerned	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C15a1	RMC15A1	Concern Lev - Ill Immigrants in Frt Shpt	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not at All Concerned	
			2	Somewhat Concerned	
			3	Very Concerned	
C15b1	RMC15B1	Concern Lev - Illegal Drugs in Frt Shpt	.D	Don't Know	TE_22F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not at All Concerned	
			2	Somewhat Concerned	
			3	Very Concerned	
C16	RMC16A	Satisf Lev - US Dep on Oil fm Midl East	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16B	Satisf Lev - Computer Systems Secure	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16C	Satisf Lev - Terrorism/Air/Outside US	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C16	RMC16D	Satisf Lev - Terrorism/Air/Inside US	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16E	Satisf Lev - Terrorism/Hwy Etc./in US	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16F	Satisf Lev - Ill Immgration/US Borders	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C16	RMC16G	Satisf Lev - Trans of Drugs/US Borders	.D	Don't Know	TE_23F
			.R	Refused	
			1	Dissatisfied	
			3	Neutral	
			5	Satisfied	
C17	RMC17A	High Risk of Terrorism/Trvl by Air/US	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	
C17	RMC17B	High Risk of Terrorism/Trvl by Hwys/US	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C17	RMC17C	Concerned Terrorism Affects Per Safety	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	
C17	RMC17D	Would Supp Airport-Type Sec/Other Trvl	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	
C17	RMC17E	Likely to Change Regular Means Of Trvl	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	
C17	RMC17F	Secur Adequate to Protect Air Trvlrs	.D	Don't Know	TE_20F
			.R	Refused	
			1	Disagree	
			3	Neutral	
			5	Agree	
C18a	RMC18A	Flown on Commercial Airline since 11/99	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
C18b	RMC18B	Number of Comm Airline Trips since 11/99	.D	Don't Know	TE_58F
			.R	Refused	
			.S	Appropriate Skip	
			1	1	
			2	2	
			3	3	
			4	4 or More	
C18c	RMC18C	Terrorist Act Took Place Against Airline	.D	Don't Know	TE_57F
			.R	Refused	
			.S	Appropriate Skip	
			1	Not Change Your Air Travel Habits	
			2	Travel Less Frequently by Air	
			3	Stop Traveling by Air for at Least Some Period Of Time	
			4	Stop Traveling by Air Permanently	
B4a	CSB4A	Req Product/Service fm USDOT since 11/99	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
B4b1	CSB4B1	Amount of Time since Most Recent Request	.D	Don't Know	TE_54F
			.R	Refused	
			.S	Appropriate Skip	
			1	Since the Beginning of October of This Year	
			2	During August and September of This Year	
			3	During May through July of This Year	
			4	Between November 1999 and April 2000	
B4b2	CSB4B201	Past Year Request Information from NHTSA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
B4b2	CSB4B202	Past Year Request Information from USCG	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B203	Past Year Request Information from FAA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B204	Past Year Request Information from MARAD	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B205	Past Year Request Information from FHA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B206	Past Year Request Information from FRA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B207	Past Year Request Information from FTA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
B4b2	CSB4B208	Past Year Request Information from FMCSA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B209	Past Year Request Information from RSPA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B210	Past Year Request Information from BTS	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B211	Past Year Request Information from SLSDC	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B212	Past Year Request Information from OST	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b2	CSB4B213	Past Year Request Information from OTHER	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
B4b2	CSB4B2O	Past Year Request Info OTHER (Specify)		Text Values	\$SPECCOD
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
B4b3	CSB4B3	Agency Contacted Most Recently	.D	Don't Know	TE_29F
			.R	Refused	
			.S	Appropriate Skip	
			1	The National Highway Traffic Safety Administration	
			2	U.S. Coast Guard	
			3	Federal Aviation Administration	
			4	Maritime Administration	
			5	Federal Highway Administration	
			6	Federal Railroad Administration	
			7	Federal Transit Administration	
			8	Federal Motor Carrier Safety Administration	
			9	Research And Special Programs Administration	
			10	Bureau Of Transportation Statistics	
			11	St. Lawrence Seaway Development Corporation	
			12	Office Of The Secretary Of Transportation	
			13	Some Other Agency	
B5	CSB5	How Did R Contact the Agency	.D	Don't Know	TE_30F
			.R	Refused	
			.S	Appropriate Skip	
			1	Telephone	
			2	Internet/World Wide Web	
			3	(Regular) Mail	
			4	In Person	
			5	Other	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
B5	CSB5O	Other Contact (Specify)		Text Values	\$SPECCOD
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
B6	CSB6	Rate Level of Service Received	.D	Don't Know	TEB_6F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Dissatisfied	
			3	Neither Satisfied nor Dissatisfied	
			4	Satisfied	
			5	Very Satisfied	
M30	OMM30A	How Likely to Receive Ticket/No Seatbelt	.D	Don't Know	TE_55F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Likely	
			2	Somewhat Likely	
			3	Somewhat Unlikely	
			4	Very Unlikely	
M31	OMM31A	Police Ticket Seat Belt Vio/30 Days	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M32	OMM32A	Police Ticket Chld Seat Belt Vio/30 Days	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
M33	OMM33A	Saw/Heard Msgs Encour Seat Belts/30 Days	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M34	ORDERED1	Omm34AA Asked First, Omm34BA Asked Next	1	OMM34AA Asked First	ORDER1A
			2	OMM34BA Asked First	
M34	ORDERED2	Omm34BA Asked First, Omm34AA Asked Next	1	OMM34BA Asked First	ORDER2A
			2	OMM34AA Asked First	
M34	OMM34AA	Important Police Enf Seat Belt Laws	.D	Don't Know	TE_56F
			.R	Refused	
			1	Strongly Agree	
			2	Somewhat Agree	
			3	Somewhat Disagree	
			4	Strongly Disagree	
M34	OMM34BA	Important Police Wrt More Seat Belt Tkts	.D	Don't Know	TE_56F
			.R	Refused	
			1	Strongly Agree	
			2	Somewhat Agree	
			3	Somewhat Disagree	
			4	Strongly Disagree	
M13	OMM13F1	Rcve RR Cross Info - Driver Safety Class	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M13	OMM13F2	Rcve RR Cross Info - Written Materials	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
M13	OMM13F3	Rcve RR Cross Info - Family and Friends	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M13	OMM13F4	Rcve RR Cross Info - Pub Service Annmt	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
B3	CSB3	Travel Diff Due to Disability or Health	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M2	OMM2I1	Difficulties - Car as Driver	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM2I2	Difficulties - Car as Passenger	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM2I3	Difficulties - Public Trans	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
M2	OMM2I4	Difficulties - Bicycle	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM2I5	Difficulties - Pedestrian	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM2I6	Difficulties - Airplane	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M2	OMM2I7	Difficulties - Other	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
D2	DCD2	R is Licensed Commercial Trans Op	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D3	DCD3	R Owns or Operates Business from Home	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
D4	DCD4	R Age	.D	Don't Know	TE_40F
			.R	Refused	
			2	18 - 24	
			3	25 - 34	
			4	35 - 44	
			5	45 - 54	
			6	55 - 64	
			7	65 or Older	
D5	DCD5	R Gender	.D	Don't Know	TE_41F
			.R	Refused	
			1	Male	
			2	Female	
D6	DCD6	R Education	.D	Don't Know	TE_42F
			.R	Refused	
			1	Less than High School	
			2	High School Graduate/GED	
			3	Some College	
			4	Community College Graduate (AA: Associate of Arts Degree)	
			5	College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	
			6	Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	
			7	Technical School/Professional Business School	
D7	DCD7	R is of Hispanic Origin	.D	Don't Know	TE_13HF
			.R	Refused	
			1	Yes	
			2	No, not Spanish/Hispanic/Latino	
D8	DCD81	R is White	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
D8	DCD82	R is Black or African American	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD83	R is American Indian or Alaska Native	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD84	R is Asian	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD85	R is Pacific Islander	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD86	R is Other Race	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D8	DCD8OTH	Other Race (Specify)		Text Values	\$SPECCOD
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
D9	DCD9	Multiple Phone Lines in Household	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
D9a	DCD9A	Number of Phone Lines		Numeric Values	SPECCODS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
D9a	DCD9ACAT	Number of Phone Lines (Categ)	.D	Don't Know	TEB_1FS
			.R	Refused	
			.S	Appropriate Skip	
			1	0	
			2	1	
			3	2	
			4	3	
			5	4	
			6	5 or More	
D9b	DCD9B	Primary Use of Multiple Phone Lines	.D	Don't Know	TE_44F
			.R	Refused	
			.S	Appropriate Skip	
			1	Home Use Only	
			2	Business and Home Use	
			3	Business Use Only	
D12	DCD12	Number of People 18 and Older in HH		Numeric Values	SPECCODE
			.D	Don't Know	
			.R	Refused	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
D12	DCD12CAT	Num of People 18 and Older in HH (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			1	0	
			2	1	
			3	2	
			4	3	
			5	4	
			6	5 or More	
CATI	CASESTAT	Final Interview Disposition Codes	1	Complete	TE_2F
			2	Partial Complete	
			3	Refusal	
			4	Parental Refusal	
			5	Language Problem	
			6	Out of Scope (ineligible)	
			7	Respondent Unavailable during Study Period	
			8	No Contact (scope undetermined)	
			9	Residence Not Screened	
			10	Respondent Identified, Case not Finalized	
CATI	ETIME	Interview End Time		Time Values	
CATI	HHSCREEN	Telephone Disposition Codes		Numeric Values	
CATI	SCREENER	Screener Disposition Codes	1	Eligible Adult (18 or Older) Identified	TE_6F
CATI	STIME	Interview Start Time		Time Values	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
CATI	TIMEZONE	Time Zone	B	Bering	\$TIMEZON
			C	Central	
			E	Eastern	
			H	Hawaii	
			M	Mid-Atlantic	
			P	Pacific	
GENESYS	AGE00_17	Percent Age 0 - 17		Numeric Values	
GENESYS	AGE18_24	Percent Age 18 - 24		Numeric Values	
GENESYS	AGE25_34	Percent Age 25 - 34		Numeric Values	
GENESYS	AGE35_44	Percent Age 35 - 44		Numeric Values	
GENESYS	AGE45_54	Percent Age 45 - 54		Numeric Values	
GENESYS	AGE55_64	Percent Age 55 - 64		Numeric Values	
GENESYS	AGEOVR65	Percent Age Over 65		Numeric Values	
GENESYS	CITY	City		Text Values	
GENESYS	CREGION	Census Region	1	Northeast	CREGION
			2	Midwest	
			3	South	
			4	West	
GENESYS	FIPSCODE	State FIPS CODE		State FIPS Codes	
GENESYS	INC00_09	Percent Household Income 0 < 10K		Numeric Values	
GENESYS	INC10_14	Percent Household Income 10 < 15K		Numeric Values	
GENESYS	INC15_24	Percent Household Income 15 < 25K		Numeric Values	
GENESYS	INC25_34	Percent Household Income 25 < 35K		Numeric Values	
GENESYS	INC35_49	Percent Household Income 35 < 50K		Numeric Values	
GENESYS	INC50_74	Percent Household Income 50 < 75K		Numeric Values	
GENESYS	INCOVR75	Percent Household Income Over 75K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-1. DATA DICTIONARY FOR INTERVIEW DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
GENESYS	PBLACK	Percent Black		Numeric Values	
GENESYS	PHISPA	Percent Hispanic		Numeric Values	
GENESYS	PWHITE	Percent White		Numeric Values	
GENESYS	STATE	State		Text Values	
WEIGHT	BASEWGT	Base Weight		Weight Values	
WEIGHT	CEN_FACT	Census Population Adjustment Factor		Weight Values	
WEIGHT	FINALWGT	Final Weight - Sums to Population Total		Weight Values	
WEIGHT	NR_FACT	Non-Response Adjustment Factor		Weight Values	
WEIGHT	PER_FACT	Adjustment for No. Eligible Household M		Weight Values	
WEIGHT	PHN_FACT	Multiple Phone Lines Adjustment Factor		Weight Values	
WEIGHT	SCALEWGT	Final Weight - Sums to Sample Total		Weight Values	
WEIGHT	WD_FACT	Weighted Deflation Adjustment Factor		Weight Values	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-2. DATA DICTIONARY FOR DISPOSITION DATASET

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
GENESYS	AGE00_17	Percent Age 0 - 17		Numeric Values	
GENESYS	AGE18_24	Percent Age 18 - 24		Numeric Values	
GENESYS	AGE25_34	Percent Age 25 - 34		Numeric Values	
GENESYS	AGE35_44	Percent Age 35 - 44		Numeric Values	
GENESYS	AGE45_54	Percent Age 45 - 54		Numeric Values	
GENESYS	AGE55_64	Percent Age 55 - 64		Numeric Values	
GENESYS	AGEOVR65	Percent Age Over 65		Numeric Values	
CATI	CASEID	CaseID		9-Digit ID Values	
CATI	CASESTAT	Final Interview Disposition Codes	1	Complete	TE_2F
			2	Partial Complete	
			3	Refusal	
			4	Parental Refusal	
			5	Language Problem	
			6	Out of Scope (ineligible)	
			7	Respondent Unavailable during Study Period	
			8	No Contact (Scope Undetermined)	
			9	Residence Not Screened	
			10	Respondent Identified, Case not Finalized	
GENESYS	CITY	City		Text Values	
GENESYS	CREGION	Census Region	1	Northeast	CREGION
			2	Midwest	
			3	South	
			4	West	
CATI	ETIME	Interview End Time		Time Values	
GENESYS	FIPSCODE	State FIPS CODE		State FIPS Codes	
CATI	HHSCREEN	Telephone Disposition Codes	.D	Don't Know	TE_3F
			.R	Refused	
			1	Household	
			2	Business	
			3	Institution or School	
			4	Cellular Phone	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-2. DATA DICTIONARY FOR DISPOSITION DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
GENESYS	INC00_09	Percent Household Income 0 < 10K		Numeric Values	
GENESYS	INC10_14	Percent Household Income 10 < 15K		Numeric Values	
GENESYS	INC15_24	Percent Household Income 15 < 25K		Numeric Values	
GENESYS	INC25_34	Percent Household Income 25 < 35K		Numeric Values	
GENESYS	INC35_49	Percent Household Income 35 < 50K		Numeric Values	
GENESYS	INC50_74	Percent Household Income 50 < 75K		Numeric Values	
GENESYS	INCOVR75	Percent Household Income Over 75K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	
CATI	NROFCALL	Number of Calls		Numeric Values	
GENESYS	PBLACK	Percent Black		Numeric Values	
GENESYS	PHISPA	Percent Hispanic		Numeric Values	
GENESYS	PWHITE	Percent White		Numeric Values	
CATI	SCREENER	Screeener Disposition Codes	1	Eligible Adult (18 or Older) Identified	TE_6F
SCREENING	SP1	Household has Multiple Phone Lines	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
SCREENING	SP1A	Number of Other Phone Lines		Numeric Values	SPECCODS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
SCREENING	SP1ACAT	Number of Other Phone Lines (Categ)	.D	Don't Know	TEB_1FS
			.R	Refused	
			.S	Appropriate Skip	
			1	0	
			2	1	
			3	2	
			4	3	
			5	4	
			6	5 or More	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

TABLE A-2. DATA DICTIONARY FOR DISPOSITION DATASET (Continued)

Question Number	Variable Name	Variable Label	Response Category	Response Category Description	Format Name
SCREENING	SP2	Primary Use of Multiple Phone Lines	.D	Don't Know	TE_44F
			.R	Refused	
			.S	Appropriate Skip	
			1	Home Use Only	
			2	Business and Home Use	
			3	Business Use Only	
GENESYS	STATE	State		Text Values	
CATI	STIME	Interview Start Time		Time Values	

* .S, .R, and .D in non-SAS® versions are replaced with -7, -8, and -9, respectively.

APPENDIX B:
INDEX OF DATA ELEMENTS
BY ALPHABETIC ORDER

Contents of the Interview Data Set

Data Set Name: PUBCOMP.HI1100PU	Observations: 1136
Member Type: DATA	Variables: 150
Engine: V612	Indexes: 0
Created: 9:41 Friday, November 17, 2000	Observation Length: 1327
Last Modified: 9:41 Friday, November 17, 2000	Deleted Observations: 0
Protection:	Compressed: NO
Data Set Type:	Sorted: NO
Label:	

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Format	Label
118	AGE00_17	Char	6	1098		Percent Age 0 - 17
119	AGE18_24	Char	6	1104		Percent Age 18 - 24
120	AGE25_34	Char	6	1110		Percent Age 25 - 34
121	AGE35_44	Char	6	1116		Percent Age 35 - 44
122	AGE45_54	Char	6	1122		Percent Age 45 - 54
123	AGE55_64	Char	6	1128		Percent Age 55 - 64
124	AGEOVR65	Char	6	1134		Percent Age Over 65
143	BASEWGT	Num	8	1263		Base Weight
1	CASEID	Char	9	0		CaseID
117	CASESTAT	Num	8	1090	TE_2F.	Final Interview Disposition Codes
147	CEN_FACT	Num	8	1295		Census population adjustment factor
139	CITY	Char	20	1225		City
128	CREGION	Num	8	1158	CREGION.	Census Region
87	CSB3	Num	8	815	TE_14F.	Travel Diff Due to Disability or Health
72	CSB5	Num	8	653	TE_30F.	How Did R Contact the Agency
74	CSB6	Num	8	711	TEB_6F.	Rate Level of Service Received
55	CSB4A	Num	8	475	TE_14F.	Req Product/Service fm USDOT since 11/99
56	CSB4B1	Num	8	483	TE_54F.	Amount of Time since Most Recent Request
71	CSB4B3	Num	8	645	TE_29F.	Agency Contacted Most Recently
57	CSB4B201	Num	8	491	TE_14FS.	Past Year Request Information from NHTSA
58	CSB4B202	Num	8	499	TE_14FS.	Past Year Request Information from USCG
59	CSB4B203	Num	8	507	TE_14FS.	Past Year Request Information from FAA
60	CSB4B204	Num	8	515	TE_14FS.	Past Year Request Information from MARAD
61	CSB4B205	Num	8	523	TE_14FS.	Past Year Request Information from FHA
62	CSB4B206	Num	8	531	TE_14FS.	Past Year Request Information from FRA
63	CSB4B207	Num	8	539	TE_14FS.	Past Year Request Information from FTA
64	CSB4B208	Num	8	547	TE_14FS.	Past Year Request Information from FMCSA
65	CSB4B209	Num	8	555	TE_14FS.	Past Year Request Information from RSPA
66	CSB4B210	Num	8	563	TE_14FS.	Past Year Request Information from BTS
67	CSB4B211	Num	8	571	TE_14FS.	Past Year Request Information from SLSDC
68	CSB4B212	Num	8	579	TE_14FS.	Past Year Request Information from OST
69	CSB4B213	Num	8	587	TE_14FS.	Past Year Request Information from OTHER
70	CSB4B20	Char	50	595	\$SPECCOD40.	Past Year Request Info OTHER (Specify)
73	CSB50	Char	50	661	\$SPECCOD40.	Other Contact (Specify)
28	DCD1	Num	8	259	SPECCODE.	Number of Licensed Vehicles in Household
95	DCD2	Num	8	879	TE_14F.	R is Licensed Commercial Trans Op
96	DCD3	Num	8	887	TE_14F.	R Owns or Operates Business from Home
97	DCD4	Num	8	895	TE_40F.	R Age
98	DCD5	Num	8	903	TE_41F.	R Gender
99	DCD6	Num	8	911	TE_42F.	R Education
100	DCD7	Num	8	919	TE_13HF.	R is of Hispanic Origin
108	DCD9	Num	8	1025	TE_14F.	Multiple Phone Lines in Household
112	DCD12	Num	8	1057	SPECCODE.	Number of People 18 and Older in HH
101	DCD81	Num	8	927	TE_14F.	R is White
102	DCD82	Num	8	935	TE_14F.	R is Black or African American
103	DCD83	Num	8	943	TE_14F.	R is American Indian or Alaska Native
104	DCD84	Num	8	951	TE_14F.	R is Asian
105	DCD85	Num	8	959	TE_14F.	R is Pacific Islander
106	DCD86	Num	8	967	TE_14F.	R is Other Race
113	DCD12CAT	Num	8	1065	TEB_1F.	Num of People 18 and Older in HH (Categ)
29	DCD1CAT	Num	8	267	TEB_1F.	Number of Lic Veh in Household (Categ)
107	DCD80TH	Char	50	975	\$SPECCOD40.	Other Race (Specify)
109	DCD9A	Num	8	1033	SPECCODS.	Number of Other Phone Lines
110	DCD9ACAT	Num	8	1041	TEB_1F.	Number of Other Phone Lines (Categ)
111	DCD9B	Num	8	1049	TE_44F.	Primary Use of Multiple Phone Lines
142	ETIME	Char	8	1255		Interview End Time
149	FINALWGT	Num	8	1311		Final Weight - Sums to Population Total

#	Variable	Type	Len	Pos	Format	Label
129	FIPSCODE	Char	5	1166		State FIPS CODE
2	GTA1A	Num	8	9	TE_14F.	Used Local Bus, Subway, or Commuter Rail
14	GTA1AT	Num	8	105	TE_15F.	Days Used Bus, Subway, or Commuter Rail
3	GTA1B	Num	8	17	TE_14F.	Drive Alone in Private Vehicle
15	GTA1BT	Num	8	113	TE_15F.	Days Used Private Vehicle
4	GTA1C	Num	8	25	TE_14F.	Travel in Organized Carpool or Vanpool
16	GTA1CT	Num	8	121	TE_15F.	Days Travel in Carpool or Vanpool
5	GTA1D	Num	8	33	TE_14F.	Travel with Others in Private Vehicle
17	GTA1DT	Num	8	129	TE_15F.	Days Travel with Others in Private Veh
6	GTA1E	Num	8	41	TE_14F.	Used City to City Bus
18	GTA1ET	Num	8	137	TE_15F.	Days Used City to City Bus
7	GTA1F	Num	8	49	TE_14F.	Used City to City Train
19	GTA1FT	Num	8	145	TE_15F.	Days Used City to City Train
8	GTA1G	Num	8	57	TE_14F.	Used Taxi, Limo or Shuttle Service
20	GTA1GT	Num	8	153	TE_15F.	Days Used Taxi, Limo or Shuttle Service
9	GTA1H	Num	8	65	TE_14F.	Used Commercial Airplane
21	GTA1HT	Num	8	161	TE_15F.	Days Used Commercial Airplane
10	GTA1I	Num	8	73	TE_14F.	Used Private or Charter Airplane
22	GTA1IT	Num	8	169	TE_15F.	Days Used Private or Charter Airplane
11	GTA1J	Num	8	81	TE_14F.	Used Comm Boat, Ship or Ferry
23	GTA1JT	Num	8	177	TE_15F.	Days Used Comm Boat, Ship or Ferry
12	GTA1K	Num	8	89	TE_14F.	Used Recreational Boat
24	GTA1KT	Num	8	185	TE_15F.	Days Used Recreational Boat
13	GTA1L	Num	8	97	TE_14F.	Used Bicycle
26	GTA1LA	Num	8	201	TE_45F.	Primary Use of Bicycle
27	GTA1LAO	Char	50	209	\$SPECCOD40.	Other Bicycle Use Specification
25	GTA1LT	Num	8	193	TE_15F.	Days Used Bicycle
115	HHSCREEN	Num	8	1074		Telephone Disposition Codes
130	INC00_09	Char	6	1171		Percent Household Income 0 < 10K
131	INC10_14	Char	6	1177		Percent Household Income 10 < 15K
132	INC15_24	Char	6	1183		Percent Household Income 15 < 25K
133	INC25_34	Char	6	1189		Percent Household Income 25 < 35K
134	INC35_49	Char	6	1195		Percent Household Income 35 < 50K
135	INC50_74	Char	6	1201		Percent Household Income 50 < 75K
136	INCOVR75	Char	6	1207		Percent Household Income Over 75K
137	METRO	Num	8	1213	INOUT.	Inside/Outside Metropolitan Area
138	MSA	Char	4	1221		MSA
144	NR_FACT	Num	8	1271		Nonresponse adjustment factor
83	OMM13F1	Num	8	783	TE_14F.	Rcve RR Cross Info - Driver Safety Class
84	OMM13F2	Num	8	791	TE_14F.	Rcve RR Cross Info - Written Materials
85	OMM13F3	Num	8	799	TE_14F.	Rcve RR Cross Info - Family and Friends
86	OMM13F4	Num	8	807	TE_14F.	Rcve RR Cross Info - Pub Service Anncmt
88	OMM2I1	Num	8	823	TE_14FS.	Difficulties - Car as Driver
89	OMM2I2	Num	8	831	TE_14FS.	Difficulties - Car as Passenger
90	OMM2I3	Num	8	839	TE_14FS.	Difficulties - Public Trans
91	OMM2I4	Num	8	847	TE_14FS.	Difficulties - Bicycle
92	OMM2I5	Num	8	855	TE_14FS.	Difficulties - Pedestrian
93	OMM2I6	Num	8	863	TE_14FS.	Difficulties - Airplane
94	OMM2I7	Num	8	871	TE_14FS.	Difficulties - Other
75	OMM30A	Num	8	719	TE_55F.	How Likely to Receive Ticket/No Seatbelt
76	OMM31A	Num	8	727	TE_14F.	Police Ticket Seat Belt Vio/30 Days
77	OMM32A	Num	8	735	TE_14F.	Police Ticket Chld Seat Belt Vio/30 Days
78	OMM33A	Num	8	743	TE_14F.	Saw/Heard Msgs Encour Seat Belts/30 Days
81	OMM34AA	Num	8	767	TE_56F.	Important Police Enf Seat Belt Laws
82	OMM34BA	Num	8	775	TE_56F.	Important Police Wrt More Seat Belt Tkts
79	ORDERED1	Num	8	751	ORDER1A.	Omm34AA Asked First, Omm34BA Asked Next
80	ORDERED2	Num	8	759	ORDER2A.	Omm34BA Asked First, Omm34AA Asked Next
126	PBLACK	Char	6	1146		Percent Black
146	PER_FACT	Num	8	1287		Adjust. for No. of Eligible HH Members
127	PHISPA	Char	6	1152		Percent Hispanic
145	PHN_FACT	Num	8	1279		Multiple phone lines adjustment factor
125	PWHITE	Char	6	1140		Percent White
30	RMC15A	Num	8	275	TE_21F.	Concern Lev - US Dep on Oil fm Midl East
37	RMC15A1	Num	8	331	TE_22F.	Concern Lev - Ill Immigrants in Frt Shpt
31	RMC15B	Num	8	283	TE_21F.	Concern Lev - Computer Systems Secure
38	RMC15B1	Num	8	339	TE_22F.	Concern Lev - Illegal Drugs in Frt Shpt
32	RMC15C	Num	8	291	TE_21F.	Concern Lev - Terrorism/Air/Outside US
33	RMC15D	Num	8	299	TE_21F.	Concern Lev - Terrorism/Air/Inside US
34	RMC15E	Num	8	307	TE_21F.	Concern Lev - Terrorism/Hwy Etc./in US
35	RMC15F	Num	8	315	TE_21F.	Concern Lev - Ill Immigrants/US Borders

#	Variable	Type	Len	Pos	Format	Label
36	RMC15G	Num	8	323	TE_21F.	Concern Lev - Illegal Drugs/US Borders
39	RMC16A	Num	8	347	TE_23F.	Satisf Lev - US Dep on Oil fm Midl East
40	RMC16B	Num	8	355	TE_23F.	Satisf Lev - Computer Systems Secure
41	RMC16C	Num	8	363	TE_23F.	Satisf Lev - Terrorism/Air/Outside US
42	RMC16D	Num	8	371	TE_23F.	Satisf Lev - Terrorism/Air/Inside US
43	RMC16E	Num	8	379	TE_23F.	Satisf Lev - Terrorism/Hwy Etc./in US
44	RMC16F	Num	8	387	TE_23F.	Satisf Lev - Ill Immgration/US Borders
45	RMC16G	Num	8	395	TE_23F.	Satisf Lev - Trans of Drugs/US Borders
46	RMC17A	Num	8	403	TE_20F.	High Risk of Terrorism/Trvl by Air/US
47	RMC17B	Num	8	411	TE_20F.	High Risk of Terrorism/Trvl by Hwys/US
48	RMC17C	Num	8	419	TE_20F.	Concerned Terrorism Affects Per Safety
49	RMC17D	Num	8	427	TE_20F.	Would Supp Airport-Type Sec/Other Trvl
50	RMC17E	Num	8	435	TE_20F.	Likely to Change Regular Means Of Trvl
51	RMC17F	Num	8	443	TE_20F.	Secur Adequate to Protect Air Trvlrs
52	RMC18A	Num	8	451	TE_14F.	Flown on Commercial Airline since 11/99
53	RMC18B	Num	8	459	TE_58F.	Number of Comm Airline Trips since 11/99
54	RMC18C	Num	8	467	TE_57F.	Terrorist Act Took Place Against Airline
150	SCALEWGT	Num	8	1319		Final Weight - Sums to Sample Total
116	SCREENER	Num	8	1082	TE_6F.	Screeener Disposition Codes
140	STATE	Char	2	1245		State
141	STIME	Char	8	1247		Interview Start Time
114	TIMEZONE	Char	1	1073	\$TIMEZON.	Time Zone
148	WD_FACT	Num	8	1303		Weighted deflation adjustment factor

Contents of the Disposition Data Set

Data Set Name: PUBDISP.HD1100PU	Observations: 6012
Member Type: DATA	Variables: 34
Engine: V612	Indexes: 0
Created: 14:50 Friday, November 17, 2000	Observation Length: 238
Last Modified: 14:50 Friday, November 17, 2000	Deleted Observations: 0
Protection:	Compressed: NO
Data Set Type:	Sorted: NO
Label:	

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Format	Label
2	AGE00_17	Char	6	9		Percent Age 0 - 17
3	AGE18_24	Char	6	15		Percent Age 18 - 24
4	AGE25_34	Char	6	21		Percent Age 25 - 34
5	AGE35_44	Char	6	27		Percent Age 35 - 44
6	AGE45_54	Char	6	33		Percent Age 45 - 54
7	AGE55_64	Char	6	39		Percent Age 55 - 64
8	AGEOVR65	Char	6	45		Percent Age Over 65
1	CASEID	Char	9	0		CaseID
26	CASESTAT	Num	8	166	TE_2F.	Final Interview Disposition Codes
22	CITY	Char	20	122		City
32	CREGION	Num	8	214	CREGION.	Census Region
31	ETIME	Char	8	206		Interview End Time
12	FIPSCODE	Char	5	69		State FIPS Code
24	HHSCREEN	Num	8	150	TE_3F.	Telephone Disposition Codes
13	INC00_09	Char	6	74		Percent Household Income 0 < 10K
14	INC10_14	Char	6	80		Percent Household Income 10 < 15K
15	INC15_24	Char	6	86		Percent Household Income 15 < 25K
16	INC25_34	Char	6	92		Percent Household Income 25 < 35K
17	INC35_49	Char	6	98		Percent Household Income 35 < 50K
18	INC50_74	Char	6	104		Percent Household Income 50 < 75K
19	INCOVR75	Char	6	110		Percent Household Income Over 75K
33	METRO	Num	8	222	INOUT.	Inside/Outside Metropolitan Area
20	MSA	Char	4	116		MSA
23	NROFCALL	Num	8	142		Number of Calls
10	PBLACK	Char	6	57		Percent Black
11	PHISPA	Char	6	63		Percent Hispanic
9	PWHITE	Char	6	51		Percent White
25	SCREENER	Num	8	158	TE_6F.	Screener Disposition Codes
27	SP1	Num	8	174	TE_14F.	Household has Multiple Phone Lines
29	SP2	Num	8	190	TE_44F.	Primary Use of Multiple Phone Lines
28	SP1A	Num	8	182	SPECCODS	Number of Other Phone Lines
34	SP1ACAT	Num	8	230	TEB_1FS.	Number of Other Phone Lines (Categ)
21	STATE	Char	2	120		State
30	STIME	Char	8	198		Interview Start Time

APPENDIX C:
FREQUENCY TABLES

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
a. Local public bus, subway, or commuter rail		
Yes	27,701,497	14 (2.79)
No	172,593,569	86 (2.79)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
a. Local public bus, subway, or commuter rail		
1-2	9,170,983	33 (2.48)
3-5	7,894,556	29 (2.89)
6-10	2,189,550	8 (2.30)
More than 10 Days	8,390,335	30 (3.06)
Subtotal Valid Responses	27,645,424	100
Don't Know	56,073	
Appropriate Skip	172,593,569	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
b. Driving alone in a private vehicle (such as a car, sport utility vehicle, pickup truck, van, or motorcycle)		
Yes	178,581,668	89 (1.64)
No	21,713,398	11 (1.64)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
b. Driving alone in a private vehicle (such as a car, sport utility vehicle, pickup truck, van, or motorcycle)		
1-2	3,726,124	2 (0.26)
3-5	10,836,180	6 (0.46)
6-10	12,201,044	7 (0.67)
More than 10 Days	151,818,320	85 (0.96)
Subtotal Valid Responses	178,581,668	100
Appropriate Skip	21,713,398	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
c. Traveling in an organized carpool or vanpool		
Yes	17,988,385	9 (1.57)
No	182,306,681	91 (1.57)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
c. Traveling in an organized carpool or vanpool		
1-2	3,574,050	20 (4.16)
3-5	6,052,979	34 (3.83)
6-10	1,070,876	6 (0.93)
More than 10 Days	7,290,480	41 (3.60)
Subtotal Valid Responses	17,988,385	100
Appropriate Skip	182,306,681	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
d. Traveling with others in a private vehicle		
Yes	132,838,947	66 (1.56)
No	67,456,119	34 (1.56)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
d. Traveling with others in a private vehicle		
1-2	20,165,582	15 (1.70)
3-5	31,608,078	24 (1.71)
6-10	24,870,501	19 (1.16)
More than 10 Days	55,825,565	42 (2.36)
Subtotal Valid Responses	132,469,726	100
Don't Know	369,221	
Appropriate Skip	67,456,119	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
e. City to city bus, such as Greyhound or Charter		
Yes	4,813,157	2 (0.60)
No	195,481,909	98 (0.60)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
1-2	3,897,763	81 (7.32)
3-5	868,005	18 (7.00)
More than 10 Days	47,390	1 (1.19)
Subtotal Valid Responses	4,813,157	100
Appropriate Skip	195,481,909	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
f. City to city train, such as AMTRAK		
Yes	6,009,832	3 (0.55)
No	194,285,234	97 (0.55)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
f. City to city train, such as AMTRAK		
1-2	2,945,109	49 (3.10)
3-5	2,301,850	38 (5.04)
6-10	498,011	8 (7.60)
More than 10 Days	264,863	4 (2.51)
Subtotal Valid Responses	6,009,832	100
Appropriate Skip	194,285,234	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
g. Taxi, limousine, or shuttle service		
Yes	24,317,883	12 (2.19)
No	175,977,183	88 (2.19)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
g. Taxi, limousine, or shuttle service		
1-2	14,465,027	59 (6.21)
3-5	6,016,257	25 (3.65)
6-10	2,013,600	8 (2.27)
More than 10 Days	1,823,000	7 (1.37)
Subtotal Valid Responses	24,317,883	100
Appropriate Skip	175,977,183	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
h. Commercial airplane		
Yes	22,407,775	11 (2.15)
No	177,887,291	89 (2.15)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A1a. On how many days did you use this type of transportation?		
h. Commercial airplane		
1-2	16,192,960	72 (2.93)
3-5	3,926,641	18 (1.51)
6-10	1,649,253	7 (1.10)
More than 10 Days	638,921	3 (1.42)
Subtotal Valid Responses	22,407,775	100
Appropriate Skip	177,887,291	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
i. Private or charter airplane		
Yes	3,847,177	2 (0.41)
No	196,447,889	98 (0.41)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
i. Private or charter airplane		
1-2	2,551,211	66 (3.39)
3-5	1,295,965	34 (3.39)
Subtotal Valid Responses	3,847,177	100
Appropriate Skip	196,447,889	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
j. Commercial boat, ship, or ferry		
Yes	4,331,789	2 (0.54)
No	195,963,277	98 (0.54)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
j. Commercial boat, ship, or ferry		
1-2	2,776,290	68 (1.35)
3-5	788,494	19 (4.84)
6-10	144,442	4 (2.49)
More than 10 Days	368,038	9 (4.13)
Subtotal Valid Responses	4,077,265	100
Don't Know	254,524	
Appropriate Skip	195,963,277	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
k. Recreational boat		
Yes	10,511,199	5 (0.30)
No	189,783,867	95 (0.30)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
k. Recreational boat		
1-2	6,188,030	59 (3.40)
3-5	2,488,470	24 (7.05)
6-10	1,266,015	12 (4.42)
More than 10 Days	568,684	5 (3.35)
Subtotal Valid Responses	10,511,199	100
Appropriate Skip	189,783,867	
Total	200,295,066	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
l. Bicycle		
Yes	33,518,005	17 (1.07)
No	166,777,061	83 (1.07)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
A1a. On how many days did you use this type of transportation?		
l. Bicycle		
1-2	12,214,117	36 (7.09)
3-5	11,137,470	33 (3.64)
6-10	3,383,711	10 (3.30)
More than 10 Days	6,782,707	20 (2.93)
Subtotal Valid Responses	33,518,005	100
Appropriate Skip	166,777,061	
Total	200,295,066	
A1La. Did you use your bicycle primarily for . . .		
Commuting to Work	1,955,714	6 (1.04)
Recreation	16,652,476	50 (2.34)
Exercise	13,399,778	40 (3.04)
Some Other Purpose	1,510,037	5 (1.27)
Subtotal Valid Responses	33,518,005	100
Appropriate Skip	166,777,061	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D1. How many licensed vehicles are owned, leased, or available for regular use by members of your household?		
0	8,818,812	4 (0.74)
1	49,431,522	25 (1.04)
2	79,317,772	40 (1.82)
3	39,327,914	20 (1.04)
4	13,014,695	7 (0.88)
5 or More	9,298,913	5 (0.88)
Subtotal Valid Responses	199,209,629	100
Average (Arithmetic Mean)		2.2 (0.07) ^a
Refused	1,085,437	
Total	200,295,066	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
a. Illegal immigration across U.S. borders		
Not Concerned	18,405,327	9 (0.75)
Neutral	30,099,773	15 (1.44)
Concerned	149,809,609	76 (1.97)
Subtotal Valid Responses	198,314,710	100
Don't Know	1,580,733	
Refused	399,623	
Total	200,295,066	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
b. The transport of illegal drugs across U.S. borders		
Not Concerned	15,786,554	8 (0.96)
Neutral	18,704,604	9 (1.28)
Concerned	163,799,422	83 (1.38)
Subtotal Valid Responses	198,290,580	100
Don't Know	1,709,058	
Refused	295,429	
Total	200,295,066	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
c. U.S. dependence on oil from the Middle East		
Not Concerned	16,730,336	8 (0.62)
Neutral	18,702,274	9 (1.17)
Concerned	163,955,598	82 (1.06)
Subtotal Valid Responses	199,388,207	100
Don't Know	775,776	
Refused	131,083	
Total	200,295,066	

^a The values presented are the mean and its associated standard error, rather than the percent that is presented in the majority of the cells.

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
d. Keeping computerized transportation control systems, such as the U.S. air traffic control system, secure		
Not Concerned	31,163,801	16 (1.33)
Neutral	26,677,687	13 (2.19)
Concerned	142,193,716	71 (2.24)
Subtotal Valid Responses	200,035,205	100
Don't Know	128,778	
Refused	131,083	
Total	200,295,066	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
e. Risk of terrorism against U.S. citizens traveling by air outside the U.S.		
Not Concerned	50,969,196	26 (2.27)
Neutral	36,404,417	18 (1.50)
Concerned	112,128,166	56 (2.30)
Subtotal Valid Responses	199,501,779	100
Don't Know	393,663	
Refused	399,623	
Total	200,295,066	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
f. Risk of terrorism against U.S. citizens traveling by air inside the U.S.		
Not Concerned	33,243,544	17 (0.88)
Neutral	35,905,031	18 (0.86)
Concerned	130,730,458	65 (0.57)
Subtotal Valid Responses	199,879,032	100
Don't Know	257,153	
Refused	158,881	
Total	200,295,066	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues.		
g. Risk of terrorism against U.S. citizens traveling by highway, train, or public transit outside the U.S.		
Not Concerned	13,177,819	7 (0.78)
Neutral	12,018,906	6 (1.11)
Concerned	175,098,341	87 (1.18)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C15a1. How concerned are you about the smuggling of illegal immigrants across U.S. borders in freight shipments? Would you say. . .		
Not at All Concerned	2,965,704	2 (0.35)
Somewhat Concerned	38,106,962	29 (0.60)
Very Concerned	88,830,710	68 (0.46)
Subtotal Valid Responses	129,903,376	100
Don't Know	411,310	
Refused	415,771	
Appropriate Skip	69,564,608	
Total	200,295,066	
C15b1. How concerned are you about the smuggling of illegal drugs across U.S. borders in freight shipments? Would you say. . .		
Not at All Concerned	3,789,287	2 (0.48)
Somewhat Concerned	43,189,019	25 (1.53)
Very Concerned	127,065,892	73 (1.74)
Subtotal Valid Responses	174,044,197	100
Don't Know	945,106	
Refused	109,038	
Appropriate Skip	25,196,725	
Total	200,295,066	
C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
a. U.S. dependence on oil from the Middle East		
Dissatisfied	95,087,981	49 (1.68)
Neutral	63,596,139	33 (1.18)
Satisfied	34,618,515	18 (1.57)
Subtotal Valid Responses	193,302,636	100
Don't Know	5,936,135	
Refused	1,056,295	
Total	200,295,066	
C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
b. Keeping computerized transportation control systems, such as the U.S. air traffic control system, secure		
Dissatisfied	44,665,687	23 (1.16)
Neutral	68,640,910	36 (3.11)
Satisfied	79,303,627	41 (3.29)
Subtotal Valid Responses	192,610,224	100
Don't Know	7,084,274	
Refused	600,567	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
c. Risk of terrorism against American citizens traveling by air outside the U.S.		
Dissatisfied	58,651,516	30 (2.51)
Neutral	68,349,685	35 (1.66)
Satisfied	68,370,832	35 (2.24)
Subtotal Valid Responses	195,372,034	100
Don't Know	4,376,178	
Refused	546,854	
Total	200,295,066	
C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
d. Risk of terrorism against American citizens traveling by air inside the U.S.		
Dissatisfied	48,303,772	25 (1.85)
Neutral	57,159,061	29 (1.58)
Satisfied	90,944,428	46 (2.07)
Subtotal Valid Responses	196,407,262	100
Don't Know	3,472,033	
Refused	415,771	
Total	200,295,066	
C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
e. Risk of terrorism against American citizens traveling by highway, train, or public transit inside the U.S.		
Dissatisfied	38,316,662	20 (1.80)
Neutral	67,766,701	35 (1.83)
Satisfied	89,865,108	46 (0.96)
Subtotal Valid Responses	195,948,471	100
Don't Know	3,930,824	
Refused	415,771	
Total	200,295,066	
C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
f. Illegal immigration across U.S. borders		
Dissatisfied	94,225,927	48 (1.48)
Neutral	58,368,635	30 (0.86)
Satisfied	43,452,536	22 (2.24)
Subtotal Valid Responses	196,047,097	100
Don't Know	3,283,021	
Refused	964,947	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues.		
g. The transport of illegal drugs across U.S. borders		
Dissatisfied	122,407,920	62 (1.21)
Neutral	40,443,873	20 (1.49)
Satisfied	34,754,354	18 (1.50)
Subtotal Valid Responses	197,606,147	100
Don't Know	1,881,106	
Refused	807,813	
Total	200,295,066	
C17. We would now like to know what you think about possible threats to our transportation system. Please tell me whether you disagree, agree, or feel neutral about the following statements:		
a. Americans traveling by air inside the U.S. face a high risk of terrorism.		
Disagree	103,895,213	52 (1.37)
Neutral	53,032,217	27 (1.20)
Agree	41,644,749	21 (1.22)
Subtotal Valid Responses	198,572,179	100
Don't Know	1,307,117	
Refused	415,771	
Total	200,295,066	
C17. We would now like to know what you think about possible threats to our transportation system. Please tell me whether you disagree, agree, or feel neutral about the following statements:		
b. Americans traveling on highways, trains, or public transit inside the U.S. face a high risk of terrorism.		
Disagree	113,229,035	57 (1.87)
Neutral	47,166,845	24 (1.40)
Agree	38,493,314	19 (0.87)
Subtotal Valid Responses	198,889,194	100
Don't Know	990,101	
Refused	415,771	
Total	200,295,066	
C17. We would now like to know what you think about possible threats to our transportation system. Please tell me whether you disagree, agree, or feel neutral about the following statements:		
c. I am concerned about terrorist acts threatening my own personal safety while traveling.		
Disagree	92,403,390	46 (1.87)
Neutral	42,209,208	21 (1.00)
Agree	64,763,689	32 (1.95)
Subtotal Valid Responses	199,376,287	100
Don't Know	503,008	
Refused	415,771	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C17. We would now like to know what you think about possible threats to our transportation system. Please tell me whether you disagree, agree, or feel neutral about the following statements:		
d. I would support airport-type security measures at bus, transit, and rail stations to address the threat of terrorist acts.		
Disagree	22,886,152	11 (1.16)
Neutral	26,440,695	13 (1.11)
Agree	149,800,758	75 (0.45)
Subtotal Valid Responses	199,127,606	100
Don't Know	633,867	
Refused	533,593	
Total	200,295,066	
C17. We would now like to know what you think about possible threats to our transportation system. Please tell me whether you disagree, agree, or feel neutral about the following statements:		
e. I am likely to change my regular means of travel in response to acts of terrorism around the country.		
Disagree	82,491,792	42 (1.44)
Neutral	34,345,784	17 (0.67)
Agree	81,781,099	41 (1.40)
Subtotal Valid Responses	198,618,674	100
Don't Know	702,116	
Refused	974,275	
Total	200,295,066	
C17. We would now like to know what you think about possible threats to our transportation system. Please tell me whether you disagree, agree, or feel neutral about the following statements:		
f. The security measures currently at U.S. airports are adequate to protect air travelers against terrorist acts.		
Disagree	54,322,059	27 (1.12)
Neutral	49,376,662	25 (1.34)
Agree	94,285,002	48 (2.14)
Subtotal Valid Responses	197,983,724	100
Don't Know	2,217,007	
Refused	94,335	
Total	200,295,066	
C18a. Have you flown as a passenger at least once on a commercial airline since November 1999?		
Yes	84,662,542	42 (3.89)
No	115,216,753	58 (3.89)
Subtotal Valid Responses	199,879,295	100
Refused	415,771	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
C18b. How many personal and business trips have you taken on a commercial airline during this time period? Would you say. . .		
1	30,428,022	36 (2.05)
2	21,558,451	25 (0.82)
3	8,447,120	10 (0.48)
4 or More	24,228,950	29 (2.08)
Subtotal Valid Responses	84,662,542	100
Appropriate Skip	115,632,524	
Total	200,295,066	
C18c. If a terrorist act took place in the U.S. against any airline, would you:		
Not Change Your Air Travel Habits	35,576,809	43 (1.83)
Travel Less Frequently by Air	12,074,254	14 (1.81)
Stop Traveling by Air for at Least Some Period of Time	32,601,121	39 (3.53)
Stop Traveling by Air Permanently	3,132,301	4 (1.04)
Subtotal Valid Responses	83,384,486	100
Don't Know	1,144,971	
Refused	133,086	
Appropriate Skip	115,632,524	
Total	200,295,066	
B4a. Since November 1999, have you requested a product or service from an agency of the U.S. Department of Transportation?		
Yes	5,269,436	3 (0.38)
No	194,635,305	97 (0.38)
Subtotal Valid Responses	199,904,741	100
Don't Know	390,325	
Total	200,295,066	
B4b1. How long ago was your most recent request?		
Since the Beginning of October of This Year	1,585,825	30 (12.00)
During August and September of This Year	742,236	14 (5.86)
During May through July of This Year	1,605,712	30 (6.75)
Between November 1999 and April 2000	1,335,663	25 (6.56)
Subtotal Valid Responses	5,269,436	100
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
1. the National Highway Traffic Safety Administration		
Yes	1,174,499	24 (8.32)
No	3,622,280	76 (8.32)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B4b2. Which of the following agencies did you contact?		
2. U.S. Coast Guard		
Yes	370,778	8 (5.20)
No	4,426,000	92 (5.20)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
3. Federal Aviation Administration		
Yes	148,461	3 (2.67)
No	4,648,318	97 (2.67)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
4. Maritime Administration		
No	4,796,779	100 (0.00)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
5. Federal Highway Administration		
Yes	1,140,443	24 (6.68)
No	3,656,335	76 (6.68)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
6. Federal Railroad Administration		
Yes	185,195	4 (3.94)
No	4,611,584	96 (3.94)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B4b2. Which of the following agencies did you contact?		
7. Federal Transit Administration		
Yes	1,039,938	22 (13.40)
No	3,756,841	78 (13.40)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
8. Federal Motor Carrier Safety Administration		
Yes	103,532	2 (2.70)
No	4,693,246	98 (2.70)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
9. Research and Special Programs Administration		
No	4,796,779	100 (0.00)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
10. Bureau of Transportation Statistics		
Yes	509,072	11 (9.26)
No	4,287,706	89 (9.26)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
11. St. Lawrence Seaway Development Corporation		
No	4,796,779	100 (0.00)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B4b2. Which of the following agencies did you contact?		
12. Office of the Secretary of Transportation		
Yes	404,396	8 (5.65)
No	4,392,382	92 (5.65)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b2. Which of the following agencies did you contact?		
13. Some other way		
Yes	203,330	4 (2.88)
No	4,593,449	96 (2.88)
Subtotal Valid Responses	4,796,779	100
Don't Know	472,657	
Appropriate Skip	195,025,630	
Total	200,295,066	
B4b3. Which of those agencies did you most recently contact?		
The National Highway Traffic Safety Administration	1,174,499	26 (9.43)
U.S. Coast Guard	370,778	8 (5.40)
Federal Aviation Administration	148,461	3 (2.88)
Federal Highway Administration	842,772	18 (3.60)
Federal Railroad Administration	185,195	4 (4.15)
Federal Transit Administration	1,039,938	23 (13.70)
Federal Motor Carrier Safety Administration	103,532	2 (2.84)
Bureau of Transportation Statistics	509,072	11 (9.54)
Office of The Secretary Of Transportation	219,202	5 (4.40)
Subtotal Valid Responses	4,593,449	100
Appropriate Skip	195,701,617	
Total	200,295,066	
B5. How did you first contact the Department of Transportation?		
Telephone	2,512,158	55 (5.41)
Internet/World Wide Web	438,454	10 (6.74)
(Regular) Mail	1,059,121	23 (9.55)
In Person	583,716	13 (6.72)
Subtotal Valid Responses	4,593,449	100
Appropriate Skip	195,701,617	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
B6. On a scale of 1 to 5, with 1 being very dissatisfied and 5 being very satisfied, please rate your overall satisfaction with the level of service you received.		
Very Dissatisfied	1,342,360	30 (3.37)
Dissatisfied	447,361	10 (3.88)
Neither Satisfied nor Dissatisfied	1,175,651	26 (11.20)
Satisfied	507,329	11 (3.98)
Very Satisfied	1,017,216	23 (8.60)
Subtotal Valid Responses	4,489,916	100
Refused	103,532	
Appropriate Skip	195,701,617	
Total	200,295,066	
M30. Assume that you do not use your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?		
Very Likely	55,567,706	31 (2.25)
Somewhat Likely	48,683,123	27 (0.58)
Somewhat Unlikely	32,072,293	18 (2.13)
Very Unlikely	41,149,205	23 (1.41)
Subtotal Valid Responses	177,472,327	100
Don't Know	949,566	
Refused	159,775	
Appropriate Skip	21,713,398	
Total	200,295,066	
M31. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations?		
Yes	57,648,705	29 (2.61)
No	140,840,250	71 (2.61)
Subtotal Valid Responses	198,488,956	100
Don't Know	1,806,110	
Total	200,295,066	
M32. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community if children in their vehicles are not wearing seat belts or are not in car seats?		
Yes	62,966,355	32 (2.34)
No	135,768,212	68 (2.34)
Subtotal Valid Responses	198,734,567	100
Don't Know	1,560,499	
Total	200,295,066	
M33. In the past 30 days, have you seen or heard any messages that encourage people to wear their seat belts? This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else.		
Yes	158,669,791	79 (2.49)
No	41,400,350	21 (2.49)
Subtotal Valid Responses	200,070,141	100
Don't Know	224,925	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:		
OMM34AA Asked First	100,286,716	50 (2.40)
OMM34BA Asked First	100,008,350	50 (2.40)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:		
OMM34BA Asked First	100,008,350	50 (2.40)
OMM34AA Asked First	100,286,716	50 (2.40)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:		
a. It is important for police to enforce the seat belt laws		
Strongly Agree	131,610,239	66 (1.88)
Somewhat Agree	47,584,616	24 (1.12)
Somewhat Disagree	10,835,240	5 (1.10)
Strongly Disagree	9,134,828	5 (0.72)
Subtotal Valid Responses	199,164,923	100
Don't Know	1,060,000	
Refused	70,143	
Total	200,295,066	
M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:		
b. Police in my community are writing more seat belt tickets now than they were a few months ago		
Strongly Agree	131,415,652	66 (1.83)
Somewhat Agree	47,559,774	24 (1.09)
Somewhat Disagree	10,835,240	5 (1.10)
Strongly Disagree	9,134,828	5 (0.72)
Subtotal Valid Responses	198,945,494	100
Don't Know	1,279,429	
Refused	70,143	
Total	200,295,066	
M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?		
1. During driver safety class		
Yes	59,394,024	31 (0.32)
No	132,170,780	69 (0.32)
Subtotal Valid Responses	191,564,804	100
Don't Know	6,307,368	
Refused	2,422,894	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?		
2. In written materials		
Yes	32,502,391	17 (0.58)
No	159,062,413	83 (0.58)
Subtotal Valid Responses	191,564,804	100
Don't Know	6,307,368	
Refused	2,422,894	
Total	200,295,066	
M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?		
3. Informally from family and friends		
Yes	27,229,012	14 (1.32)
No	164,335,792	86 (1.32)
Subtotal Valid Responses	191,564,804	100
Don't Know	6,307,368	
Refused	2,422,894	
Total	200,295,066	
M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources?		
4. From public service announcements or safety campaigns in television, radio, or magazine ads		
Yes	73,009,846	38 (2.49)
No	118,554,957	62 (2.49)
Subtotal Valid Responses	191,564,804	100
Don't Know	6,307,368	
Refused	2,422,894	
Total	200,295,066	
B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home?		
Yes	14,904,023	7 (1.03)
No	185,027,896	93 (1.03)
Subtotal Valid Responses	199,931,920	100
Don't Know	152,417	
Refused	210,729	
Total	200,295,066	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
1. By car as a driver		
Yes	9,037,483	61 (3.68)
No	5,767,071	39 (3.68)
Subtotal Valid Responses	14,804,553	100
Don't Know	99,470	
Appropriate Skip	185,391,043	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
2. By car as a passenger		
Yes	2,097,196	14 (3.70)
No	12,707,358	86 (3.70)
Subtotal Valid Responses	14,804,553	100
Don't Know	99,470	
Appropriate Skip	185,391,043	
Total	200,295,066	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
3. By public transportation		
Yes	5,624,114	38 (4.29)
No	9,180,439	62 (4.29)
Subtotal Valid Responses	14,804,553	100
Don't Know	99,470	
Appropriate Skip	185,391,043	
Total	200,295,066	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
4. By bicycle		
Yes	7,898,388	53 (5.33)
No	6,906,166	47 (5.33)
Subtotal Valid Responses	14,804,553	100
Don't Know	99,470	
Appropriate Skip	185,391,043	
Total	200,295,066	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
5. By walking		
Yes	8,701,753	59 (7.85)
No	6,102,800	41 (7.85)
Subtotal Valid Responses	14,804,553	100
Don't Know	99,470	
Appropriate Skip	185,391,043	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
6. By airplane		
Yes	5,072,202	34 (3.54)
No	9,732,351	66 (3.54)
Subtotal Valid Responses	14,804,553	100
Don't Know	99,470	
Appropriate Skip	185,391,043	
Total	200,295,066	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
7. By other		
Yes	2,030,622	14 (1.39)
No	12,773,931	86 (1.39)
Subtotal Valid Responses	14,804,553	100
Don't Know	99,470	
Appropriate Skip	185,391,043	
Total	200,295,066	
D2. Are you a licensed commercial transportation operator?		
Yes	23,916,343	12 (1.31)
No	176,284,388	88 (1.31)
Subtotal Valid Responses	200,200,731	100
Refused	94,335	
Total	200,295,066	
D3. Do you own or operate a business from your home?		
Yes	18,594,596	9 (1.09)
No	181,606,136	91 (1.09)
Subtotal Valid Responses	200,200,731	100
Refused	94,335	
Total	200,295,066	
D4. Please stop me when I reach the category that best describes your age.		
18 - 24	25,571,490	13 (1.81)
25 - 34	35,972,762	18 (1.08)
35 - 44	44,079,881	22 (1.61)
45 - 54	36,971,233	19 (1.69)
55 - 64	23,760,800	12 (1.10)
65 or Older	32,901,361	17 (1.20)
Subtotal Valid Responses	199,257,527	100
Refused	1,037,539	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D5. Are you male or female?		
Male	95,407,022	48 (1.02)
Female	104,888,044	52 (1.02)
Subtotal Valid Responses	200,295,066	100
Total	200,295,066	
D6. What is the last grade of school you completed?		
Less than High School	21,045,786	11 (1.01)
High School Graduate/GED	81,126,234	41 (3.55)
Some College	38,701,275	19 (1.34)
Community College Graduate (AA: Associate of Arts Degree)	10,433,165	5 (0.49)
College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	26,428,443	13 (1.04)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	17,791,097	9 (1.29)
Technical School/Professional Business School	3,661,285	2 (0.48)
Subtotal Valid Responses	199,187,284	100
Don't Know	283,005	
Refused	824,778	
Total	200,295,066	
D7. Are you of Hispanic origin?		
Yes	14,879,546	7 (1.53)
No, not Spanish/Hispanic/Latino	183,958,069	93 (1.53)
Subtotal Valid Responses	198,837,615	100
Don't Know	440,036	
Refused	1,017,415	
Total	200,295,066	
D8. What is your race?		
1. White		
Yes	157,047,264	80 (2.51)
No	38,696,462	20 (2.51)
Subtotal Valid Responses	195,743,726	100
Refused	4,551,340	
Total	200,295,066	
D8. What is your race?		
2. Black or African-American		
Yes	19,015,345	10 (2.47)
No	176,728,380	90 (2.47)
Subtotal Valid Responses	195,743,726	100
Refused	4,551,340	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D8. What is your race?		
3. American Indian or Alaska Native		
Yes	3,226,636	2 (0.54)
No	192,517,090	98 (0.54)
Subtotal Valid Responses	195,743,726	100
Refused	4,551,340	
Total	200,295,066	
D8. What is your race?		
4. Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)		
Yes	4,779,762	2 (0.71)
No	190,963,963	98 (0.71)
Subtotal Valid Responses	195,743,726	100
Refused	4,551,340	
Total	200,295,066	
D8. What is your race?		
5. Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)		
Yes	1,145,399	1 (0.26)
No	194,598,327	99 (0.26)
Subtotal Valid Responses	195,743,726	100
Refused	4,551,340	
Total	200,295,066	
D8. What is your race?		
6. Other Race		
Yes	13,450,765	7 (1.77)
No	182,292,961	93 (1.77)
Subtotal Valid Responses	195,743,726	100
Refused	4,551,340	
Total	200,295,066	
D9. Do you have any other telephone lines in your house that someone would answer? This does not include dedicated computer or fax lines or cellular phones.		
Yes	14,935,161	7 (0.11)
No	184,646,042	93 (0.11)
Subtotal Valid Responses	199,581,202	100
Refused	713,864	
Total	200,295,066	

Table C-1. Marginal Frequency Distributions with Percentages and Standard Errors (Continued)

Questionnaire Item	Count	Percentage (Standard Error)
D9a. How many other telephone lines are there?		
1	11,858,715	79 (2.44)
2	2,246,544	15 (1.43)
3	642,118	4 (1.76)
4	43,838	0 (0.28)
5 or More	143,945	1 (0.82)
Subtotal Valid Responses	14,935,161	100
Average (Arithmetic Mean)		1.3 (0.05) ^a
Appropriate Skip	185,359,905	
Total	200,295,066	
D9b. What is the primary use of this (these) phone lines?		
Home Use Only	10,645,032	71 (2.88)
Business and Home Use	2,665,844	18 (2.05)
Business Use Only	1,624,285	11 (1.92)
Subtotal Valid Responses	14,935,161	100
Appropriate Skip	185,359,905	
Total	200,295,066	
D12. How many people 18 years and older live in your household?		
1	39,227,015	20 (1.17)
2	107,448,115	54 (3.44)
3	36,563,585	18 (1.48)
4	13,421,152	7 (1.17)
5 or More	1,853,072	1 (0.55)
Subtotal Valid Responses	198,512,939	100
Average (Arithmetic Mean)		2.2 (0.05) ^a
Don't Know	152,417	
Refused	1,629,710	
Total	200,295,066	
D8RACE.		
Non-Hispanic White	156,427,940	85 (2.39)
Non-Hispanic Black	18,962,919	10 (2.49)
Non-Hispanic Indian	2,843,842	2 (0.54)
Non-Hispanic Asian	4,664,512	3 (0.76)
Non-Hispanic Pacific Island	865,566	0 (0.27)
Subtotal Valid Responses	183,764,779	100
Total	183,764,779	

^a The values presented are the mean and its associated standard error, rather than the percent that is presented in the majority of the cells.

APPENDIX D:
FINAL SURVEY QUESTIONNAIRE

November Omnibus Household Survey Questionnaire

Field - November 8, 2000

NOTES: All questions are numbered with a letter and number indicating their section origins (see key below). Questions are numbered to uniquely identify rotating and mode-specific questions in the Omnibus Survey question bank and questions are ordered based on the “flow” of the interview, so the numbering may not appear sequential.

Professional survey interviewers administer this questionnaire using computer-assisted telephone interviewing (CATI). CATI interviewers have the option of entering a code for responses of “Don’t Know” or “Refused” for all questions. These are “blind” answer options but may be made explicit to the interviewer by having them appear on the screen.

Section A: General Travel Core Questions.....*Asked every month*

Section B: Customer Satisfaction Core Questions.....*Asked every month*

Section C: Rotating Customer Satisfaction Questions ... *Rotate three times per year by goal area*

Month 1.....Safety

Month 2.....Mobility/Economic Growth and Trade

Month 3.....Human and Natural Environment

***This Month* ➔ Month 4.....National Security**

Section D: Demographic Core Questions.....*Asked every month*

Section M: Modal Questions*Change every month*

Formatting Conventions:

- **Text in boldface type** indicates that the CATI interviewer will read the text aloud to the respondent.
- **TEXT IN ALL CAPS** indicates instructions that will appear to the interviewer on the screen.
- *Text in italics* indicates instructions or options such as skips and fills that will be carried out by the CATI computer system.
- Reviewer notes appear inside boxes.

We would like to begin by asking you a few questions about how you travel and the transportation systems you use. (GTA1A – GTA1L)

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

	<u>Yes</u>	<u>No</u>
a. Public Transportation, for example local public bus, subway or commuter rail	1	2
b. Driving alone in a private vehicle, such as a car, SUV, pickup truck, van or motorcycle	1	2
c. Traveling in an organized carpool or vanpool	1	2
d. Traveling with others in a private vehicle	1	2
e. City to city bus, such as Greyhound or Charter	1	2
f. City to city train, such as AMTRAK	1	2
g. Taxi, limousine, or shuttle service.....	1	2
h. Commercial airplane.....	1	2
i. Private or charter airplane	1	2
j. Commercial boat, ship, or ferry	1	2
k. Recreational boat	1	2
L. Bicycle.....	1	2

Immediately following each “yes” response above, ask the following:

A1a. READ IF NECESSARY → (During the past 30 days)

On how many days did you use this type of transportation? (GTA1AT – GTA1LT)

- 1) 1-2
- 2) 3-5
- 3) 6-10
- 4) more than 10 days

If A1L=yes, then ask the following after A1a:

A1La. Did you use your bicycle primarily for (GTA1LA)

- 1) commuting to work
- 2) recreation
- 3) exercise
- 4) some other purpose – SPECIFY _____ (GTA1LAO)

D1. How many licensed vehicles are owned, leased, or available for regular use by members of your household? (DCD1)

ENTER NUMBER OF LICENSED VEHICLES _____

Now we would like to ask about your views on a variety of transportation issues.

C15. Tell me whether you are not concerned, concerned, or feel neutral about the following issues. (RMC15A – RMC15G)

	<u>Not Concerned</u>	<u>Neutral</u>	<u>Concerned</u>
a. U.S. dependence on oil from the Middle East	1	3	5
b. Keeping computerized systems like air traffic control secure from terrorism	1	3	5
c. The risk of terrorism against American citizens traveling by air <u>outside</u> the U.S.	1	3	5
d. The risk of terrorism against American citizens traveling by air <u>inside</u> the U.S.	1	3	5
e. The risk of terrorism against American citizens traveling by highway, train, or public transit <u>inside</u> the U.S.	1	3	5
f. Illegal immigration across U.S. borders	1	3	5
g. The transport of illegal drugs across U.S. borders	1	3	5

Ask C15a1 only if C15f = 5.

C15a1. How concerned are you about the smuggling of illegal immigrants across U.S. borders in freight shipments? Would you say... (RMC15A1)

- 1) Not at all concerned,
- 2) Somewhat concerned, or
- 3) Very concerned

Ask C15b1 only if C15g = 5.

C15b1. How concerned are you about the transport of illegal drugs across U.S. borders concealed in freight shipments? Would you say... (RMC15B1)

- 1) Not at all concerned,
- 2) Somewhat concerned, or
- 3) Very concerned

C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address those issues. (RMC16A – RMC16G)

	<u>Dissatisfied</u>	<u>Neutral</u>	<u>Satisfied</u>
a. U.S. dependence on oil from the Middle East	1	3	5
b. Keeping computerized systems like air traffic control secure from terrorism	1	3	5
c. The risk of terrorism against American citizens traveling by air <u>outside</u> the U.S.	1	3	5
d. The risk of terrorism against American citizens traveling by air <u>inside</u> the U.S.	1	3	5
e. The risk of terrorism against American citizens traveling by highway, train, or public transit <u>inside</u> the U.S.	1	3	5
f. Illegal immigration across U.S. borders	1	3	5
g. The transport of illegal drugs across U.S. borders	1	3	5

C17. We would now like to know what you think about possible threats to our transportation system. Please tell me whether you disagree, agree, or feel neutral about the following statements: (RMC17A – RMC17F)

	<u>Disagree</u>	<u>Neutral</u>	<u>Agree</u>
a. Americans traveling by air <u>inside</u> the U.S. face a high risk of terrorism.	1	3	5
b. Americans traveling on highways, trains, or public transit <u>inside</u> the U.S. face a high risk of terrorism.	1	3	5
c. I am concerned about terrorist acts threatening my own personal safety while traveling.	1	3	5
d. I would support airport-type security measures at bus, transit, and rail stations to address the threat of terrorist acts.	1	3	5
e. I am likely to change my regular means of travel in response to acts of terrorism around the country.	1	3	5
f. The security measures currently at U.S. airports are adequate to protect air travelers against terrorist acts.	1	3	5

C18a. Have you flown as a passenger at least once on a commercial airline since November 1999? (RMC18A)

- 1) Yes
- 2) No (*skip to B4a*)

C18b. How many personal and business trips have you taken on a commercial airline during this time period? Would you say... (RMC18B)

- 1) 1
- 2) 2
- 3) 3
- 4) 4 or more

C18c. If a terrorist act took place in the U.S. against any airline, would you: (RMC18C)

- 1) Not change your air travel habits**
- 2) Travel less frequently by air**
- 3) Stop traveling by air for at least some period of time**
- 4) Stop traveling by air permanently**

Now I'm going to ask you about experiences you may have had contacting the U.S. Department of Transportation.

B4a. Since November 1999, have you requested a product or service from an agency of the U.S. Department of Transportation? (CSB4A)

- 1) Yes**
- 2) No – skip to M30**

B4b1. How long ago was your most recent request? (CSB4B1)

- 1) Since the beginning of October of this year**
- 2) During August and September of this year**
- 3) During May through July of this year**
- 4) Between November 1999 and April 2000**

B4b2. Which of the following agencies did you contact? (CSB4B201 – CSB4B213)
READ ALL CHOICES AND CODE ALL THAT APPLY

- 1) The National Highway Traffic Safety Administration,**
- 2) U.S. Coast Guard,**
- 3) Federal Aviation Administration,**
- 4) Maritime Administration,**
- 5) Federal Highway Administration,**
- 6) Federal Railroad Administration,**
- 7) Federal Transit Administration,**
- 8) Federal Motor Carrier Safety Administration,**
- 9) Research and Special Programs Administration,**
- 10) Bureau of Transportation Statistics,**
- 11) St. Lawrence Seaway Development Corporation,**
- 12) Office of the Secretary of Transportation, or**
- 13) some other agency - SPECIFY _____ (CSB4B2O) - skip to M30**

Ask B4b3 if more than one selected above. List names of those selected for interviewer to choose.

B4b3. Which of those agencies did you most recently contact? (CSB4B3)

List of agencies selected in B4b2

B5. How did you contact [fill in agency name from B4b2 or B4b3]? (Code the reason given by the respondent.) (CSB5)

- 1) Telephone
- 2) Internet/world wide web
- 3) (regular) mail
- 4) In person
- 5) Other – specify _____ (CSB5O)

B6. On a scale of 1 to 5, with 1 being “very dissatisfied” and 5 being “very satisfied”, please rate your overall satisfaction with the level of service you received. (CSB6)

- 1) Very Dissatisfied
- 2)
- 3)
- 4)
- 5) Very Satisfied

Now I am going to ask you some questions about seat belts.

Ask M30 only if the answer to A1b was “yes”.

M30. Assume that you do not use your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt? (OMM30A)

- 1) Very likely
- 2) Somewhat likely
- 3) Somewhat unlikely
- 4) Very unlikely

M31. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations? (OMM31A)

- 1) Yes
- 2) No

M32. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community if children in their vehicles are not wearing seat belts or are not in car seats? (OMM32A)

- 1) Yes
- 2) No

M33. In the past 30 days, have you seen or heard any messages that encourage people to wear their seat belts? This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else. (OMM33A)

- 1) Yes
- 2) No

M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:

	<u>Strongly Agree</u>	<u>Somewhat Agree</u>	<u>Somewhat Disagree</u>	<u>Strongly Disagree</u>
a) It is important for police to enforce the seat belt laws.1 (OMM34AA)	1	2	3	4
b) Police in my community are writing more seat belt tickets now than they were a few months ago.....1 (OMM34BA)	1	2	3	4

This next question asks about railroad crossings.

M13. Have you received information regarding how to safely cross railroad crossings from any of the following sources? [CODE ALL THAT APPLY]
(OMM13F1 - OMM13F4)

	<u>Yes</u>	<u>No</u>
1) During driver safety class	1	2
2) In written materials	1	2
3) Informally from family and friends	1	2
4) From public service announcements or safety campaigns in television, radio, or magazine ads	1	2

This final section asks a set of questions that will be used for classification purposes. No personal identifying information about you or your household will ever be reported.

B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home? (CSB3)

- 1) Yes
- 2) No - *Skip to D2*

M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem. (OMM2I1 – OMM2I7)

CODE ALL THAT APPLY

- 1) by car as a driver
- 2) by car as a passenger
- 3) by public transportation
- 4) by bicycle
- 5) by walking
- 6) by airplane
- 7) Other reason

D2. Are you a licensed commercial transportation operator? (DCD2)

- 1) Yes
- 2) No

D3. Do you own or operate a business from your home? (DCD3)

- 1) Yes
- 2) No

D4. Please stop me when I reach the category that best describes your age. (DCD4)

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

- D5. RECORD GENDER. ASK IF NECESSARY: **Are you male or female? (DCD5)**
- 1) Male
 - 2) Female
- D6. **What is the last grade of school you completed? CODE ONLY ONE (DCD6)**
- 1) **Less than high school**
 - 2) **High school graduate/GED**
 - 3) **Some college**
 - 4) **Community college graduate (AA: Associate of Arts Degree)**
 - 5) **College graduate (BA or BS: Bachelor of Arts or Sciences Degree)**
 - 6) **Post-graduate degree (Masters, Ph.D., Lawyer, Medical Doctor)**
 - 7) **Technical school/professional business school**
- D7. **Are you of Hispanic origin? THIS INCLUDES BEING OF SPANISH ORIGIN (DCD7)**
- 1) Yes
 - 2) No, not Spanish/Hispanic/Latino
- D8. **What is your race? CODE ALL THAT APPLY (DCD81 – DCD86)**
- 1) **White**
 - 2) **Black or African-American**
 - 3) **American Indian or Alaska native**
 - 4) **Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)**
 - 5) **Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)**
 - 6) **Other/specify _____ (DCD8OTH)**
- D9. **Do you have any other telephone lines in your house that someone would answer? This does not include dedicated computer or fax lines. (DCD9)**
- 1) Yes
 - 2) No *skip to D12*
- D9a. **How many other telephone lines are there? _____ Other phone lines (DCD9A)**
- D9b. **What is the primary use of this (these) phone line(s)? (DCD9B)**
- 1) **Household use only**
 - 2) **Business and home use**
 - 3) **Business use only**

D12. **How many people 18 years or older live in your household?** _____ number of people
(DCD12)

D10. **Finally, in order to classify your household for statistical purposes, what is your zip code? (DCD10)**

Zip code _____

Thank you for taking the time to complete this survey.
